





## 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</b> , No. of Rows. <i>One</i>			Stringer Plate, breadth and thickness in way of Bridge	43 x 38	
„ in 'tween Decks, Size and Spacing.....	<i>Wide spaced pillars + girders as per approved plan</i>		Thickness of Plating abreast Deck openings in way of Wells	30	
„ „ „ „ „			Thickness of Plating abreast Deck openings in way of Bridge	30	
„ in Holds „ „	<i>Wide spaced pillars + girders as per approved plan</i>		Thickness of Plating within line of openings...	30	
„ „ „ „ „			If Sheathed, material and thickness		
<b>Centre Line Bulkhead.</b>			<b>Third Deck.</b>		
Stiffeners and Spacing.....			Stringer Plate, breadth and thickness.....		
Plating, thickness of			If Plated, state thickness.....		
<b>STRINGERS AND DECKS.</b>			<b>Fourth Deck.</b>		
<b>Uppermost Continuous Deck</b> <i>Shelter Deck</i>			Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Wells	56 x 48		If Plated, state thickness		
„ „ „ „ in way of Bridge	56 x 44		<b>Poop Deck.</b>		
„ Angle in Wells	4 1/2 4 1/2 48		Stringer Plate, breadth and thickness		
Thickness of Plating abreast Deck openings in way of Wells	30		Plating, Sheathing, material and thickness		
Thickness of Plating abreast Deck openings in way of Bridge	30		<b>Bridge Deck.</b>		
Thickness of Plating within line of openings...	30		Stringer Plate, breadth and thickness.....	54 x 48	
If Sheathed, material and thickness			Plating, Sheathing, material and thickness	<i>Steel Deck 26-52 1/2 P.P. sheathing</i>	
<b>Second Deck.</b> <i>Upper Deck</i>			<b>Forecastle Deck.</b>		
Stringer Plate, breadth and thickness in Wells...	43 x 38		Stringer Plate, breadth and thickness.....		
			Plating, Sheathing, material and thickness		

## 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	43	80	66	66	43 x 7/16 ft. to 56	Double	1 3/16	4 - 3/5 L	1	4	Lapped
„ DBLG. (if any)											
BOTTOM PLATING, No. of Strakes 2	65 x 7/2	52	40	50 x 56			3/8 3 1/2	3 - 7/16 aft 4 - 7/2 L	7/8	3 1/2 x 5 1/2	
BILGE PLATING, No. of Strakes 2	69 x 6 1/2	52	40	56				4 x 3 - 1/2 L		5 1/2 x 5 1/2	
SIDE PLATING, No. of Strakes 2	68 x 7 1/2	52	40	50 x 56				4 - 1/2 L		3 1/2	
UPPER DECK, Sheer-strake in Wells.....	66	80	40	40	Watch Cet		1 1/8	4 - 1/2 L			
UPPER DECK, Sheer-strake in Bridge ...	66	50					7/8	3		3 1/2	
STRAKE BELOW Sheer-strake in Wells.....	72	50	40	40				4 - 1/2 L		3 1/2	
STRAKE BELOW Sheer-strake in Bridge ...	72	50						4			
POOP SIDE PLATING					Sheerstrake increased to 80 at Bridge ends in line of doubling.						
BRIDGE SIDE PLATING	91	51						4			
FORECASTLE SIDE PLATING											

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— 5					
Extending to Upper Deck (Sec. 3 c) <i>Aft Peak to W. 3. 7 lat</i>					
" Deck next below <i>3 to Upper Deck and Fore Peak Bulkhead to Shelter Deck.</i>					
As per Rule <i>4</i>					
	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks	<i>✓</i>				
" " Second "	<i>✓</i>				
" " Third "	<i>✓</i>				
" " Holds .....	<i>✓</i>	<i>B.A</i>			
		<i>34-26 1/2 3-32</i>	<i>30</i>	<i>✓</i>	<i>✓</i>
COLLISION " (in Hold) .....	<i>✓</i>	<i>48-26 7-3-42</i>	<i>24</i>	<i>Steel 7 lat</i>	
AFTER PEAK " " .....	<i>✓</i>	<i>44-26 8-3-41</i>	<i>24</i>	<i>Tunnel 7 lat</i>	

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				7 lat plate keel
STEM	Rolled	8 x 2 3/4	David Colville & Sons Ltd	
STERN FRAME	Propeller Post	Forged 8 x 5 1/2	Chlands Ltd	
	Rudder	8 x 5 1/2		
RUDDER—A x D		26 x 8		
Speed of Vessel		12 1/2 K		
RUDDER mainpiece at head	Forged	6 1/4 dia	Chlands Ltd	
„ „ heel		6 1/2		6 1/4
„ how constructed	Built			
„ double or single plate	Single plate	1.03 thick		
„ coupling, vertical or horizontal	Vertical Coupling			

## STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *(Open Hearth)*

*David Colville & Sons Ltd. William Beardmore & Co. Ltd. Connell Iron Co. Ltd.*

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



EQUIPMENT No. <u>17520</u>												LETTER <u>R</u>	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.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	owts.	qrs.	lbs.				
<u>6424</u>	1st Bower ...	<u>36</u>	<u>1</u>	<u>0</u>	<u>Stockless</u>			<u>33</u>	<u>5</u>	<u>2</u>	<u>14</u>	<u>352</u>	<u>Ryers, Stockless</u>	—	<u>Glasgow 16<sup>th</sup> 28 L. Haffner</u>
<u>6425</u>	2nd „ ...	<u>35</u>	<u>3</u>	<u>0</u>	<u>-0-</u>			<u>32</u>	<u>18</u>	<u>3</u>	<u>0</u>	<u>352</u>	<u>-0-</u>	—	<u>„ -0-</u>
<u>6426</u>	3rd „ ...	<u>30</u>	<u>1</u>	<u>14</u>	<u>-0-</u>			<u>28</u>	<u>18</u>	<u>0</u>	<u>14</u>	<u>30</u>	<u>-0-</u>	—	<u>„ -0-</u>
	Collective weight.	<u>102</u>	<u>1</u>	<u>14</u>								<u>101</u>			
<u>43401</u>	Stream .....	<u>9</u>	<u>2</u>	<u>14</u>	<u>2</u>	<u>2</u>	<u>0</u>	<u>11</u>	<u>13</u>	<u>1</u>	<u>21</u>	<u>9½</u>	<u>Ordinary</u>	—	<u>Radby Heath 30<sup>th</sup> 28 J. P. Paul</u>

## 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.	Owts.	qrs.	lbs.	Length.	Diam.					Length.	Ins.	Tons.	Length.	Ins.
40942	240	1 3/4	552	778	384	2	21	370 1/2	240	1 3/4	Stud	Radby Heath 30 <sup>th</sup> 28 J. P. Paul	TOWLINE	105	3 1/2	26	90	3 1/2
													HAWSERS & WARPS	200	2 1/2	12 1/2	2-90	2 1/2
														2-90	2 1/4	9 1/2	2-90	1 3/4
Iron Stream Chain or Steel Wire	75	4		53					75	4								

Steering Gear, Steam Electric (by Harland + Wolff)

Steering Gear, Hand Blocks and Tackle

Boats 2 Life Boats and one Dingy Steering Chains, Size and Test ✓

Windlass Electric (Clarke Chapman &amp; Co)

Ceiling in Holds, thickness and material 8" x 2 1/2" White Pine

Cargo Battens, thickness, material and spacing 6" x 2" White pine, 12 apart

Cargo Hatchways. (Upper Deck) Steel plates and Angles

Thickness of Hatches 2 1/2"

Size of No. 1 Hatchway (Forward) 30' x 14' 0" x 32' No. 2 30' x 8' 14' 0" x 32' No. 3 30' x 8' 14' 0" x 32' No. 4 ✓

No. 5 ✓

No. 6 ✓

Number of Shifting Beams and/or Fore and Afters Three in No. 1, Five in No. 2 + 3

FOR HARLAND &amp; WOLFF, LTD

Builder's Signature

J. M. Jackson  
Managing Director

GENERAL DECLARATION. This vessel has been built in accordance with the accompanying approved plans, the Secretary's letters of instruction and in general conformity with the Society's printed Rules (1921-2). The workmanship and materials are good. The Double Bottom Tanks, Fore and After Peak Tanks and Oil Fuel Bunkers have been tested in accordance with Rule requirements. The Weather Decks, Tunnel, W.S. Bulkheads, W.S. Doors and Pumps have been tested with satisfactory results. The Freeboard markings have been verified and cut in on the vessel's sides. For list of approved plans in connection with this vessel, see Glasgow report No. 47373 on the M/V. Pelayo.

All built angles fitted are of the Revised British Standard Section, equivalent to scantlings shown on the approved plans.

This vessel is a sister ship to the same builders M/V. PALACIO, Glasgow Report No. 47200, M/V. PELAYO, Gls Rpt No. 47373, M/V. PACHECO, Gls Rpt No. 47434 and M/V. PINTO, Gls Rpt No. 47530.

The following plans accompany this report:—Midship Section and Profile and Decks of vessel as built, also 34 forging Reports.

The amount of Entry Fee ..... £ 5 : 0 : 0  
Special Survey Fee .... £ 134 : 12 : 0  
Freeboard 4 11 8  
Travelling Expenses, if any £

Fees applied for,

1/3/1928

Received by me,

16-3-28

I am of opinion the Vessel should be Classed **± 100A1, Shelter Bk**  
With Freeboard

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

Signature

Aled. Munnro

Surveyor to Lloyd's Register of Shipping.

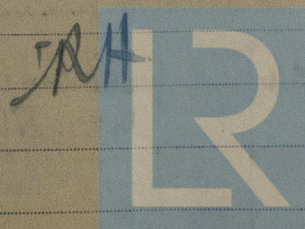
Certificate to be sent to **Glasgow** Date of issue **20/3/28**Committee's Minute **GLASGOW 13 MAR 1928**Character assigned **± 100A1**

Shelter Bk. with fbs.

2.28

Lloyd's A+C.B.

+ LMC 3.28



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Lloyd's Register  
Foundation

W467-0008 (2/2)



