

STEEL STEAMER or MOTORSHIP.

Received at London Office 13 AUG 1928

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 *16 August 1928*Port of *NEWCASTLE*No. *83138*Survey held at *Walker on Tyne*Date First Survey *14 Dec 1927*Last Survey *8 Aug 1928*

1928

On the (State if Machinery fitted Aft and
(if Single, Twin or Triple Screw)*Single Screw "GRACEFIELD"**Machinery fitted amidships*State Type (Full Scantling, Complete Superstructure
with or without Tonnage Openings)*Full Scantling type*

State Type of Erections

*Loop Bridge*TONNAGE under
Tonnage Deck...*4289.75*CLASS *+100 A1*State if with freeboard
as condition of Class*No*

Built at

*Walker on Tyne*Do. of space or spaces
between Tonnage Dk.
and Upper Dk.Length from fore part of stem to after part of stern
post on summer L.W.L. See Sec. 3 (1a)

FEET.

*L 390*Launched *4 July 1928*Yard No. *1274*

Total

4289.75

Breadth (greatest moulded)

B 53.25

Builders

*Swan, Hunter & Wigham**Richardson Ltd.*

Tonnage

*4631.46*Depth, at middle of length from top of keel to top
of beam at side of uppermost continuous
deck. See Sec. 3 (1c)*D 27'-10"*

Owners

*CONFIELD Steamship Co. Ltd.**Cathedral Buildings, Newcastle*

Net Tonnage

*2852.11*1st Longitudinal Number (L x D) = *10853*2nd Numeral L x (B + D) = *31621*

Managers

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

REGISTERED DIMENSIONS.

FEET.

*390.0**53.5**25.45*Framing Depth "d," at middle of length. See
Sec. 3 (1d)*24.42*

