

## STEEL STEAMER or MOTORSHIP.

Received at London Office 23 JAN 1930

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 *22<sup>nd</sup> January 1930* Port of *Sunderland* No. *30263*  
Survey held at *Sunderland* Date First Survey *11<sup>th</sup> July 1929* Last Survey *22<sup>nd</sup> January 1930*  
On the *(State if Machinery fitted Aft and Single Screw Steamer ENGLAND)*  
State Type *(Full Scantling, Complete Superstructure with or without Tonnage Openings)* *Full Scantling R.Q. Sh.* State Type of Erections *Coop. Bridge & Tels*

TONNAGE under Tonnage Deck... *1762.83*

CLASS

State if with freeboard as condition of Class

Built at *Sunderland*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 283.0*Launched *17<sup>th</sup> Dec. 1929* Yard No. *1415*Total *✓*Breadth (greatest moulded) *B 41.83*Builders *Swan Hunter & Wigham Richardson L.*Gross Tonnage *2297.06*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 20.33*Owners *Alfred Christensen*Register Tonnage *1358.72*1st Longitudinal Number (L x D) *= 5753*

Managers

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

## REGISTERED DIMENSIONS.

FEET.

Length *284.60*Framing Depth "d," at middle of length. See Sec. 3 (1d) *R.Q.D. 20.48*

Residence

Breadth *42.00*Proportions—Depth to Length—Uppermost continuous deck to top of keel *R.Q.D. 11.63*Port of Registry *KØBENHAVN*Depth *18.00*Do. *Bridge to top of keel* *10.16*

If surveyed while building, afloat, or in dry dock

*While building and afloat.*

## 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	30	✓	Bracket Floors, Frame		
" " from $\frac{3}{8}$ length to Collision bulkhead	27	✓	" " Reversed Frame		
" " in peaks	24	✓	" " Vertical Struts		
IDE FRAMING.			Centre Girder, depth and thickness amidships	38 x .40	
Frame Amidships, Angle <i>E</i> or <i>C</i> N.B.S.	8 x $3\frac{1}{2}$ x .46	✓	" " top Angle	5 x 5 x .41	
" " Extends up to	Upper deck	✓	" " bottom Angle	6 x 6 x .45	
" " R.Q.D.K. <i>C</i> N.B.S.	9 x $3\frac{1}{2}$ x .50	✓	Side Girders, No. each side and thickness	One .33	
Reversed Frame Amidships, Angle			Margin Plate depth (excl. of flange) and thickness	32 x .42	
" " Extends up to	R.Q.D.K.		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem <i>panning area</i>	3 x 3 x .33 with a 6 x 6 x .45 every 4' frame	
Depth of Framing Girder	8" 9" R.Q.D.		" " Vertical Angle to Tank side Bracket forward $\frac{1}{2}$ len. from stem <i>panning area</i>	6 x 6 x .45 Every frame	
Frames in Uppermost Continuous 'tween Decks, Angle <i>E</i> or <i>C</i> N.B.S.	5 x 3 x .35	5 x 3 x .30	" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem	None	
" " Second 'tween Decks, Angle <i>C</i> or <i>E</i>			" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem	None	
" " Third " " " "			Tank Side Brackets, height above base line at toe of Frame and thickness	6 x 6 x .40	
Framing in Peaks, Angle or <i>C</i>	5 1/2 x 3 x .41		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 inch 6 1/2 diam		Breadth and thickness of Middle Line Strake	44 1/2 x .39	
State if Frame Joggled	<i>Yes</i>		Thickness of remainder in Holds	.37 - .35	
ANTING ARRANGEMENTS (Sec. 7), state strengthening for Ice system and particulars	<i>Deep frames 11 x 3 1/2 x .46 Intermediate frames 3 side stringers. Shell increased.</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>Bottom frames 5 x 5 x .33 Additional girders 3 strakes of shell with 1/2 thickness maintained to collision bulkhead.</i>	✓	BEAMS.		
ANGLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle <i>E</i> or <i>C</i>	6 x 3 x .37	6 x 3 x .34
Floors, Depth and thickness at mid-line in Holds			" " in way of Bridge, Angle <i>E</i> or <i>C</i>	8 1/2 x 3 x .40	
Height of Brackets at side above base line at toe of frame			" " Spacing	Every frame	
Middle Line Keelson, on Floors, Angles, <i>C</i> or <i>E</i>			R.Q.D.K.		
" " Through Plate or Intercostal Plate			Second Deck, amidships, Angle <i>E</i> or <i>C</i>	6 x 3 x .37	6 x 3 x .34
" " Foundation Plate on Floors			" " Spacing	Every frame	
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, <i>C</i> or <i>E</i>		
Side Keelsons, No. each side			" " Spacing		
" " thickness of Intercostal Plate			Fourth Deck, amidships, Angle, <i>C</i> or <i>E</i>		
" " Angles			" " Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle, <i>E</i> or <i>C</i>	4 1/2 x 3 x .34	
Solid Floors, thickness and spacing	37 Every frame		" " Spacing	Every frame	
" " Are Frame and Reversed Frame joggled?	<i>Yes</i>		Bridge Deck, Angle, <i>E</i> or <i>C</i> N.B.S.	5 1/2 x 3 x .43	5 1/2 x 3 x .42
Bracket Floors, breadth and thickness at middle line			" " Spacing	Every frame	
" " breadth and thickness at margin plate			Forecastle Deck, Angle, <i>C</i> or <i>E</i>	6 x 3 x .32 1/2	6 x 3 x .40.0A
			" " Spacing	Every frame	



