

WEB FRAMES.	Inches in Ship.	Inches in Ship.	Inches per Rule. Or as Approved.	Inches per Rule. Or as Approved.
WEB-FRAMES, In Fore Body, No. and spacing				
" " brdth. & thickness				
" No. of Side Stringers " "				
WEB-FRAMES, In E. & B. Space, No. & spacing				
" " brdth. & thickness				
WEB-FRAMES, In After Body, No. and spacing				
" " brdth. & thickness				
" No. of Side Stringers " "				
" Size of Face Angles to Web-Frames.....				
BRACKET PLATES to Stringers between Web-Frames, depth and thickness.....				

BULKHEADS.	Number.	Thickness.	STIFFENERS.	Single or Double Frames.	Height up, state deck.
	Vessel.	Per Rule.	Horizontal. Size. Spacing. Vertical. Size. Spacing.		
		Inches.	Inches. Inches. Inches. Inches.		
W.T.BULKHEADS	3	3			
Boiler Room W.P. 28		.26 .28			
		.40 floor			
After Peak. W.P. 4		.26 .30			
		.50 floor			
" COLLISION " 79		.42 floor			
PARTITION "					
LONGITUDINAL.					

Are the outside Plates doubled two spaces of Frames in length? ☒

Are the Sluice Valves and Watertight Doors in efficient working order? *none*

FORGINGS or CASTINGS.	Inches in Ship.	Inches per Rule. Or as Approved.
KEEL, Bar, depth and thickness		
STEM, moulding and thickness	$6\frac{1}{2} \times 1\frac{5}{8}$	$6\frac{1}{2} \times 1\frac{5}{8}$
STERN-POST for Rudder do. do.	$5\frac{3}{4} \times 3\frac{3}{4}$	$5\frac{3}{4} \times 3\frac{3}{4}$
" for Propeller	$6\frac{1}{4} \times 3\frac{3}{4}$	$6\frac{1}{4} \times 3\frac{3}{4}$
RUDDER—A×D* Table 22. Speed <i>under 10 knots</i>	Grade 73 & under 83	
" Main-Piece, diameter at head	$4\frac{1}{2}$	$4\frac{1}{2}$
" " at heel	$3\frac{1}{2}$	$3\frac{1}{2}$

RUDDER, how constructed *Faced round bar. Arms shunk on & keyed.*

Thickness of Plates or Single Plate *.82*

Can the Rudder be unshipped afloat? *Yes*

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, Plating, &c.?

Siemens Martin Steel Co. of Scotland Ltd. The Glasgow S. & S. Co. Ltd. Thomas Dunlop. D. Colville & Sons Ltd. The Lanarkshire S. Co. Ltd. Brown & Javoe (A. L. & Co.)

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

STRAKES.	AS IN SHIP.	PER RULE OR AS APPROVED.
	AMIDSHIP. FORWARD. AFT.	AMIDSHIP.
	Breadth. Thickness. Thickness. Thickness.	Breadth. Thickness.
	Inches. Inches. Inches. Inches.	Inches. Inches.
FLAT PLATE KEEL.....	$37 \times .56$	$37 \times .56$
(If Bar Keel, state Riveting.)		
GARBOARD OR A Strake	$65 \times .36$	$66 \times .36$
State actual thickness in way of Double Bottom.		
B "	$57 \times .36$	$57 \times .36$
C "	$43 \times .36$	$43 \times .36$
D "	$57 \times .40$	$58 \times .40$
E "	$60 \times .42$	$60 \times .42$
U.D. SHEER. F "	$37 \times .50$	$37 \times .50$
R.Q.D. SHEER. G "	$42 \times .40$	$42 \times .40$
H "	$40 \times .48$	$40 \times .48$
J "		
K "		
L "		
M "		
N "		
O "		
P "		
Q "		
R "		
S "		
T "		
U "		
V "		
W "		
THICKNESS OF SHEERSTRAKE		
CLEAR OF LONG BRIDGE		
DO. OF STRAKE BELOW		
DO. OF FLAT PLATE KEEL		
" Sheerstrakes		
Length and thickness.		
POOP SIDES	$47 \times .26$	$47 \times .26$
SHORT BRIDGE SIDES	$47 \times .26$	$47 \times .26$
FORECASTLE SIDES	$49 \times .26$	$49 \times .26$

Where a long bridge is fitted the thickness of Upper Deck Sheerstrake and Strake below should also be stated clear of same.

