

STEEL ~~STEAMER~~ or MOTORSHIP.

Received at London Office 13 NOV 1929

State if Report has been sent on the Freeboard of the Vessel **YES.**State if Report is sent on the Machinery of the Vessel **YES.**

Date of completion of report 8th November 1929. Port of GREENOCK. No. 19119.
 Survey held at PORT GLASGOW Date First Survey 4th December 1928 Last Survey 6th November 1929
 On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) SINGLE SCREW MOTOR SHIP "BONNINGTON COURT"

State Type (Full scantling, Complete Superstructure with or without Tonnage Openings) COMPLETE SUPERSTRUCTURE WITH TONNAGE OPENING State Type of Erections FORECASTLE ON SHELTER Dk.

TONNAGE under 4597.47. CLASS **100.A.I.** State if with freeboard as condition of Class **YES.** Built at PORT GLASGOW.

Do. of space or spaces between Tonnage Dk. and Upper Dk. Length from fore part of stem to after part of stern } L 404.92

Breadth (greatest moulded) B 55.25

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 37.25

1st Longitudinal Number (L x D) = 14678

2nd Numeral L x (B + D) = 37050

Framing Depth "d," at middle of length. See Sec. 3 (1d) 24.69

Proportions—Depth to Length—Uppermost continuous deck to top of keel 10.87

Do. Long Bridge to top of keel **24' 9 3/4**

Draught Moulded BUILDING AFLOAT.

Residence LONDON.

Port of Registry LONDON

If surveyed while building, afloat, or in dry dock

MANAGERS (Where necessary to be entered in Reg. Book.)

REGISTERED DIMENSIONS. FEET.

Length 405.5

Breadth 55.5

Draught 25.8

Net Tonnage 4909.01

Gross Tonnage 3011.66

FRAMES, DOUBLE BOTTOM AND BEAMS.

MEAS, Spacing amidships 27

" from 1/3 length to Collision bulkhead 27

" in peaks 24

FRAMING.

Frame Amidships, Angle, E or F 12 3 1/2 52

" Extends up to 2ND DECK.

Reversed Frame Amidships, Angle B.A. FRAMING

" Extends up to ... ✓

Depth of Framing Girder 12

Frames in Uppermost Continuous 'tween Decks, Angle, E or F 6 1/2 3 1/2 39

" Second 'tween Decks, Angle, E or F 5 3 1/2 36

" Foro " " " ANG. 5 1/2 3 1/2 36

Framing in Peaks, Angle or F 7 1/2 3 38

Diameter and Spacing of Rivets through Frame and Shell Plating amidships 7/8 ABOUT 7 DIAS.

State if Frame Joggled YES.

FRAMING ARRANGEMENTS (Sec. 7), state system and particulars (4 WEB FRAMES, 4 STRINGERS, WAS PER RULES, APPROVED PLAN)

STRENGTHENING OF BOTTOM FORWARD. State Particulars (2 EXTRA INTERCOSTALS, INCREASED SHELL, DOUBLE FRAMES INCREASED RIVETING, 4 INTER APPROVED PLATING RULES)

DOUBLE BOTTOM.

Floors, Depth and thickness at mid-line in Holds 39 EVERY 3RD

Height of Brackets at side above base line at toe of frame YES.

Middle Line Keelson, on Floors, Angles, E or F 54 x 39

" " " Through Plate or Intercostal Plate... 46 1/2 x 39

" " " Foundation Plate on Floors 39 EVERY 3RD

" " " Flat Plate Keel Angles YES.

Side Keelsons, No. each side 39 EVERY 3RD

" thickness of Intercostal Plate... YES.

" Angles 54 x 39

DOUBLE BOTTOM.

Solid Floors, thickness and spacing 46 1/2 x 39

" Are Frame and Reversed Frame joggled? YES.

