

With or Without

STEEL STEAMER.

MON. OCT. 6 - 1913
Received at London Office

Disconnected Sections.

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

Date of completion of report *4th Oct 1913* Port of *Dublin* No. *3300*
Survey held at *Dublin* Date, First Survey *20th Jan* Last Survey *24th Sept 1913*
On the *steel steamer "Patricia"* Rig *3 masted 7 a Schooner*
CLASS *100 A 1* Master *Year of appointment* (1) As Master in service of owner of present vessel: 101 (2) As Master of this vessel: 101
Breadth (greatest moulded) *30.50* Built at *Alexandra Basin Dublin*
Depth, at middle of length from top of keel to top of upper deck beams at side *14.75* When built *1913* Launched *4th Sept 1913*
Transverse Number *45.75* By whom built *The Dublin Dockyard Co. Ltd.*
Length on deck from fore part of stem to after part of stern post *192.50* Owners *Michael Murphy Ltd.*
Longitudinal Number *8710-62* Managers *Jos. O'Dowd*
Depth "d," at middle of length (See Secs. 2 & 13) *12.25* Residence *3 Beresford Place Dublin*
Proportions—Depth to Length—Upper Deck Beam at side to top of keel *13.00* Port belonging to *Cardiff*
Destined Voyage *Coasting* If Surveyed while Building, Afloat, or in Dry Dock *Building & Afloat*

Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH, ACTUAL	Feet.	Inches.	No. of Decks with flat laid
192	6	Moulded	30	6	Do.	12	10 1/2	one
						No. of Tiers of Beams		one
of Ship per Register, Length 192.7 breadth 30.65 depth 12.55						Moulded depth, ft. 21 ins. 9 To Bridge Dk. Round of Upper Dk. Beam, Actual 1 1/2 ins.		
						Moulded depth, ft. 14 ins. 9 To Upper Dk.		