# 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>		<i>Centre Line Bulkhead</i>			Stringer Plate, breadth and thickness in way of Bridge .....			
,, in 'tween Decks, Size and Spacing.....		<i>Forecastle 1 Row 2 5/8" on all inside beams</i>			Thickness of Plating abreast Deck openings in way of Wells .....		<i>Stringer full width</i>	
,, " " " "		<i>Bridge 5 Rows bulkheads</i>			Thickness of Plating abreast Deck openings in way of Bridge .....			
,, " " " "		<i>Poop 2 Rows 2 5/8" on all inside beams</i>			Thickness of Plating within line of openings...		.32	
,, " " " "					If Sheathed, material and thickness .....			
<b>Centre Line Bulkhead.</b>		<i>N.B. 5</i>			<b>Third Deck.</b>			
Stiffeners and Spacing.....		<i>5 x 3 x .35</i>		<i>5 x 3 x .30</i>	Stringer Plate, breadth and thickness.....			
Plating, thickness of .....		<i>8 x 3 x .43</i>		<i>8 x 3 x .45</i>	If Plated, state thickness.....			
		<i>on all inside beams</i>			<b>Fourth Deck.</b>			
<b>STRINGERS AND DECKS.</b>					Stringer Plate, breadth and thickness.....			
<b>Uppermost Continuous Deck.</b>					If Plated, state thickness .....			
Stringer Plate, breadth and thickness in Wells		<i>82 x .94</i>		<i>.66</i>	<b>Poop Deck.</b>			
,, " " " " in way of Bridge		<i>45 x .34</i>			Stringer Plate, breadth and thickness .....		<i>Stringer continued to side</i>	
,, Angle in Wells .....		<i>6 x 6 x .66</i>		<i>.44</i>	Plating, Sheathing, material and thickness ...		<i>.26 2 1/2 p.p. sheathing</i>	
Thickness of Plating abreast Deck openings in way of Wells .....		<i>40</i>			<b>Bridge Deck.</b>			
Thickness of Plating abreast Deck openings in way of Bridge .....		<i>.34</i>			Stringer Plate, breadth and thickness.....		<i>47 x .38</i>	<i>44 x .38</i>
Thickness of Plating within line of openings...		<i>.34</i>			Plating, Sheathing, material and thickness ...		<i>.34</i>	
If Sheathed, material and thickness .....					<b>Forecastle Deck.</b>			
<b>R. Q.</b>					Stringer Plate, breadth and thickness.....		<i>Stringer continued to side</i>	
<b>Second Deck.</b>					Plating, Sheathing, material and thickness ...		<i>.26 2 1/2 p.p. sheathing</i>	
Stringer Plate, breadth and thickness in Wells...		<i>79 1/2 x .68</i>		<i>.58</i>				

## SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.	No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.					Diam.	Spacing cr. to cr.	
FLAT PLATE KEEL .....	44	.58	.54	.54		Double	7/8 3/3	3	7/8 3/8	Papped	
,, DBLG. (if any)	-	-	-	-		-	-	-	-	-	-
BOTTOM PLATING, No. of Strakes .....	69	.53	.40	.40		Double	3/4 3	3	3/4 2 5/8	Papped	
BILGE PLATING, No. of Strakes .....	68	.53	.66	.40		"	3/4 3	3	3/4 2 5/8	"	
SIDE PLATING, No. of Strakes .....	75	.52	.66	.40		"	7/8 3/3	3	7/8 3/8	"	
UPPER DECK, Sheer-strake in Wells.....	75	.66	.40	.40		"	7/8 3/3	4	1" 4	"	
UPPER DECK, Sheer-strake in Bridge ...	75	.52	.40	.40	<i>47 1/2 x .57-.40</i>	"	7/8 3/3	3	1" 3 1/2	"	
STRAKE BELOW Sheer-strake in Wells.....	75	.56	.66	.40		"	7/8 3/3	3	7/8 3/8	"	
STRAKE BELOW Sheer-strake in Bridge ...	75	.52	.40	.40		"	7/8 3/3	3	7/8 3/8	"	
POOP SIDE PLATING .....				.32		Single	3/4 3	1	3/4 2 5/8	"	
BRIDGE SIDE PLATING ...		.46				"	3/4 3	3	3/4 2 5/8	"	
FORECASTLE SIDE PLATING			.34			"	3/4 3	1	3/4 2 5/8	"	

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	<i>four</i>
Extending to Upper Deck (Sec. 3 c)	<i>four</i>
,, Deck next below	<i>✓</i>
As per Rule.	<i>four</i>

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHD, Upper tween decks	-	-	-	-	-
,, " Second "	-	-	-	-	-
,, " Third "	-	-	-	-	-
,, " Holds .....	<i>.41-.26 8 x 3 .43</i>	<i>31"</i>	-	-	-
COLLISION " (in Hold) .....	<i>.45 FLOOR</i>	<i>.33-.26 10 x 3 1/2 x .40</i>	<i>24"</i>	ONE W.T. FLAT RECESS TOP	
AFTER PEAK " .....	<i>.42 FLOOR</i>	<i>.30-.26 6 x 3 x .36</i>	<i>24"</i>	I. SEMI-BOX BEAM	

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar .....	-	-	-	-
STEM .....	<i>Rolled bar</i>	<i>7 5/8 x 2 1/8</i>	<i>The Lanarkshire Steel Co. Ltd.</i>	
STERN FRAME { Propeller Post .....	<i>Casting</i>	<i>8 1/4 x 5 1/2</i>	<i>The Darlington Forge Co.</i>	<i>See plans</i>
{ Rudder .....		<i>7 1/4 x 5 1/2</i>		
RUDDER—A x D .....				
Speed of Vessel .....	<i>Not exceeding 10 knots</i>			
RUDDER mainpiece at head ...		<i>7 1/2</i>	<i>The Darlington Forge Co.</i>	
,, " heel ...	<i>Forging</i>	<i>5 1/2</i>	<i>Forge Co.</i>	
,, how constructed .....	<i>Forging with arms skinned on.</i>			
,, double or single plate .....	<i>Single plate .90</i>			
,, coupling, vertical or horizontal .....	<i>Horizontal</i>			

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture).
	<i>Cornwall Iron Co. Ltd. : Norman Long &amp; Co. Ltd. : Bolton Vaughan &amp; Co. Ltd. : South Durham Steel Co. Ltd. : Cargo Fleet Iron Co. Ltd. : S. Yaffar &amp; Co. Ltd. : Rains &amp; Co. Ltd.</i>
	Has the Steel been tested as required by the Rules? <i>Yes.</i>