Bracket Floors, breadth and thickness at middle line 54 x 39

" breadth and thickness at margin plate 46 1/2 x 39

Bracket Floors, Frame B.A. 8 1/2 3 1/2 36

" " Reversed Frame B.A. 8 3 36

" " Vertical Struts PLATE 18 x 39

Centre Girder, depth and thickness amidships 42 3/4 x 55

" " top Angles 3 1/2 3 1/2 53

" " bottom Angles 4 4 59

Side Girders, No. each side and thickness ONE - 39

Margin Plate depth (excl. of flange) and thickness 44 x 51

" " Vertical Angle to Tank side 3 1/2 3 1/2 47

" " Bracket abaft 1/2 len. from stem 3 1/2 3 1/2 47

" " Vertical Angle to Tank side 3 1/2 3 1/2 49

" " Bracket forward 1/2 len. from stem 3 1/2 3 1/2 49

" " Gussets, spacing and scantling abaft 1/2 len. from stem CONTINUOUS IN WAY OF OIL 7/8 RIV EVERY FRAME

" " Gussets, spacing and scantling forward 1/2 len. from stem 68 1/8 x 47

Tank Side Brackets, height above base line at toe of Frame and thickness 68 1/8 x 47

INNER BOTTOM PLATING.

Breadth and thickness of Middle Line Strake ... 83 1/2 x 49

Thickness of remainder in Holds 41 - 37

Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. or B. space and framing in Bunkers and Boiler Room? YES.

BEAMS.

Uppermost Continuous Deck, amidships 7 3 1/2 36

" " in Wells, Angle, E or F 27

" " in way of Bridge, Angle, E or F 27

Second Deck, amidships, Angle, E or F 7 1/2 3 40

" Spacing 27

Third Deck, amidships, Angle, E or F 27

" Spacing 27

Fourth Deck, amidships, Angle, E or F 27

" Spacing 27

Poop Deck, Angle, E or F 27

" Spacing 27

Bridge Deck, Angle, E or F 27

" Spacing 27

Forecastle Deck, Angle, E or F 8 3 34

" Spacing 27 x 24

PILLARS AND DECKS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows.....	TWO ROW OF WIDELY		Stringer Plate, breadth and thickness in way of Bridge		
„ in 'tween Decks, Size and Spacing.....	SPACED PILLARS +		Thickness of Plating abreast Deck openings in way of Wells36	✓
„ „ „ „ „	GIRDERS. AND		Thickness of Plating abreast Deck openings in way of Bridge		
„ in Hold: „ „	CENTRE LINE BULKHEAD		Thickness of Plating within line of openings...	.34	✓
„ „ „ „ „			If Sheathed, material and thickness	NOT SHEATHED.	✓
Centre Line Bulkhead.			Third Deck.		
Stiffeners and Spacing.....	B.A. 10 3/4 x 43 AS PER APP PLAN.		Stringer Plate, breadth and thickness.....		
Plating, thickness of30		If Plated, state thickness.....		
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Wells	58 3/4 x 52	✓	If Plated, state thickness		
„ „ „ „ in way of Bridge			Poop Deck.		
„ Angle in Wells	6 6 .57		Stringer Plate, breadth and thickness		
Thickness of Plating abreast Deck openings in way of Wells50		Plating, Sheathing, material and thickness ...		
Thickness of Plating abreast Deck openings in way of Bridge			Bridge Deck.		
Thickness of Plating within line of openings...	.38		Stringer Plate, breadth and thickness.....		
If Sheathed, material and thickness	NOT SHEATHED	✓	Plating, Sheathing, material and thickness ...		
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	76 x 40	✓	Stringer Plate, breadth and thickness.....	35 x 36	✓
			Plating, Sheathing, material and thickness ...	28 SHEATHED 3 P.P.	✓

SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	RIVETS.		No. of Rows OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.			SINGLE OR DOUBLE.	Diam.		Spacing cr. to cr.	Diam.		Spacing cr. to cr.
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.		
FLAT PLATE KEEL	51½	.77	.67	.67	✓	DOUBLE	7/8	3½	QUAD.	1"	4	LAPPED	
" Date. (if any)													
BOTTOM PLATING, No. of Strakes	FOUR	.55	.51	.51	✓	"	7/8	3½	TREBLE	7/8	3½	"	
BILGE PLATING, No. of Strakes	ONE	.55	.49	.49	✓	"	7/8	3½	"	7/8	3½	"	
SIDE PLATING, No. of Strakes	THREE	.55	.46	.46	✓	"	7/8	3½	"	7/8	3½	"	
UPPER DECK, Sheer-strake in Wells	78	.64	.46	.46	✓	"	7/8	3½	QUADRUPLE	7/8	3½	"	
UPPER DECK, Sheer-strake in Bridge ...													
STRAKE BELOW Sheer-strake in Wells	82½	.60	.46	.46	✓	"	7/8	3½	TREBLE	7/8	3½	"	
STRAKE BELOW Sheer-strake in Bridge ...													
DECK SIDE PLATING													
BRIDGE SIDE PLATING													
FORECASTLE SIDE PLATING			.42		✓	SINGLE	¾	3"	SINGLE	¾	2½	"	

WATERTIGHT BULKHEADS.