Residence

Proportions—Depth to Length—Uppermost con-
tinuous deck to top of keel*14.01*

Port of Registry

*Newcastle*Do. Long Bridge to top
of keel*10.88*

If surveyed while building, afloat, or in dry dock

Draught Moulded *23'-9"**Special Survey*

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
ES, Spacing amidships	<i>27</i>	<i>/</i>	Bracket Floors, Frame	<i>5</i>	<i>8 3/2 .44</i>
" from 1/2 length to Collision bulkhead	<i>27</i>	<i>/</i>	" " Reversed Frame	<i>5</i>	<i>7 1/2 3 .44</i>
" in peaks	<i>24</i>	<i>/</i>	" " Vertical Struts	<i>5</i>	<i>7 1/2 3 .44</i>
FRAMING.			Centre Girder, depth and thickness amidships	<i>41 x .50</i>	<i>/</i>
Amidships, Angle, E or C	<i>12 x 3 1/2 x .50 H.B.S.</i>	<i>/</i>	" " top Angles	<i>Dble. 3 x 3 x .50</i>	<i>/</i>
" Extends up to	<i>Upper deck clear of machinery. Space</i>	<i>/</i>	" " bottom Angles	<i>Dble. 4 x 4 x .54</i>	<i>/</i>
Reversed Frame Amidships, Angle	<i>/</i>	<i>/</i>	Side Girders, No. each side and thickness	<i>Generally 10.38</i>	<i>/</i>
" " Extends up to	<i>/</i>	<i>/</i>	Margin Plate depth (excl. of flange) and thickness	<i>3 1/2 x .48</i>	<i>/</i>
of Framing Girder	<i>/</i>	<i>/</i>	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	<i>6 x 6 x .44 L having 14. 7/8 R</i>	<i>/</i>
es in Uppermost Continuous 'tween	<i>7 x 3 x .33 7 x 3 x .32</i>	<i>/</i>	" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	<i>Dble 6 x 6 x .44 Ls.</i>	<i>/</i>
Decks, Angle, E or C	<i>main frames on every frame 10 ends of Bridge as per Rules.</i>	<i>/</i>	" " Gussets, spacing and scantling abaft 1/2 len. from stem	<i>Each having 14. 7/8 R.</i>	<i>/</i>
" Second 'tween Decks, Angle, E or C	<i>/</i>	<i>/</i>	" " Gussets, spacing and scantling forward 1/2 len. from stem	<i>Each having 14. 7/8 R.</i>	<i>/</i>
" Third " " "	<i>/</i>	<i>/</i>	Tank Side Brackets, height above base line at toe of Frame and thickness	<i>61 x .43</i>	<i>/</i>
ing in Peaks, Angle or C	<i>7 1/2 x 3 1/2 x .37 7 1/2 x 3 x .32</i>	<i>/</i>	INNER BOTTOM PLATING.		
ter and Spacing of Rivets through Frame and Shell Plating amid- ships	<i>7/8 @ 6 1/2</i>	<i>/</i>	Breadth and thickness of Middle Line Strake	<i>77 1/2 x .46</i>	<i>49 x .48</i>
Frame Joggled	<i>Yes</i>	<i>/</i>	Thickness of remainder in Holds	<i>.40</i>	<i>/</i>
ARRANGEMENTS (Sec. 7), state system and particulars	<i>Deep frame system, 12 x 3 1/2 x .50 6 frames H.B.S. with 8 x 3 1/2 x .50 L. frames forming 15° girder.</i>	<i>/</i>	Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?	<i>Yes</i>	<i>/</i>
THENING OF BOTTOM FOR-	<i>Midship thickness of bottom plating 1/2 inch to bulkhead of Collision bulkhead.</i>	<i>/</i>	BEAMS.		
D. State Particulars	<i>Add intercostal plates Bottom frames doubled.</i>	<i>/</i>	Uppermost Continuous Deck, amidships	<i>7 x 3 1/2 x .47</i>	<i>/</i>
BOTTOM.			" Half beams in Wells, Angle, E or C	<i>11 x 3 1/2 x .42</i>	<i>10 1/2 x 3 1/2 x .48</i>
Depth and thickness at mid-line in Holds	<i>/</i>	<i>/</i>	" Full beams in way of Bridge, Angle, E or C	<i>@ 27</i>	<i>/</i>
Height of Brackets at side above base line at toe of frame	<i>/</i>	<i>/</i>	Spacing	<i>12 x 4 x 4 x .58 L</i>	<i>/</i>
Line Keelson, on Floors, Angles, E or C	<i>/</i>	<i>/</i>	Second Deck, amidships, Angle, E or C	<i>9 1/2 3 1/2 .52</i>	<i>/</i>
" " Through Plate or Intercostal Plate	<i>/</i>	<i>/</i>	Spacing	<i>54</i>	<i>/</i>
" " Foundation Plate on Floors	<i>/</i>	<i>/</i>	Third Deck, amidships, Angle, E or C	<i>/</i>	<i>/</i>
" " Flat Plate Keel Angles	<i>/</i>	<i>/</i>	Spacing	<i>/</i>	<i>/</i>
Side Keelsons, No. each side	<i>/</i>	<i>/</i>	Fourth Deck, amidships, Angle, E or C	<i>/</i>	<i>/</i>
" " thickness of Intercostal Plate	<i>/</i>	<i>/</i>	Spacing	<i>/</i>	<i>/</i>
" " Angles	<i>/</i>	<i>/</i>	Poop Deck, Angle, E or C	<i>9 1/2 3 1/2 .44</i>	<i>/</i>
DOUBLE BOTTOM.			Spacing	<i>48 & 54</i>	<i>/</i>
Solid Floors, thickness and spacing	<i>.38 generally every 2nd frame.</i>	<i>/</i>	Bridge Deck, Angle, E or C	<i>9 3 1/2 .40</i>	<i>/</i>
" " Are Frame and Reversed Frame joggled?	<i>Yes</i>	<i>/</i>	Spacing	<i>27</i>	<i>/</i>
Bracket Floors, breadth and thickness at middle line	<i>60 x .38</i>	<i>/</i>	Forecastle Deck, Angle, E or C	<i>10 3 1/2 .50</i>	<i>/</i>
" " breadth and thickness at margin plate	<i>not less than 30 x .38</i>	<i>/</i>	Spacing	<i>24 48 & 54</i>	<i>/</i>

PILLARS AND DECKS.

[illegible]

SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <i>No</i>			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?	SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.									
FLAT PLATE KEEL	49	.74	.66	.66	✓	Double	1	4	4 for $\frac{1}{2}$ L 63	1	4	Lapped	
„ DBLG. (if any)		✓				✓			✓				
BOTTOM PLATING, No. of Strakes58	.46	.46	✓	Double	$\frac{7}{8}$	$3\frac{1}{2}$	$3\frac{3}{4}$ Treble	$\frac{7}{8}$	$3\frac{1}{8}$	„	
BILGE PLATING, No. of Strakes58	.46	.46	✓	„	„	„	„	„	„	„	
SIDE PLATING, No. of Strakes58	.44	.44	✓	„	„	„	„	„	„	„	
UPPER DECK, Sheer- strake in Wells.....		.66	hulls are clear of $\frac{1}{2}$ L ✓			„	$\frac{7}{8}$	$3\frac{1}{2}$	Treble	$\frac{7}{8}$	$3\frac{1}{8}$	„	
UPPER DECK, Sheer- strake in Bridge ...		1.10 at Breaks			✓	„	1	4	4 at Break	1	4	„	
UPPER DECK, Sheer- strake in Bridge58			✓	„	$\frac{7}{8}$	$3\frac{1}{2}$	Treble	$\frac{7}{8}$	$3\frac{1}{8}$	„	
STRAKE BELOW Sheer- strake in Wells.....		.50 - .62			✓	„	„	„	„	„	„	„	
STRAKE BELOW Sheer- strake in Bridge58			✓	„	„	„	„	„	„	„	
POOP SIDE PLATING38		Single	$\frac{3}{4}$	3	Single	$\frac{3}{4}$	$2\frac{5}{8}$	„	
BRIDGE SIDE PLATING...		.60	Single strake ✓			Steel	$\frac{7}{8}$	$3\frac{1}{2}$	Double	$\frac{7}{8}$	$3\frac{1}{2}$	„	
FORECASTLE SIDE PLATING				.40	✓	Single	$\frac{3}{4}$	3	Single	$\frac{3}{4}$	$2\frac{5}{8}$	„	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c).....

„ Deck next below.....

As per Rule.....

FORGINGS and CASTINGS.

	Castings or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	✓			
STEM	rolled steel	9' x 2 1/2"	Leamington	
STERN FRAME {	Cast steel	10 1/4 x 7 1/4	Norddeutsche	
		9 x 7 1/4	Stahlfabriken	
RUDDER—A x D	440			
Speed of Vessel	11 knots			
RUDDER mainpiece at head ...	forging	9 3/4	J. Rogers & Son	
" " heel ...		7 3/8		
" how constructed	forged & built			
" double or single plate	Single	107	thick	
" coupling, vertical or	Vertical			
" horizontal				

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Conssett, South Durham, Seward & Sons, Bolekton Vaughan, Durham & Long Pease & Partners, Cleveland Iron & Steel, Cargo Fleet, Lancashire Steel Co. & Appleby Iron Co.*

Has the Steel been tested as required by the Rules? *Yes*

EQUIPMENT No. 33784										LETTER <i>y</i>	ANCHORS.
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE			Where and when tested and Superintendent.
31117	1st Bower	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.
31119	2nd "	57	0	14	Stackless	46	14	0	7		
31118	3rd "	57	0	0	"	46	12	2	0		
	Collective weight.	170	2	14		46	6	1	0		
17302	Stream	16	1	0	5	0	0	17.6 tons	16 1/4 cwt.		

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. Cir.	Ins.	Tons.	Length. Cir.	Ins.		
31683	270 2 3/16	86 1/2	120 1/2	646.2.21	645 3/4		270 2 3/16		Shut Out	Kendrick	Cardiff 27.2.28 J. Jones	TOWLINE	180 4 3/4	47	120 4 3/4				
14151	14 1/2 2 3/16	86 1/2	120 1/2	34.1.7					"	"	Long Walker 18.6.28 J. Jones	HAWSERS & WARPS	20 90 2 3/4	15 1/2	20 90 2 3/4				
													20 90 7	12 1/2	20 90 7				
													90 2 1/2	39	90 2 1/2				
													20 45 4 1/2	39	20 45 4 1/2				
	90 4 3/4	47	1st				90 4 3/4												

Steering Gear, Steam *Cylinders 10" dia. 10" Stroke* Steering Gear, Hand *6 3/4 dia after screw gear.*

Boats *2 lifeboats & 1 dinghy* Steering Chains, Size and Test *1 7/16 Short Link 24 3/4 tons test.* Windlass *Steam*

Deiling in Holds, thickness and material *2 1/2 B.P. in way Hatches* Cargo Battens, thickness, material and spacing *6x2 w.w. @ 9" spacing*

Cargo Hatchways.-(Upper Deck) *Usual Construction* Thickness of Hatches *3" w.w.*

Size of No. 1 Hatchway (Forward) *29'3" x 20'* No. 2 *31'6" x 20'* No. 3 *22'6" x 18'* No. 4 *31'6" x 20'* No. 5 *29'3" x 20'* No. 6 *:*

Number of Shifting Beams and/or Fore and Afters *5 webs for each of hatches Nos. 1, 2, 4 & 5 and 3 webs with divisional bulkhead for No. 3 Hatch.* No fore and afters.