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EQUIPMENT No. 18712												LETTER 5	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.				
32682	1st Bower ...	39	1	21	-	-	-	35	8	3	0	38 3/4	Byers Improved	—	SLD. 17.12.29 J. H. Butler
24446	2nd " ...	39	0	0	-	-	-	35	2	2	0	38 3/4	Improved Swivel	—	L.W. 16.12.29 A. Green
32471	3rd " ...	32	2	7	-	-	-	30	11	3	14	32 1/2	Byers Improved	—	SLD. 10.10.29 J. H. Butler
	Collective weight.	111	0	0								110			
32491	Stream .....	10	0	7	2	2	7	12	2	0	21	10 cwt stock	Common	—	SLD. 17.10.29 J. H. Butler

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.		Tons.	Length.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
94145	60	1 <sup>13</sup> / <sub>16</sub>	59 <sup>7</sup> / <sub>8</sub>	82 <sup>3</sup> / <sub>4</sub>	101	2	22	—	240	1 <sup>13</sup> / <sub>16</sub>	Steel	—	With. 26.10.29 H. Green	TOWLINE	90	4	33	90	4
94160	30	"	"	"	51	1	6	—			"	—	" 31.10.29 H. Green	HAWSERS & WARPS	2/90	2 <sup>1</sup> / <sub>2</sub>	12 <sup>1</sup> / <sub>2</sub>	2/90	2 <sup>1</sup> / <sub>2</sub>
90370	15	"	"	"	24	3	0	—			"	—	" 31.12.28 H. Green	"	2/90	2 <sup>1</sup> / <sub>4</sub>	9 <sup>1</sup> / <sub>2</sub>	2/90	2 <sup>1</sup> / <sub>4</sub>
Iron Stream Chain or Steel Wire	75	4 <sup>1</sup> / <sub>4</sub>	35	—	—	—	—	—	75	4 <sup>1</sup> / <sub>4</sub>	Cables Continued Overleaf.			"					
											Antim. Paper Co.			"					

Steering Gear, Steam	7 1/2 x 7	Donkin & Co. Ld.	Steering Gear, Hand	3 3/4	by Washburn Engine Works Co. Ld.
Boats	2 @ 22'0" x 7'3" x 2'9"		Steering Chains, Size and Test	1 1/16"	13 Tons
Ceiling in Holds, thickness and material	2 1/2 w.w		Cargo Battens, thickness, material and spacing	6" x 2"	4" apart
Cargo Hatchways.—(Upper Deck)	5 Steel plates and angles		Thickness of Hatches	3" on 4'0" x 2"	2 1/2" on 4'7" x 4'
Size of No. 1 Hatchway (Forward)	34'9" x 28'22"	No. 2 34'0" x 28'0"	No. 3 32'6" x 28'0"	No. 4 30'0" x 28'24"	No. 5 — No. 6 —
Number of Shifting Beams and/or Fore and Afters	Five in each hatch				
FOR SWAN, HUNTER & WIGHAM RICHARDSON LTD. SUNDERLAND.					
Builder's Signature			R. B. Wealland		

**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 Rules and Secretary's letters. The materials and workmanship are good. The requirements for the notation of "Strengthened for Navigation in Ice" have been complied with. Freeboard markings verified and cut in on the vessel's sides.

The peak tanks and double bottom tanks have been satisfactorily tested to rule pressure. The bulkheads, decks, tunnel and W.T. door have been hose tested and found satisfactory.

The windlass, winches, steering gear, W.T. door and handpumps have been tried and found in good working order.

The following approved plans (12 in number) are being forwarded.  
 Midship Section: Profile and Deck: Stemframe and Rudder: Pumping Arrangements and peak bulkheads: Midship Bulkheads: Pumping Plan: Tunnel.

P.T.O.

