

With or Without

Disconnected Erections.

STEEL STEAMER.

WED. OCT. 7, 1914

Received at London Office.

State if Report is also sent on the Machinery of the Vessel

Date of completion of report 6th October 1914 Port of Dublin No. 3411
Survey held at Dublin Date, First Survey 2nd January 1914 Last Survey 1st October 1914
On the (State if Single, Twin, or Triple Screw) Single Screw Steel Steamer "J. DUNCAN" Rig Two Masted Schooner
TONNAGE under 1354.05 CLASS 100 A.I. Master P. J. Alexander
Tonnage Deck. Do. between Tonnage Dk. and 3rd and 4th Dk. Do. of Poop Do. of R. & Dk. Do. of Bridge House Do. of Forecastle Sidechambers Do. of Houses on Dk. (Chambers) Do. of excess of Hatchways Do. above Crown of Engine Room Gross Tonnage Less Crew Space Less above Crown of Engine Room TONNAGE FOR FEES.. Less Engine Room Less Navigation Spaces
Register Tonnage as cut on Beam ..

Breadth (greatest moulded) Depth, at middle of length from top of keel to top of upper deck beams at side Transverse Number Length on deck from fore part of stem to after part of stern post Longitudinal Number Depth "d," at middle of length (See Secs. 2 & 13) Proportions—Depths to Length—Upper Deck Beam at side to top of keel R. Quarter Long Bridge Deck Beam at side to top of keel

Year of appointment (1) As Master in service of owner of present vessel—1912 (2) As Master of this vessel—1914
Built at When built By whom built Owners Managers (Where necessary to be entered in Reg. Book.) Residence Port belonging to