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
Total No. of W.T. BULKHEADS in Vessel—						
Extending to Upper Deck (Sec. 3 c)			ONE TO SHELTER DK.			
Deck next below		SIX.				
As per Rule		SIX.				
MIDSHIP BULKH'D, Upper tween decks						
"	" Second Collision Bulkhead	"	33-26	5 1/2 x 3 x 34	24	2 nd DECK
"	" Holds	"	39-26	12 x 3 1/2 x 48	30"	✓
"	" (in Hold)	✓	53-33	9 x 3 x 56 1/2	24	SEMI-BOX BEAMS.
"	"	✓	48-30	7 1/2 x 46 1/2	24	SEMI-BOX BEAM WHEEL RECESS TOP

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				
STEM				
STERN FRAME {				
Propeller Post				
Rudder				
RUDDER—A × D				
Speed of Vessel				
RUDDER mainpiece at head ...				
" " heel ...				
" how constructed				
" double or single plate				
" coupling, vertical or				
" horizontal				

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *OPEN HEARTH PROCESS*
DORMAN LONG, CONSETT, CLEVELAND, LARARKSHIRE, COLVILLE, BEARDMORE, DUNLOP, STEEL COY OF SCOTLAND.

Has the Steel been tested as required by the Rules? YES.

EQUIPMENT No. 38114.												LETTER at		ANCHORS.	
Number of Certificate.	Anchors.	WEIGHT, EL. STOCK			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.			
32193	1st Bower ...	68	3	14	STOCKLESS			53	5	0	0	68	BYERS IMPROVED	PER W. L. BYERS & CO.	SUNDERLAND 28/6/29 J. H. BUTLER.
32192	2nd „ ...	68	3	0	—	—		53	1	3	14	68	“	“	“
32153	3rd „ ...	59	0	0	—	—		47	15	0	0	58½	“	“	“
	Collective weight.	196	2	14								194½			
62162	Stream	19	1	4	4	3	20	20	1	3	14	19	ORDINARY.	RSYKES & SON	TIPTON 23/4/29 W. A. DRYSDALE

CHAIN CABLES.														HAWSERS AND WARPS.							
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and Size per Table 53.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire.	Length and Size per Table 53.			
	Length.	Diam.	Statu- tory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.	Length.	Ins.					Length.	Ins.		Length.	Ins.		
	Fathoms.	Ins.	Tons.	Tons.	Owts.	qrs.	lbs.	Owts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.		
33074	270	25/16	96 1/4	134 3/4	721	1	21	720 3/4	270	25/16	STUD LINK	RSYKES & SON	CARDIFF 8/4/29 A JONES	TOWLINE...	120	5 1/4	80 1/2	120	5 1/4		
														HAWSERS & WARPS	2@90	2 3/4	15 1/2	2@90	2 3/4		
														"	2@90	2 1/2	12 1/2	2@90	2 1/2		
Iron Stream	90	5	✓	73					90	5											
Gloucester Steel Wire																					

Steering Gear, Steam **DONKIN & SONS LTD** ✓ **Steering Gear, Hand** **RELIEVING TACKLE WORKED FROM AFTER WINCH.**
 Boats 2 @ 25' LIFEBOATS **17/6 TEST 24 3/4** ✓ **Windlass EMERSON WALKER LTD STEAM.**
 1 @ 18' CUTTER **Steering Chains, Size and Test**
 1 @ 16' DINGHY **244 " ALLOWED 1.1**
 Ceiling in Holds, thickness and material **DEEP TANK NO CEILING ON TANK BUT STEEL CEILING OVER BILGES** **Cargo Battens, thickness, material and spacing 6" x 2" W.P. SPACED 9" APART.**
 Cargo Hatchways. (Upper Deck) **COAMINGS 30" HIGH x 44.** **Thickness of Hatches 2 1/2" SOLID.**
 Size of No. 1 Hatchway (Forward) **31' 6" x 20'** No. 2 **31' 6" x 20'** No. 3 **27' x 18'** No. 4 **31' 6" x 20'** No. 5 **31' 6" x 20'** No. 6 **12' 6" x 12'**
 Number of Shifting Beams and/or Fore and Afters **Nos 1, 2, 4, 5 = 5 WEBS: No 3 = 4 WEBS: No 6 = 1 WEB**