FRAMING.						PILLARS.					
Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.
Angles, <i>MAIN DECK</i> Bars amidships <i>Q.R. Dk.</i>	<i>5 1/2</i>	<i>3</i>	<i>38</i>	<i>5 1/2</i>	<i>3</i>	PILLARS, <i>TO BRIDGE Dk.</i> size and spacing	<i>2 1/2</i>	<i>45</i>	<i>2 1/2</i>	<i>45</i>	
Angles, <i>bulb angles</i>	<i>5 1/2</i>	<i>3</i>	<i>36</i>	<i>5 1/2</i>	<i>3</i>	" " Hold	<i>2 1/2</i>	<i>45</i>	<i>2 1/2</i>	<i>45</i>	
Y of Double Bottoms at Solid Floors...	<i>3</i>	<i>3</i>	<i>20</i>	<i>3</i>	<i>3</i>	" " Quarter 'tween Dks. in Hold	<i>2 1/2</i>	<i>45</i>	<i>2 1/2</i>	<i>45</i>	
at intermdt. Bkts.	<i>22 1/2</i>	<i>2</i>	<i>22 1/2</i>	<i>2</i>	<i>2</i>	KEELSONS & STRINGERS.					
Frames from centre to centre amidships	<i>21</i>	<i>2</i>	<i>21</i>	<i>2</i>	<i>2</i>	CENTRE LINE KEELSON, Vertical Plate above (Bulb Angle) <i>Through Plate, Intercoastal Plate</i>	<i>20</i>	<i>38</i>	<i>20</i>	<i>38</i>	
" <i>1/2</i> length to Collision bulkhead	<i>21</i>	<i>2</i>	<i>21</i>	<i>2</i>	<i>2</i>	Rider Plate	<i>2</i>	<i>38</i>	<i>2</i>	<i>38</i>	
" " " in peaks	<i>21</i>	<i>2</i>	<i>21</i>	<i>2</i>	<i>2</i>	Flat Plate Keel Angles	<i>2</i>	<i>38</i>	<i>2</i>	<i>38</i>	
D FRAME, Angles, <i>on ordinary floor</i>	<i>4</i>	<i>3</i>	<i>42</i>	<i>4</i>	<i>3</i>	Horizontal Plates on Floors	<i>8</i>	<i>44</i>	<i>8</i>	<i>44</i>	
Y of Double Bottoms at Solid Floors...	<i>3</i>	<i>3</i>	<i>20</i>	<i>3</i>	<i>3</i>	" " Bulb Angles <i>knigh on floors</i>	<i>8</i>	<i>44</i>	<i>8</i>	<i>44</i>	
at intermdt. Bkts.	<i>22 1/2</i>	<i>2</i>	<i>22 1/2</i>	<i>2</i>	<i>2</i>	SIDE KEELSONS, Number <i>one</i>	<i>4</i>	<i>36</i>	<i>4</i>	<i>36</i>	
depth of girder <i>built angle frames as above</i>	<i>14</i>	<i>3</i>	<i>44</i>	<i>14</i>	<i>3</i>	" Angles or Bulb Angles	<i>4</i>	<i>36</i>	<i>4</i>	<i>36</i>	
depth and thickness of Floor Plate	<i>14</i>	<i>3</i>	<i>44</i>	<i>14</i>	<i>3</i>	" Plate above floors, for length	<i>4</i>	<i>36</i>	<i>4</i>	<i>36</i>	
at mid-line for <i>1/2</i> length amidships	<i>14</i>	<i>3</i>	<i>44</i>	<i>14</i>	<i>3</i>	" Intercoastal Plate, for length	<i>4</i>	<i>36</i>	<i>4</i>	<i>36</i>	
Y of Engine and Boiler Spaces	<i>35</i>	<i>3</i>	<i>32</i>	<i>35</i>	<i>3</i>	" Attached to outside Plating with Angle	<i>4</i>	<i>36</i>	<i>4</i>	<i>36</i>	
ness at the ends of vessel	<i>35</i>	<i>3</i>	<i>32</i>	<i>35</i>	<i>3</i>	BILGE KEELSON, Angles	<i>4</i>	<i>36</i>	<i>4</i>	<i>36</i>	
at <i>1/2</i> the half breadth, as per Rule	<i>12</i>	<i>3</i>	<i>32</i>	<i>12</i>	<i>3</i>	" Intercoastal Plate for length	<i>4</i>	<i>36</i>	<i>4</i>	<i>36</i>	
ht extended at the Bilges <i>Boiler Spaces</i>	<i>14</i>	<i>3</i>	<i>44</i>	<i>14</i>	<i>3</i>	" Attached to outside Plating with Angle	<i>4</i>	<i>36</i>	<i>4</i>	<i>36</i>	
n Cell, Double Bottoms	<i>30</i>	<i>3</i>	<i>20</i>	<i>30</i>	<i>3</i>	SIDE STRINGERS, Number <i>one</i>	<i>4</i>	<i>36</i>	<i>4</i>	<i>36</i>	
state if flanged (top & bottom) <i>No</i>	<i>30</i>	<i>3</i>	<i>20</i>	<i>30</i>	<i>3</i>	" Angle	<i>4</i>	<i>36</i>	<i>4</i>	<i>36</i>	
spacing of Solid floors <i>one on each frame</i>	<i>30</i>	<i>3</i>	<i>20</i>	<i>30</i>	<i>3</i>	" Intercoastal Plate, for <i>Whole</i> length	<i>4</i>	<i>36</i>	<i>4</i>	<i>36</i>	
ORDER, in Dbl. bottom, dpth. & thickness	<i>30</i>	<i>3</i>	<i>20</i>	<i>30</i>	<i>3</i>	" Attached to outside plating with Angle	<i>4</i>	<i>36</i>	<i>4</i>	<i>36</i>	
" Angles, Top	<i>3</i>	<i>3</i>	<i>38</i>	<i>3</i>	<i>3</i>	Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)	<i>48</i>	<i>46</i>	<i>48</i>	<i>46</i>	
" " Bottom	<i>3</i>	<i>3</i>	<i>38</i>	<i>3</i>	<i>3</i>	" " br'dth & thickness (in way of Bridge)	<i>48</i>	<i>46</i>	<i>48</i>	<i>46</i>	
" " to Floors	<i>3</i>	<i>3</i>	<i>30</i>	<i>3</i>	<i>3</i>	" " Angle (clear of Bridge)	<i>3 1/2</i>	<i>3 1/2</i>	<i>50</i>	<i>3 1/2</i>	<i>50</i>
ackets at intermdt. frmg., width & thkns	<i>3</i>	<i>3</i>	<i>30</i>	<i>3</i>	<i>3</i>	" " Tie Plate at sides of Hatchways	<i>5</i>	<i>50</i>	<i>5</i>	<i>50</i>	