Destined Voyage If Surveyed while Building, Afloat, and in Dry Dock

as cut on Beam		Feet.		Inches.		Feet.		Inches.		No. of Decks with flat laid		One					
LENGTH on Deck as per Rule		260	0	BREADTH—Moulded		38	3	DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams		16	5	No. of Tiers of Beams One					
Moulded depth, ft. 26 ins. 1 To Bridge Dk. Round of Upper 9 1/2 ins.																	
Moulded depth, ft. 18 ins. 7 To Upper Dk. Dk. Beam, Actual																	
Dimensions of Ship per Register, Length 260.10 breadth 38.3 depth 16.31																	
FRAMING.						PILLARS.											
Inches in Ship.						Inches in Ship.						Inches in Ship.		Inches in Ship.			
FRAME, Angles, or Bars amidships						7 1/2	3	56	7 1/2	3	56	PILLARS, in Bridge Deck, size and spacing		2 1/2	54	2 1/2	54
Do. in peaks						5 1/2	3	44	5 1/2	3	44	Do. in way of Double Bottoms at Solid Floors		2 1/2	48	2 1/2	48
Do. in way of Double Bottoms at Solid Floors						3	3	34	3	3	34	Do. in way of Double Bottoms at Solid Floors		2 3/4	48	2 3/4	48
Do. in way of Double Bottoms at Solid Floors						3 1/2	3	40	3	3	40	Do. in way of Double Bottoms at Solid Floors		3 1/2	48	3 1/2	48
Spacing of Frames from centre to centre amidships						27	—	—	27	—	—	Spacing of Frames from centre to centre amidships		27	—	—	27
Spacing of Frames from centre to centre amidships						27	—	—	27	—	—	Spacing of Frames from centre to centre amidships		27	—	—	27
Spacing of Frames from centre to centre amidships						24	—	—	24	—	—	Spacing of Frames from centre to centre amidships		24	—	—	24
REVERSED FRAME, Angles, in Deep Tank						3	3	32	3	3	32	REVERSED FRAME, Angles, in Deep Tank		3	3	32	3
Do. in way of Double Bottoms at Solid Floors						3	3	34	3	3	34	Do. in way of Double Bottoms at Solid Floors		3	3	34	3
Do. in way of Double Bottoms at Solid Floors						3 1/2	3	40	3	3	40	Do. in way of Double Bottoms at Solid Floors		3 1/2	3	40	3
FRAMING, depth of girder						—	—	—	—	—	—	FRAMING, depth of girder		—	—	—	—
FLOORS, depth and thickness of Floor Plate at mid-line for length amidships						24	—	42	24	—	42	FLOORS, depth and thickness of Floor Plate at mid-line for length amidships		24	—	42	24
in way of Engine and Boiler Spaces						—	—	—	—	—	—	in way of Engine and Boiler Spaces		—	—	—	—
thickness at the ends of vessel						—	—	36	—	—	36	thickness at the ends of vessel		—	—	36	—
depth at 1/2 the half breadth, as per Rule						19 1/2	1	12	19 1/2	1	12	depth at 1/2 the half breadth, as per Rule		19 1/2	1	12	19 1/2
height extended at the Bilges						24	8 Space	50	24	8 Space	50	height extended at the Bilges		24	8 Space	50	24
FLOORS in Cell. Double Bottoms						35	34	35	35	34	35	FLOORS in Cell. Double Bottoms		35	34	35	35
state if flanged (top & bottom)						No	✓	—	No	✓	—	state if flanged (top & bottom)		No	✓	—	No
Spacing of Solid floors						27	—	27	27	—	27	Spacing of Solid floors		27	—	27	27
CENTRE GIRDER, in Dbl. bottom, dpth. & thcknss.						35	58	35	35	58	35	CENTRE GIRDER, in Dbl. bottom, dpth. & thcknss.		35	58	35	35
Angles, Top						4 1/2	4 1/2	48	4 1/2	4 1/2	48	Angles, Top		4 1/2	4 1/2	48	4 1/2
Angles, Bottom						6	6	64	6	6	64	Angles, Bottom		6	6	64	6
to Floors						3	3	34	3	3	34	to Floors		3	3	34	3
Brackets at intermdt. frmg., width & thcknss						5	5	38	5	5	38	Brackets at intermdt. frmg., width & thcknss		5	5	38	5
SIDE GIRDERS, number on each side & thickness						One	32	One	One	32	One	SIDE GIRDERS, number on each side & thickness		One	32	One	One
state if flanged (top and bottom)						No	✓	—	No	✓	—	state if flanged (top and bottom)		No	✓	—	No
Angles (top and bottom)						3	3	32	3	3	32	Angles (top and bottom)		3	3	32	3
to Floors						2 1/2	2 1/2	34	2 1/2	2 1/2	34	to Floors		2 1/2	2 1/2	34	2 1/2
MARGIN PLATE, depth (exclusive of flange) and thickness						25 1/2	ES. 36	25	ES. 36	25	ES. 36	MARGIN PLATE, depth (exclusive of flange) and thickness		25 1/2	ES. 36	25	ES. 36
Angles to Outside Plating						3 1/2	3 1/2	36	3 1/2	3 1/2	36	Angles to Outside Plating		3 1/2	3 1/2	36	3 1/2
Floors						4 1/2	4 1/2	34	4 1/2	4 1/2	34	Floors		4 1/2	4 1/2	34	4 1/2
Brackets at intermdt. frmg., width & thcknss						4 1/2	4 1/2	40	4 1/2	4 1/2	40	Brackets at intermdt. frmg., width & thcknss		4 1/2	4 1/2	40	4 1/2
Height of Outside Brackets above at bilge						24	—	34	24	—	34	Height of Outside Brackets above at bilge		24	—	34	24
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake						51	48	51	40	48	51	INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake		51	48	51	40
in Engine and Boiler space						ES. 7/8	58	ES. 7/8	58	ES. 7/8	58	in Engine and Boiler space		ES. 7/8	58	ES. 7/8	58
Remainder in Holds						—	—	—	—	—	—	Remainder in Holds		—	—	—	—
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel						7	3	44	7	3	44	BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel		7	3	44	7
In way of Long Bridge						—	—	—	—	—	—	In way of Long Bridge		—	—	—	—
Spacing						27	In Peaks 24	27	27	In Peaks 24	27	Spacing		27	In Peaks 24	27	27
BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel						—	—	—	—	—	—	BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel		—	—	—	—
Spacing						—	—	—	—	—	—	Spacing		—	—	—	—
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel						6 1/2	3	38	6 1/2	3	38	BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel		6 1/2	3	38	6 1/2
Angles on upper edge						—	—	—	—	—	—	Angles on upper edge		—	—	—	—
Spacing						27	—	27	27	—	27	Spacing		27	—	27	27
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel						—	—	—	—	—	—	BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel		—	—	—	—
Angles on upper edge						—	—	—	—	—	—	Angles on upper edge		—	—	—	—
Spacing						—	—	—	—	—	—	Spacing		—	—	—	—
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel						8	3	50	8	3	50	BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel		8	3	50	8
Angles on upper edge						—	—	—	—	—	—	Angles on upper edge		—	—	—	—
Spacing						54	—	54	54	—	54	Spacing		54	—	54	54
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel						9	3 1/2	50	9	3 1/2	50	BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel		9	3 1/2	50	9
Angles on upper edge						—	—	—	—	—	—	Angles on upper edge		—	—	—	—
Spacing						48	—	48	48	—	48	Spacing		48	—	48	48
PILLARS.						KEELSONS & STRINGERS.						Inches in Ship.		Inches in Ship.		Inches in Ship.	
PILLARS, in Bridge Deck, size and spacing						CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate						Inches in Ship.		Inches in Ship.		Inches in Ship.	
PILLARS, in Bridge Deck, size and spacing						CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate						Inches in Ship.		Inches in Ship.		Inches in Ship.	
PILLARS, in Bridge Deck, size and spacing						CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate						Inches in Ship.		Inches in Ship.		Inches in Ship.	
PILLARS, in Bridge Deck, size and spacing						CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate						Inches in Ship.		Inches in Ship.		Inches in Ship.	
PILLARS, in Bridge Deck, size and spacing						CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate						Inches in Ship.		Inches in Ship.		Inches in Ship.	
PILLARS, in Bridge Deck, size and spacing						CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate						Inches in Ship.		Inches in Ship.		Inches in Ship.	
PILLARS, in Bridge Deck, size and spacing						CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate						Inches in Ship.		Inches in Ship.		Inches in Ship.	
PILLARS, in Bridge Deck, size and spacing						CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate						Inches in Ship.		Inches in Ship.		Inches in Ship.	
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PILLARS, in Bridge Deck, size and spacing						CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate						Inches in Ship.		Inches in Ship.		Inches in Ship.	
PILLARS, in Bridge Deck, size and spacing						CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate						Inches in Ship.		Inches in Ship.		Inches in Ship.	
PILLARS, in Bridge Deck, size and spacing						CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate						Inches in Ship.		Inches in Ship.		Inches in Ship.	
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PILLARS, in Bridge Deck, size and spacing						CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate						Inches in Ship.		Inches in Ship.		Inches in Ship.	
PILLARS, in Bridge Deck, size and spacing						CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate						Inches in Ship.		Inches in Ship.			

