

Rpt. 1.

STEEL STEAMER ~~OR~~ MOTORSHIP

Received at London Office.. 31 MAY 1932..

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 *28th May 1932*Port of *NEWCASTLE-ON-TYNE* No. *88674*Survey held at *Glebburn-on-Tyne* Date First Survey *25th Sept. 1931* Last Survey *27 May 1932*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *steel single screw "HARPALION"* (Machinery amidships)State Type (Full scantling, Complete Superstructure with or without Tonnage Openings) *Full scantling*State Type of Erections *Disconnected*TONNAGE under Tonnage Deck... *4962.89*CLASS *100 A1*State if with freeboard as condition of Class *no*Built at *Glebburn*

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) *L 425.0*Breadth (greatest moulded) *B 56.0*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 28.75*1st Longitudinal Number (L x D) *= 12219*2nd Numeral L x (B + D) *= 36019*Framing Depth "d," at middle of length. See Sec. 3 (1d) *24.85*Proportions—Depth to Length—Uppermost continuous deck to top of keel *14.78*  
Do. Long Bridge to top of keel *11.26*Draught Moulded *24.78*Launched *6th April 1932* Yard No. *585*Builders *Shawthorn Leslie & Co. Ltd*Owners *J. & C. Harrison Ltd*

Managers

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

Residence *London*Port of Registry *London*If surveyed while building, afloat, & in dry dock *yes*

## REGISTERED DIMENSIONS.

Length *427.7*Breadth *56.3*Depth *26.05*

## 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.
FRAMES, Spacing amidships	27		Bracket Floors, Frame	7. 6 3 .36	
" " from $\frac{3}{8}$ length to Collision bulkhead	27		" " Reversed Frame	7. 5 3 .36	
" " in peaks	24		" " Vertical Struts	7. 9 3 3 .38	
DE FRAMING.			Centre Girder, depth and thickness amidships	44 1/2 .51	
Frame Amidships, Angle, E or C	12 3 1/2 .56	NBS	" " top Angles	3 1/2 3 1/2 .50	
" " Extends up to U.D.K.			" " bottom Angles	4 4 .56	
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	One .39	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	35 .50	
Depth of Framing Girder	12		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	3 1/2 3 1/2 .42	
Frames in Uppermost Continuous tween	5 1/2 3 .36		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	5 5 .42	
BRIDGE Decks, Angle, E or C			" " Gussets, spacing and scantling abaft 1/2 len. from stem	Continuous .42	
" " Second tween Decks, Angle, E or C			" " Gussets, spacing and scantling forward 1/2 len. from stem	Continuous .42	
" " Third " " "			Tank Side Brackets, height above base line at toe of Frame and thickness	68 1/2 .44	
Framing in Peaks, Angle or C	7 1/2 3 .36		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets, through Frame and Shell Plating amidships	7/8 @ 6 1/4		Breadth and thickness of Middle Line Strake	50 1/2 .50	
State if Frame Joggled	<i>yes</i>		Thickness of remainder in Holds	.42	
STRENGTHENING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Deep channel frames</i> <i>Painting stringers</i> <i>Shell plating increased</i> <i>Extra intercostals</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>	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Large single frames</i> <i>Shell plating increased</i>		BEAMS.		
ANGLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle, E or C	11 3 1/2 .49	<i>In way of Bridge</i>
Floors, Depth and thickness at mid-line in Holds			" " in way of Bridge, Angle, E or C	11 3 1/2 .49	<i>NBS</i>
Height of Brackets at side above base line at toe of frame			Spacing	27	
Middle Line Keelson, on Floors, Angles, E or C			Second Deck, amidships, Angle, E or C		
" " Through Plate or Intercostal Plate			Spacing		
" " Foundation Plate on Floors			Third Deck, amidships, Angle, E or C		
" " Flat Plate Keel Angles			Spacing		
Side Keelsons, No. each side			Fourth Deck, amidships, Angle, E or C		
" " thickness of Intercostal Plate			Spacing		
" " Angles			Poop Deck, Angle, E or C	6 3 .32	
DOUBLE BOTTOM.			Spacing	<i>every frame</i>	
Solid Floors, thickness and spacing	<i>39 spaced 54</i>		Bridge Deck, Angle, E or C	9 3 .40	
" " Are Frame and Reversed Frame joggled?	<i>yes</i>		Spacing	27	
Bracket Floors, breadth and thickness at middle line	32 .39		Forecastle Deck, Angle, E or C	7 1/2 3 .36	
" " breadth and thickness at margin plate	32 .39		Spacing	<i>every frame</i>	