ERS, number on each side & thickness	<i>one</i>	<i>32</i>	<i>one</i>	<i>32</i>	<i>32</i>	" " Deck, <i>Steel</i> , for <i>Whole</i> lng.	<i>45</i>	<i>40</i>	<i>45</i>	<i>40</i>	
state if flanged (top and bottom)	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	" " Thickness (clear of Bridge)	<i>45</i>	<i>40</i>	<i>45</i>	<i>40</i>	
Angles (top and bottom)	<i>3</i>	<i>3</i>	<i>30</i>	<i>3</i>	<i>3</i>	" " (in way of Bridge)	<i>30</i>	<i>30</i>	<i>30</i>	<i>30</i>	
" " to Floors	<i>2 1/2</i>	<i>2 1/2</i>	<i>30</i>	<i>2 1/2</i>	<i>2 1/2</i>	Wood Deck, Material & thickness <i>PP Sheathing for</i>	<i>2 1/2</i>	<i>42</i>	<i>2 1/2</i>	<i>42</i>	
LATE, depth (exclusive of flange) and thickness	<i>2 1/2</i>	<i>2 1/2</i>	<i>38</i>	<i>2 1/2</i>	<i>2 1/2</i>	Deck Stringer Plate, br'dth & thickness <i>4 1/2</i>	<i>4 1/2</i>	<i>42</i>	<i>4 1/2</i>	<i>42</i>	
" Angles to Outside Plating	<i>3 1/2</i>	<i>3 1/2</i>	<i>40</i>	<i>3 1/2</i>	<i>3 1/2</i>	Angles on ditto, No. <i>one</i>	<i>3 1/2</i>	<i>42</i>	<i>3 1/2</i>	<i>42</i>	
" " Floors	<i>3</i>	<i>3</i>	<i>30</i>	<i>3</i>	<i>3</i>	Tie Plates outside Hatchways	<i>45</i>	<i>40</i>	<i>45</i>	<i>40</i>	
uckets at intermdt. frmg., width & thkns	<i>38</i>	<i>38</i>	<i>38</i>	<i>38</i>	<i>38</i>	Deck, <i>Steel</i> , for <i>Whole</i> lng.	<i>45</i>	<i>40</i>	<i>45</i>	<i>40</i>	
ight of Outside Brackets above at bilge	<i>60</i>	<i>57</i>	<i>38</i>	<i>60</i>	<i>57</i>	Wood Deck, Material & thickness	<i>45</i>	<i>40</i>	<i>45</i>	<i>40</i>	
OTTOM PLATING, breadth and thickness of Middle Line Strake	<i>60</i>	<i>57</i>	<i>38</i>	<i>60</i>	<i>57</i>	Third Deck Stringer Plate, br'dth & thickness	<i>20</i>	<i>5/16</i>	<i>20</i>	<i>5/16</i>	
" in Engine and Boiler space	<i>60</i>	<i>57</i>	<i>38</i>	<i>60</i>	<i>57</i>	" Angles on ditto, No.	<i>2 1/2</i>	<i>5/16</i>	<i>2 1/2</i>	<i>5/16</i>	
Remainder in Holds	<i>60</i>	<i>57</i>	<i>38</i>	<i>60</i>	<i>57</i>	" Tie Plates, outside Hatchways	<i>6</i>	<i>25</i>	<i>7</i>	<i>30</i>	
pper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>5 1/2</i>	<i>3</i>	<i>34</i>	<i>5 1/2</i>	<i>3</i>	Deck, Material and thickness <i>pitch pine</i>	<i>5</i>	<i>2 1/2</i>	<i>5</i>	<i>2 1/2</i>	
in way of Long Bridge	<i>22 1/2</i>	<i>22 1/2</i>	<i>22 1/2</i>	<i>22 1/2</i>	<i>22 1/2</i>	Forecastle Deck Stringer Plate, br'dth & th'kns	<i>20</i>	<i>5/16</i>	<i>20</i>	<i>5/16</i>	
acing	<i>22 1/2</i>	<i>22 1/2</i>	<i>22 1/2</i>	<i>22 1/2</i>	<i>22 1/2</i>	" Angle on ditto	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	
cond Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>5 1/2</i>	<i>3</i>	<i>34</i>	<i>5 1/2</i>	<i>3</i>	" Tie Plates <i>wide centre plate</i>	<i>7 1/2</i>	<i>30</i>	<i>7</i>	<i>28</i>	
acing	<i>22 1/2</i>	<i>22 1/2</i>	<i>22 1/2</i>	<i>22 1/2</i>	<i>22 1/2</i>	Deck, Material and thickness <i>pitch pine</i>	<i>5</i>	<i>2 1/2</i>	<i>5</i>	<i>2 1/2</i>	
rd and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>5 1/2</i>	<i>3</i>	<i>34</i>	<i>5 1/2</i>	<i>3</i>	" " " " " " " "	<i>10</i>	<i>3 1/2</i>	<i>10</i>	<i>3 1/2</i>	
acing	<i>22 1/2</i>	<i>22 1/2</i>	<i>22 1/2</i>	<i>22 1/2</i>	<i>22 1/2</i>						
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>5 1/2</i>	<i>3</i>	<i>34</i>	<i>5 1/2</i>	<i>3</i>						
" Angles on upper edge	<i>5 1/2</i>	<i>3</i>	<i>34</i>	<i>5 1/2</i>	<i>3</i>						
Spacing	<i>45</i>	<i>45</i>	<i>45</i>	<i>45</i>	<i>45</i>						
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>5 1/2</i>	<i>3</i>	<i>34</i>	<i>5 1/2</i>	<i>3</i>						
" Angles on upper edge	<i>5 1/2</i>	<i>3</i>	<i>34</i>	<i>5 1/2</i>	<i>3</i>						
Spacing	<i>45</i>	<i>45</i>	<i>45</i>	<i>45</i>	<i>45</i>						
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>5 1/2</i>	<i>3</i>	<i>34</i>	<i>5 1/2</i>	<i>3</i>						
" Angles on upper edge	<i>5 1/2</i>	<i>3</i>	<i>34</i>	<i>5 1/2</i>	<i>3</i>						
Spacing	<i>45</i>	<i>45</i>	<i>45</i>	<i>45</i>	<i>45</i>						