* If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.

EQUIPMENT No. 15947-55				LETTER "q"				ANCHORS.				TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS.					
Number of Certificate.		Anchors.		WEIGHT EX STOCK		WEIGHT OF STOCK		TEST PER CERTIFICATE		WEIGHT REQUIRED BY TABLE 31.		Description of Anchor.		Makers.		Where and when tested and Superintendent.	
Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Patent Name of Patent.	Sykes	Cardiff, 27/5/14, Penn.		
10469	1st Bower	33	0	7			30	18	0	0	33	0	0	Britannic Stockless			
10470	2nd "	32	2	0			30	10	0	0	33	0	0	"			
10471	3rd "	28	2	0			27	10	0	0	28	0	0	"			
	4th "																
	Collective weight	94	0	7						94	0	0					
10472	Stream	8	2	0	2	0	21	10	12	0	0	8	2	0	Ordinary	Sykes	Cardiff 27/5/14, Penn.
10473	Kedge	4	2	14	1	0	21	7	0	0	0	4	2	0			

CHAIN CABLES.										HAWSEERS AND WARPS.											
Number of Certificate.		Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and Size per Table 31.		Description.	Makers of Cables.	Where and when tested, and Superintendent.		Material		Length and Size supplied.		Breaking Test of Steel Wire Towline.		Length and Size per Table 31.	
Fathoms.	Inch.	Diam.	Ing.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Fathoms.	Inch.	Diam.	Ing.	Tons.	Tons.	Fathoms.	Inch.	Diam.	Ing.
14959	340	1 1/2	5 1/2	71 1/2	34 1/2	2-20	34 1/2	2-22	340	1 1/2	Stud	Sykes	Cardiff 27/5/14 Penn.	TOWLINE	90	3 1/2	26	2	90	3 1/2	26
														HAWSEER	290	2 1/2	9 1/2	2	290	2 1/2	9 1/2
														- Warp	90	5	Manilla	90	5	Manilla	90
														- "	90	2	7	90	2	7	90
														- "	90	2	7	90	2	7	90