FOR
SWAN, HUNTER & WIGHAM RICHARDSON, LTD.
Builder's Signature *R. W. Hunter*

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel. *No* (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 constructed in accordance with the approved plans, the Secretary's letters and in general conformity with the Society's Rules for the Class contemplated. The materials and workmanship are good. The decks, bulkheads, tunnel, & W.T. doors have been tested and found satisfactory. The double bottom tanks & fore & after peak tanks have all been tested as required by the Rules and found satisfactory. The freeboard markings have been cut in on the vessel's sides and verified in accordance with the Secretary's letter of assignment.

The hand pump to chain locker flat & the W.T. doors to tunnel & Stokelohd bulkhead have been tried & found in good working order.

The approved plans 14 in number including midship section and profile and decks as built are sent herewith, together with forging reports.

There are no duplicate vessels.

Amount of Entry Fee £ 8 : 0 : 0 Fees applied for, *17 AUG 1928*

Special Survey Fee ... £ 306 : 11 : 6 Received by me, *20/8/28*

Freeboard £ 9 : 3 : 4

Travelling Expenses, if any £ : : :

I am of opinion the Vessel should be Classed *+ 100 A1*

whether the Vessel has been built under Special Survey *Yes* Signature *A. G. A. Keister*

Surveyor to Lloyd's Register of Shipping.

Date of issue *10/10/28.*

Committee's Minute

FRI. 24 AUG 1928

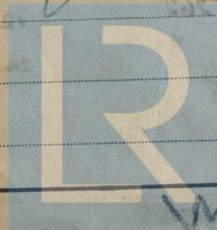
FRI. 14 DEC 1928

Character assigned

+ 100 A1

Lloyd's atel

thmc 8-28 CI



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Lloyd's Register

W 382-0095(2/2)

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.)

Particulars of Drop Test of Cast Steel Anchors, viz:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	<i>31. 1. 25</i>	including pin	<i>34. 2. 0</i>	18 May 1928 <i>J.H.</i>	Nº 6980
	2nd "	<i>31. 3. 16</i>	"	<i>34. 3. 14</i>	13 April 1928 <i>K.H.</i>	Nº 5286
	3rd "	<i>31. 1. 12</i>	"	<i>34. 2. 0</i>	18 May 1928 <i>J.H.</i>	Nº 6979

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *36.25* ft., R.Q.D. ☒ ft., Bridge *249.75* ft., Forecastle *32.* ft.

(in feet and tenths) When the Poop is joined to the B.D., this should be distinctly stated *The poop, bridge and fore-castle are separate.*

No. and Material of Decks (this information is to be given as it should appear in the Register Book) *1 str. (s.c.)*

Official No. *149477*; Signal Letters *✓* Is bottom of Vessel coated with cement *part* if not
particulars of composition *Generally fillets of cement only in tanks. Cement in peaks. Tanks under Engines & Boilers Coated with bituminous enamel.*

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, <i>including water ballast at sides of tunnel recess aft.</i>	<i>130.5</i>	<i>408</i>	Fore peak tank,	<i>20.75</i>	<i>8</i>
Double bottom, under Engines and Boilers,	<i>40.5</i>	<i>169</i>	After peak tank,	<i>25.0</i>	<i>19</i>
Double bottom, if under Engines only,	—	—	Deep tank, aft,	—	—
Double bottom, if under Boilers only,	—	—	Deep tank, forward,	—	—
Double bottom, forward,	<i>173.25</i>	<i>615</i>	Other tanks, if fitted,	—	—
Total capacity of double bottom		<i>1192</i>	(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. *5262*
Date *21.1.28*

Dates of Surveys held while building
1927 Dec. 14. 21. 1928 Jan. 11. 17. 24. 26. 27. 30. 31. FEB. 2. 3. 7. 9. 15. 20. 23. 27. 29. Mar. 1. 5. 9. 14. 16. 20. 26. Apr. 12. 13. 18. 19. 20. 24. 25. 26. MAY 2. 3. 4. 7. 8. 11. 15. 16. 18. 22. 24. 31. JUNE 5. 7. 12. 20. 22. 25. JULY 5. 18. 24. 26. 30. AUG. 1. 3. 7. 8.

Lloyd's Register Foundation
Total No. of Visits *6*