[illegible]

EQUIPMENT No.						LETTER						ANCHORS.						TONNAGE U. DK. 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.	"	"	"	"							
14866	1st Bower ...	19	0	0	-	-	19	14	2	0	19	0	0	Stockless	Jellens Bros	bravery death 30/8/13							
14867	2nd " ...	18	3	10	-	-	19	15	1	4	19	0	0	"	"	"							
14868	3rd " ...	16	2	0	-	-	14	16	1	0	16	0	0	"	"	"							
	4th " ...													"	"	"							
	Collective weight	54	1	10						54	1	0				young superintendent (lost)							
13941	Stream	5	1	2	1	1	2	4	11	3	14	5	1	0	Ordinary	Woodhouse Bros by death 25/4/13 Paul							
13942	Kedge.....	2	1	4	0	2	14	2	15	0	0	2	2	0	"	"							

CHAIN CABLES.												HAWSERS 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.		
Length.	Diam.	Fathoms.	Inches.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Fathoms.	Inches.	"	"	"	"	"	Fathoms.	Inches.	Tons.	Cwts.	qrs.	lbs.	
12326	2 1/2	1 1/2	3	16 1/2	166	3	16	185	2	10	2 1/2	1 1/2	Suntank Woodhouse Bros	by death 25/4/13 Paul	TOWLINE	90	2 1/2	95	90	2 1/2	90	2 1/2	90	2 1/2
Bahr	60	3 1/2	22					60	3 1/2	22			Graham & Sunderland	Rabson Ltd	Maker 2/10/13	HAWSESWARPS	40	2 1/2	12 1/2					