Boats 2 Lifeboats, Motor Boat and Dinghy Steering Gear, Steam Amidships, Hattie Steering Gear, Hand Screw Star aft
Pumps, Number One 5' Downton also One hand pump for Diameter of Barrel 4" pump 3" State whether they are in efficient working order yes.
Windlass is Steam & Hand by Emisson, Walker & Thompson, Capstan Steam Winding aft by Clarke Chapman.
Engine Room Skylights.—How constructed? Steel with hinged shutters What arrangements for deadlights in bad weather? Mount bullseye lights
Coal Bunker Openings.—How constructed? Steel Hatch How are lids secured? Usual wood covers with cluts, tarpaulins etc Height above deck? 4' 7"
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. In Well 3 pairs scuppers, & 3 pairs washports 3'0"x1'8"
Ceiling in Holds, thickness and material W. 3 on Tank Top & 2 1/2 on Mugs W. Pic Cargo Battens, thickness and material 6 x 3 W. pine. ✓
Cargo Hatchways.—How formed? Deep steel Coamings Hatches, If strong and efficient? yes.
State size No. 1 Hatch (Forward) 24'10 1/2 x 20'6" to 26'1" No. 2 Hatch 24'10 1/2 x 26'1" No. 3 Hatch 27'1 1/2 x 25'8" No. 4 Hatch 27'1 1/2 x 25'8" to 22'6"
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 2 deep plate bridle beams, and 5 fore rafters
2 @ 13' x 7", and 3 @ 7 1/2 x 7" Pitch Pine. No. of Breasthooks Three No. of Crutches Deep Floors aft
Bulwarks, height above deck and description (in well) 5'0" x 7 1/2 Steel plating Main Rail, material and size Stud 7'3 x 35 B.A. & 3 x 7 1/2 convex
The foregoing is a correct description of the vessel.
Builder's Signature (here only) THE DUBLIN DOCKYARD CO LTD Surveyor's Signature MacWilliam
Surveyor to Lloyd's Register of British and Foreign Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case). E 25 May 14
M 30 Oct 1913. S 19 Dec 1913. L 24 Nov 1913. 2 + 24 Dec 1913. 31 Jan 14 25 July 14 22 Apr 1914
Workmanship. Are the butts of plating planed or otherwise fitted? Planed
Is the riveted work properly closed? yes
Are the liners between the frames and plates solid single pieces? yes Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? yes Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? yes Do any rivets break into or through the seams or butts of the plating? a few
Are the butts of Plating, Stringers, &c., properly shifted and strapped? yes
Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? yes State results of tests Satisfactory
Have all the girtways been tested as required by the Rules (Sec. 26, par. 20)? yes State results of tests Satisfactory
General Remarks (State quality of workmanship, &c.) Workmanship good.

This vessel has been built to the approved plans, the secys letter of the above date & in general conformity to the rules for the class contemplated.

Endow - 8 plans,
- 2 Rpts 6.
+ 1 Duplicate copy of most materials test

The Surveyor should state the Number of Report and Name of any Sister Vessel.
The amount of Entry Fee £ 465 0 : 0 Fees applied for, 5/10/1914
Special Survey Fee £ 70 10 : 0 Received by me, 7/10/14 810
Travelling Expenses, if any £ 5 0 : 0
State whether the Vessel has been built under Special Survey yes.
I am of opinion this Vessel should be Classed + 100, A.S.
With, or without Freeboard, as condition of Class Without freeboard.
Committee's Minute TUE OCT. 13 1914
Character assigned 100A1

Sheds a & b P.
Lmb 10/14
Lmb 10/14 (S.M.)
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GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop — ft., R.Q.D. 97.62 ft., Bridge 57.75 ft., Forecastle 31.00 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) *One deck steel, sheathed in accommodation amidships and at ends.*
Official No. *136938*; Signal Letters _____ State if Machinery is fitted aft *Machy. Amidships*
How are the surfaces preserved from oxidation? Inside *Portland Cement, Bunkers, and Double Bottom in* Outside *3 Coats Paint.*
6 + B. Space, Bitumastic Enamel, Holds 2 coats Bitumastic Solution, remainder 3 coats paint

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	<i>22.0</i>	<i>55</i>
Double bottom, under Engines and Boilers, <i>(4 Compart)</i>	<i>42.75</i>	<i>86</i>	After peak tank,	<i>12.0</i>	<i>31</i>
Double bottom, if under Engines only,			Deep tank, aft, <i>(4 Compart)</i>	<i>72.0</i>	<i>401</i>
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward, <i>(4 Compart)</i>	<i>96.75</i>	<i>172</i>	Other tanks, if fitted,		
	Total capacity of double bottom	<i>258</i>	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks.

State whether the above have been tested as required by the Rules *yes.*

Order for Special Survey No.

Date *23rd Dec 1913*

No. *85*, in builder's yard.

DATES OF SURVEYS held while building

1914. Jan 2. 5. 8. 20 + 24. July 7. 13. 14. 16. 24. Mar 12. 18. 23. 25
April 2. 16. 22. 30. May 2. 12. 15. June 4. 5. 12. 13. 18. July 13. 16. 20.
July 26. 21. 23. 24. 25 31. Aug 4. 11. 21. 22. 26. 27. 28. 29. 31 Sept 2. 4
Sept 2. 4. 7. 8. 9. 11. 16. 17. 22. 23. 30 Oct 1. 6

Total No. of Visits *55*

Surveyor's Signature

Macwilliam

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