## 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.
<b>PILLARS, No. of Rows.....</b>			Stringer Plate, breadth and thickness in way of Bridge .....		
„ in 'tween Decks, Size and Spacing.....			Thickness of Plating abreast Deck openings in way of Wells .....		
„ „ „ „ „ „	Centre line		Thickness of Plating abreast Deck openings in way of Bridge .....		
„ in Holds „ „	bulkhead		Thickness of Plating within line of openings...		
„ „ „ „ „ „			If Sheathed, material and thickness .....		
<b>Centre Line Bulkhead.</b>			<b>Third Deck.</b>		
Stiffeners and Spacing... $12 \times 3\frac{1}{2} \times 3\frac{1}{2} \times \frac{11}{16}$	]	spaced 54" apart	Stringer Plate, breadth and thickness.....		
Plating, thickness of .....	$\frac{3}{8}$		If Plated, state thickness.....		
<b>STRINGERS AND DECKS.</b>			<b>Fourth Deck.</b>		
<b>Uppermost Continuous Deck.</b>			Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Wells	63	.90 = +.15	If Plated, state thickness .....		
„ „ „ „ in way of Bridge	78	.42 = +.02	<b>Poop Deck.</b>		
„ Angle in Wells .....	7	7.75	Stringer Plate, breadth and thickness .....	39	.39 = +.03
Thickness of Plating abreast Deck openings in way of Wells .....	1.16	.67 = +.10	Plating, Sheathing, material and thickness ...	30	plating $2\frac{1}{2}$ " sheathing P.P.
Thickness of Plating abreast Deck openings in way of Bridge .....		.40 = +.02	<b>Bridge Deck.</b>		
Thickness of Plating within line of openings...		.41 = +.07	Stringer Plate, breadth and thickness.....	63	.69 = +.11
If Sheathed, material and thickness .....	-		Plating, Sheathing, material and thickness ...	.64 and .40	= +.10
<b>Second Deck.</b>			<b>Forecastle Deck.</b>		
Stringer Plate, breadth and thickness in Wells...	-		Stringer Plate, breadth and thickness.....	37	.39 = +.03
			Plating, Sheathing, material and thickness ...	.37	= +.03

## 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.	STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.	RIVETS.	Diam.	Spacing cr. to cr.		
	Inches.	Inches.	Inches.	Inches.				Inches.	Inches.		
FLAT PLATE KEEL .....	49	.78	.70	.70		Double	$\frac{7}{8}$	$3\frac{1}{2}$	4	1	Lapped
„ DBLG. (if any)											
BOTTOM PLATING, No. of Strakes <i>four</i>		.60	.60	.46		"	"	"	3	$\frac{7}{8}$	$3\frac{1}{8}$
BILGE PLATING, No. of Strakes <i>one</i>		.60	.53	.48		"	"	"	3	"	"
SIDE PLATING, No. of Strakes <i>two</i>		.60	.53	.44		"	"	"	3	"	"
UPPER DECK, Sheer-strake in Wells.....			.70	.68		"	1	4			
UPPER DECK, Sheer-strake in Bridge ...	78	.60	.44	.44		"	$\frac{7}{8}$	$3\frac{1}{2}$	3	"	"
STRAKE BELOW Sheer-strake in Wells.....			.70	.64		"	"	"	3	"	"
STRAKE BELOW Sheer-strake in Bridge ...	82	.60	.53	.44		"	"	"	3	"	"
POOP SIDE PLATING .....				.38		Single	$\frac{3}{4}$	3	1	$\frac{3}{4}$	$2\frac{5}{8}$
BRIDGE SIDE PLATING ...		.62				Double	$\frac{7}{8}$	$3\frac{1}{2}$	3	$\frac{7}{8}$	$3\frac{1}{8}$
FORECASTLE SIDE PLATING			.42			Single	$\frac{3}{4}$	3	1	$\frac{3}{4}$	$2\frac{5}{8}$