Builder's Signature **Robert Duncan & Co. Ltd**
for Roddy

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel. **YES.** (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. **No** The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

This vessel has been built in accordance with the approved plans and in general conformity with the Society's rules for the class contemplated. The workmanship is good and the materials used throughout in the vessel's construction are also good. The double bottom tanks, deep tank, fore and after peak tanks have been tested to rule requirements and found satisfactory. Sec 20 of the rules has been fully complied with. Oil fuel is carried in Nos 2, 3, 5, & 6 double bottom tanks. flash point over 150°F.

All weather decks were hose tested & found satisfactory.

The chain locker was hose tested & found satisfactory.

The freeboard has been assigned and the marks cut in on the vessel's side after verification.

The amount of Entry Fee £ **8 : 0 : 0** Fees applied for,
 Special Survey Fee £ **320 : 9 : 8** **7th NOVEMBER 1929**
FREEBOARD
 Travelling Expenses, if any £ : : Received by me,
9th NOVEMBER 1929

I am of opinion the Vessel should be Classed **100.A.I.**
WITH FREEBOARD.

State whether the Vessel has been built under Special Survey **YES.**

Signature **Kenneth Inglis**
 Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to **GREENOCK OFFICE** Date of issue **15/11/29**

Committee's Minute **GLASGOW 12 NOV 1929**

Character assigned **100 A.I.**

TUE. 19 NOV 1929

With freeboard

11.29

Lloyd's accp

+ LMC 11.29

2 DB-150lb

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

The following approved plans together with the midship section and profile & deck plans as built & the forging reports

Midship Section
Profile & deck plan.
Stem frame & rudder
Engine seating
Deep tank, W.T. Bldg & tunnel.
Pillars & girders
Fore & aft peak stiffening
Pumping arrangement
Deep tank (amended).

This vessel incurred damage stated to have been sustained by collision with the quay wall on entering James Watt dock on October 29th 1929.
Now done:- One plate on port side on fourth stake below sheerstrake taken off, faired & replaced. Shell holed on completion. Two frames faired in place.

Particulars of Drop Test of Cast Steel Anchors, viz.:—
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower 40.0.16; MB: 6502: 14/6/29.
2nd „ 40.0.1; MB: 6505: 14/6/29
3rd „ 34.3.15; R.S.: 6420: 14/5/29

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle 40 ft. ON SHELTER DK
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ☒

No. and Material of Decks (this information is to be given as it should appear in the Register Book)

ONE DK (STL) & SHELTER DK (STL).

Official No. 161, 319; Signal Letters

Is bottom of Vessel coated with cement ☒ if not give

particulars of composition CEMENT IN W.B tanks & peaks - no cement in oil fuel tanks.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	126	432	Fore peak tank,		150
Double bottom, under Engines and Boilers,			After peak tank,		117
Double bottom, if under Engines only,	40.5	170	Deep tank, aft,	24.9"	996
Double bottom, if under Boilers only,	177.9"	765	Deep tank, forward, AMIDSHIPS.		
Double bottom, forward,		13.67	Other tanks, if fitted,		
Total capacity of double bottom			(If necessary, furnish further information by sketch.)		
* The wells are not to be included in the lengths of the tanks.					

Order for Special Survey No. 3240

Date 8th November 1928.

Dates of Surveys held while building

(1928) Dec. 4, 12, 13 (1929) Jan. 10, 14, 22, 24, 30, 31; Feb. 1, 5, 6, 8, 10, 13, 14, 19, 20, 25, 26, 27; Mar. 1, 5, 6, 8, 12, 13, 15, 16, 18, 19, 22, 25, 26, 29; Apr. 1, 2, 3, 10, 15, 14, 18, 23, 25, 30.
May 1, 8, 10, 13, 14, 16, 17, 20, 22, 24, 28, 30; June 3, 5, 6, 12, 14, 23; July 2, 14, 25, 26, 29; Aug. 1, 5, 7, 8, 9, 12, 14, 16, 19, 20, 23, 24, 26; Sept. 2, 24; Oct. 1, 8, 11, 15, 25.
29, 31; Nov. 2, 14, 15.

Total No. of Visits 90