The amount of Entry Fee	£ 6 : 0 : 0	Fees applied for,	18 JAN. 1930	I am of opinion the Vessel should be Classed	100A1
Special Survey Fee	£ 189 : 17 : 0	Received by me,	24.1.30		
Freeboard	5 : 16 : 8				
Travelling Expenses, if any	£ 1 : 1 : 1				
State whether the Vessel has been built under Special Survey	Yes	Signature	H. Urwin.	Surveyor to Lloyd's Register of Shipping.	
Certificate to be sent to	SUNDERLAND.	Date of issue	24/1/30.		

Committee's Minute FRI. 24 JAN 1930  
 Character assigned +100A1

Strengthened for Navigation in Ice  
 Lloyd's excl. + Lmb. 1.30  
 W462-0065 (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.)

Equipment (Continuation)

No of Cert.	Supplies		Tests		Weight of Cable Supplied	Rule	Per Table 53		Descrip	Makers	Where and when tested and Superintendent
	Length	Size	Stat	Breaking			Length	Diam			
90369	15	1 <sup>3</sup> / <sub>16</sub>	59 <sup>1</sup> / <sub>8</sub>	82 <sup>3</sup> / <sub>4</sub>	24.3.6				Steel	—	Meth. 31.12.28 H. Green
90368	15	1 <sup>3</sup> / <sub>16</sub>	"	"	24.3.0				"	—	" " " " "
90367	15	1 <sup>3</sup> / <sub>16</sub>	"	"	24.3.20				"	—	" " " " "
90366	15	1 <sup>3</sup> / <sub>16</sub>	"	"	24.3.4				"	—	" " " " "
43575	45	1 <sup>3</sup> / <sub>16</sub>	"	"	75.3.7				"	—	C.H. 28.10.29 S.C. Paul
16456	15 <sup>1</sup> / <sub>16</sub>	1 <sup>3</sup> / <sub>16</sub>	"	"	25.2.21				"	—	Slid 24.10.29 J.H. Butler
16455	15 <sup>1</sup> / <sub>16</sub>	1 <sup>3</sup> / <sub>16</sub>	"	"	25.2.7				"	—	" " " " "
	240 <sup>1</sup> / <sub>2</sub>	1 <sup>3</sup> / <sub>16</sub>			404.0.9	397.3.0	240	1 <sup>3</sup> / <sub>16</sub>			

List of Plans Continued

Additional Strengthening for Ice: Hatch Coverings and Webs: Shell and Deck at ends of Bridge: Compensation in way of Coal Hatch: Coal Hatch to Cross Bulkhead

Two forging certificates are also forwarded herewith together with a copy of an Interim Certificate which has been issued for Danish Consular purposes.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	Weight	Initials	No of Cert	Date of Test
		23.1.0	S.T	471	13.12.29
	2nd "	23.0.21	N.B	7293	27.11.29
	3rd "	17.3.25	N.B	6837	29.8.29

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 18.6 ft., R.Q.D. 92.5 ft., Bridge 55.0 ft., Forecastle 27.65 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 Sh (steel)

Official No. ✓ ; Signal Letters Is bottom of Vessel coated with cement <sup>Rule</sup> yes if not give particulars of composition

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length.		Water Capacity.	Where Fitted.	Length.		Water Capacity.
	Feet.	Tons.			Feet.	Tons.	
Double bottom, aft,	77.5	172		Fore peak tank,	19.42	69	
Double bottom, under Engines and Boilers,	—	—		After peak tank,	18.00	82	
Double bottom, if under Engines only,	15.0	50		Deep tank, aft,	—	—	
Double bottom, if under Boilers only,	22.5	76		Deep tank, forward,	—	—	
Double bottom, forward,	111.0	317		Other tanks, if fitted,	—	—	
		615					

Total capacity of double bottom 615 (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 5722

Date 23.5.29

Dates of Surveys held while building

1929. July 11.24. Aug. 2. 19.28.30. Sep. 10.16.23. Oct. 11.17.22. Nov. 7.15.20.23.25.28 Dec. 3.4.10.11.13.17.20. 1930. Jan. 13.15.17.20.22.



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Total No. of Visits 30