## WATERTIGHT BULKHEADS.

<b>Total No. of W.T. BULKHEADS in Vessel—</b>	
Extending to Upper Deck (Sec. 3 c)	7
„ Deck next below	-
As per Rule	7

## STIFFENERS.

	Plating Thickness.				
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
<b>MIDSHIP BULKHEAD, Upper tween decks</b>					
„ „ Second „					
„ „ Third „					
„ „ Holds .....	.45	.31	$12 \times 3\frac{1}{2} \times 3\frac{1}{2} \times \frac{11}{16}$	29"	-
<b>COLLISION</b> „ (in Hold) .....	.51	.26	$11 \times 3\frac{1}{2} \times 60$	24"	-
<b>AFTER PEAK</b> „ „ .....	.43	.30	$8 \times 3 \times 35$	24	-

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar</b> .....				Flat plate keel
<b>STEM</b> .....				Forging $9\frac{1}{2} \times 2\frac{1}{2}$ Forster's
<b>STERN FRAME</b> { Propeller Post .....				" $10\frac{1}{2} \times 7\frac{1}{2}$ "
{ Rudder „ .....				-
<b>RUDDER—A x D</b> .....				Yutin rudder
<b>Speed of Vessel</b> .....				11 Knots
<b>RUDDER</b> mainpiece at head ...				12" Sundaland
„ „ heel ...				9" forge
„ how constructed .....				Balanced reaction
„ double or single plate with wood backing steam lined.				
„ coupling, vertical or horizontal .....				Horizontal

## STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Cargo Fleet, Cornsett, Luddingham, Dorman Long, South Durham, Appleby Iron Co, Pease Partners.*  
 Has the Steel been tested as required by the Rules? *Yes.*



EQUIPMENT No 38705												LETTER <i>a+</i>		ANCHORS.	
Number of Certificate.	Anchors.	WEIGHT, EX. 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.			
33969	1st Bower ...	68	2	21	-	-	-	53	1	3	14	68	Byer's stockless	-	5.18/2/32 J. H. Butler
33964	2nd „ ...	68	2	14	-	-	-	53	1	3	14	68	-do-	-	5.11/2/32 -do-
33968	3rd „ ...	58	2	14	-	-	-	47	11	1	0	58½	-do-	-	5.18/2/32 -do-
	Collective weight.	195	3	21								194½			
33244	Stream .....	19	0	7	5	0	7	19	19	2	21	19	Common	-	5.29/7/30 -do-

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.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.					Length.	Cir.		Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
46704	270	2 <sup>5</sup> / <sub>16</sub>	96 <sup>1</sup> / <sub>4</sub>	134 <sup>3</sup> / <sub>4</sub>	720.3.21			720 <sup>3</sup> / <sub>4</sub>	270	2 <sup>5</sup> / <sub>16</sub>	Steel link	-	C.H. 26/1/32 Paul	TOWLINE	120	4 <sup>3</sup> / <sub>4</sub>	64 <sup>12</sup> / <sub>20</sub>	120	4 <sup>3</sup> / <sub>4</sub>
														HAWSERS & WARPS	2@90	2 <sup>3</sup> / <sub>4</sub>	15 <sup>4</sup> / <sub>20</sub>	2@90	2 <sup>3</sup> / <sub>4</sub>
														"	2@90	2 <sup>1</sup> / <sub>2</sub>	13 <sup>4</sup> / <sub>20</sub>	2@90	2 <sup>1</sup> / <sub>2</sub>
		Cir.								Cir.				"	2@90	3	18 <sup>12</sup> / <sub>20</sub>		
<del>Iron &amp; Steel</del> Steel Wire	90	5		52 <sup>16</sup> / <sub>20</sub>					90	5	Steel wires certified by British Ropes Ltd.			"	4@90	7	manilla		