Boats Two lifeboats 19' 6" x 6' 4" x 2' 1/2 and working boat Steering Gear, Steam Port Glasgow 11" 1" Steering Gear, Hand Tiller with TACKLES TO CAPSTAN
Pumps, Number Three Diameter of Barrel 2 1/4" 103 State whether they are in efficient working order YES
Windlass is Emerson Walker Steam hand combined Capstan Reid's Steam Warming apt
Engine Room Skylights.—How constructed? Steel What arrangements for deadlights in bad weather? Strong deadlights in steel sashes
Coal Bunker Openings.—How constructed? Deep steel coamings How are lids secured? Metal high covers with bolting arrangements Height above deck? 2'-6"
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. In well 2 pairs scuppers and 2 pairs washports 3' 6" x 1'-8"
Ceiling in Holds, thickness and material 3" pitch pine Cargo Battens, thickness and material 6" x 2" pitch pine r
Cargo Hatchways.—How formed? Deep steel plate coamings Hatches, If strong and efficient? YES
State size No. 1 Hatch (Forward) 30' 0" x 15' 0" No. 2 Hatch 38' 0" x 15' 0" No. 3 Hatch — (COAL BUNKER) Hatch 4' 6" x 15' 0"
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch Shipping beams 7' 1" = four 7' 2" = 6 7' 0" fore
Bulwarks, height above deck and description THE DUBLIN DOCKYARD CO LTD 3'-3" No. of Breasthooks four No. of Crutches deep floor aft
The foregoing is a correct description. Main Rail, material and size Y-packet Section 6" x 3 1/2" x 17 lbs
Builder's Signature (here only) John Smellie 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.
M 1912 Oct 15/17 Dec 16 Jan 8-15 25 1913 E July 26 Apr 2-25
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? None
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 gutterways 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 is Good

This vessel has been built in accordance with the approved plans the Secretary's letters of the above noted dates and in general conformity with the rules for the class contemplated. Accompanying this report are the approved plans of Mainships section Profile & Deck, Sidlers & Deck Beams, Arched Brackets Peak Bulthead Stern post & Snadder & Pumping Plan. Also 2 forgings reports & 1 steel casting Report.

The Surveyor should state the Number of Report and Name of any Sister Vessel.

The amount of Entry Fee £ 3 : 0 : 0 Fees applied for, 25/6/13
Special Survey Fee.... £ 34 : 2 : 0 Received by me, 14/10/13
Travelling Expenses, if any £ 2 : 10 : 0 Certificate to be sent to Dublin Surveyor Date of issue 21/11/13

State whether the Vessel has been built under Special Survey
I am of opinion this Vessel should be Classed 100A1
With, or without Freeboard, as condition of Class Without Freeboard

Committee's Minute FRI.OCT.17.1913
Character assigned 100A1
Lloyd's adv. O
L.M.B 11.13
Chris Ch
L.L. 21.11.13

Lloyd's Register of Shipping Foundation

GENERAL REMARKS—(continued).

[Faint, mostly illegible handwritten notes and sketches, possibly of a ship's hull or deck layout.]

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop — ft., R.Q.D. 114.75 ft., Bridge 9.37 ft., Forecastle 28.5 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 should appear in the Register Book) *one deck steel* *one tier beams*
Official No. ; Signal Letters State if Machinery is fitted aft *Machy aft*
How are the surfaces preserved from oxidation? Inside *Bottom cemented; elsewhere bitumastic enamel or 3 coats paint* Outside *3 coats paint*

PARTICULARS OF WATER BALLAST. State whether the Double bottom is constructed on the cellular system or with girders on floors. *Cellular D.B.*

Where Fitted.	Length.		Where Fitted.	Length.	
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	—	—	Fore peak tank,	27.5 ft	52
Double bottom, under Engines and Boilers,	—	—	After peak tank,	9 ft	13
Double bottom, if under Engines only,	—	—	Deep tank, aft,	—	—
Double bottom, if under Boilers only,	—	—	Deep tank, forward,	—	—
Double bottom, forward, <i>(from Stakehold to fore peak) 112.8</i>	112.8	148	Other tanks, if fitted,	—	—
Total capacity of double bottom <i>148</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. *1913 Jan 20. Feb 4.25 Mar 4.19.25.29. Apr 2.14.25.30 May 2.3.8.10.*
Date *Dec 18 1912* Days of Surveys held while building *May - 17.24 June 4.6.14 July 1.7.19.23 24 26 Aug 13 19 25 29*
No. *82* in builder's yard. Sept 1.4.8.15 17.22 23.24

Surveyor's Signature