Steering Gear, Steam *Wilson Pirnie* Steering Gear, Hand *Blocks & Tackles*  
Boats *2 lifeboats, 1 dinghy, 1 gig* Steering Chains, Size and Test *none* Windlass *Emerson Walker*  
Ceiling in Holds, thickness and material *2 1/2" W.W.* Cargo Battens, thickness, material and spacing *2" W.W. 9" apart.*  
Cargo Hatchways.-(Upper Deck) *Steel plates and angles on bridge deck.* Thickness of Hatches *3"*  
Size of No. 1 Hatchway (Forward) *29'3" x 24'0"* No. 2 *33'9" x 20'0"* No. 3 *22'6" x 20'0"* No. 4 *36'0" x 20'0"* No. 5 *31'6" x 24'0"* No. 6 *✓*  
Number of Shifting Beams *5 shifting beams at Nos 1, 2, 4 and 5; 2 and cross tie at No 3 hatch*  
FOR R. & W. HAWTHORN, LESLIE & CO. LIMITED.  
Builder's Signature *[Signature]*

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 *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 instructions as per Secretary's Letters as well as with the Printed Rules. The materials and workmanship are good. The freeboard has been verified and the freeboard marks cut in on the vessel's sides. All double bottom and peak tanks also the dry tank in boiler space, weather decks, bulkheads, and tunnel have been satisfactorily tested.

*12 approved plans and 5 forging & testing certificates enclosed.*

The amount of Entry Fee ..... £ *9 : 0 : 0* Fees applied for, *30 MAY 1932*  
Special Survey Fee .... £ *337 : 3 : 0* Received by me, *3/6/32 £25/- W*  
*Freeboard* £ *16 : 0 : 0* *1/6/32 £135/15/-*  
Travelling Expenses, if any £ : : *19/32*

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

State whether the Vessel has been built under Special Survey *yes*

Signature *J. Macdonald*  
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *Newcastle-on-Tyne* Date of issue *8/6/32*

Committee's Minute

FRI. 3 JUN 1932

Character assigned

*+100A1*

The Surveyors are requested not to write on or below the Committee's Minute.

*Lloyd's A+C*

*214 + d. M.C. 5,32 F.D.*  
*231 27-40 C.L.*  
*018 27-291*  
*2461*



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*W 42-0123121*



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	45 cwt	0 gns	7 lbs	K.H.	909364	22/10/31.
2nd "	44 "	0 "	14 "	K.H.	9288	23/7/31.
3rd "	37 "	0 "	21 "	M.B.	8675	8/10/30.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 41.25 ft., R.Q.D. ft., Bridge 270 ft., Forecastle 37.25 ft. (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). 1 DE (STEEL)

Official No. 162707 : Signal Letters L.H.Q.K. Is bottom of Vessel coated with cement yes if not give particulars of composition

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	139.0	415	Fore peak tank,	23.75	191
Double bottom, under Engines and Boilers,			After peak tank,	28.0	252
Double bottom, if under Engines only,	24.75	122	Deep tank, aft,		
Double bottom, if under Boilers only, Dry Tank	15.75		Deep tank, forward,		
Double bottom, forward,	195.75	810	Other tanks, if fitted,		
Total capacity of double bottom	1347		(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. 5447

Date 2.10.31

Dates of Surveys held while building

1931  
Sep. 25. 29. Oct. 9. 12. 13. 15. 16. 19. 22. 27. 28. Nov. 5. 10. 13. 26. 27. 30. Dec. 1. 8. 10. 18. 23. 28. 30. 1932  
Jan. 5. 7. 11. 15. 20. 21. 25. 27. Feb. 1. 2. 3. 5. 8. 9. 10. 12. 16. 18. 29. Mar. 2. 3. 8. 10. 14. 16. 18. 23. 24. 29. 30. Apr. 1. 4. 5. 6. 12. 13. 26. May 5. 9. 10. 12. 13. 18. 19. 23. 24. 27.

Total No. of Visits

71.