Upper Deck Stringer Plate { Butts, riveted for *half* length amidship. *Double at ends.* Straps, single, double or overlapped for *full* length amidship.

R.Q.D. Second Deck Stringer Plate { Butts, riveted for *half* length amidship. *Double at ends.* Straps, single or overlapped for *full* length amidship.

Butts of Side Stringers riveted.

Tie Plates riveted.

Inner Bottom Plating, riveting of Edges *Single* Butts *Double = 2 L.*

Centre Girder Butts, *double* riveted. Keelson Butts, riveted.

Frames, riveted through Plates with $\frac{3}{4}$ in. Rivets, about $\frac{7}{8}$ in. Keel and Sheer. *1 diam* apart.

Rivets, state whether Iron or Steel *Iron.*

FRAMES extend in one length from *centre to margin & from margin to Main or R.Q. Decks* State if ordinary or joggled *ordinary*

REVERSED FRAMES on floors and frames extend from *centre to margin in Double Bottom.* State if ordinary or joggled *ordinary*

MASTS, SPARS, &c.	Material.	Total Length.	DIAMETER AND THICKNESS.	No. of Plates in round.	ANGLES.	RIVETING.
			At Partners. Heel. Hounds. Head.		Number. Size.	Seams. Butts.
Topmasts & Lower Masts.....	P. Pine.	56' 0"	14" 14" 11" 3 1/2"			
" " " "	"	55' 0"	14" 14" 11" 3 1/2"			
" " " "	"	35' 0"	10" 10" 6" 3 1/2"			
Bowsprit						
Topmasts, Yards and Remainder of Spars	<i>Purdy Pine</i>					
Rigging, Material and Size, Shrouds	<i>3 @ 2 1/2" G.S.W. Main = 3 @ 2 1/2" G.S.W. Mizzen = 1 @ 1 1/4" G.S.W. Stays</i>					
Sails.	<i>none</i>					

Sails, and the following spare sails *2 Preventer Stays = 3" G.S.W. (main) 3" Mizzen Fore Stay = 2" G.S.W. none.*

EQUIPMENT No. 7305				LETTER "h"				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.			
58248	1st Bower ...	13	0	4	Stockless			14	15	0	0	12	2	0	"Jaylors" Type.	N. Bloomer & Sons	T. 7.7.24. W.A. Drysdale
58247	2nd " ...	12	3	7	"			14	10	2	14	12	2	0	" "	" "	T. 3.7.24. "
58249	3rd " ...	10	2	10	"			12	10	3	21	10	2	0	" "	" "	T. 7.7.24. "
✓	4th " ...	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Collective weight.	36	1	21								36	2	0			
58260	Stream	4	1	0	1	0	7	6	12	2	0	4	0	0	Ordinary	N. Bloomer & Sons	T. 10.7.24. W.A. Drysdale
✓	Kedge	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

IF Patent & state Name of Patentee

Stockless, state Mechanical Tests.

Particulars of Drop Test of
Cast Steel Anchors, viz.
Weight, Surveyor's Initials,
Number of Certificate, Date
of Test.

1st Bower
2nd "
3rd "
4th "

CHAIN CABLES.

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.		Supplied.	Per Rule.						Length.	Ins.		Length.	Ins.
58989	195	1 1/8"	22 1/2	3 1/2	126.3.24	126.1.0	195	1 1/8"	Slud.	N. Bloomer & Sons T. 7.7.24. W.A. D.					
	60	2 3/4"					60	2 3/4"	A.S.W. Hood Haggie	Nole. 1.7.24.					

Boats 2 Life Boats and 1 Dinghy.
Pumps, Number Four.
Windlass is Steam by Clarke Chapman.
Engine Room Skylights.—How constructed? S. Plates & angles C. J. Haps
Coal Bunker Openings.—How constructed? S. Plates & angles. How are lids secured? Cleak & Battens.
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. R. Q. D. 3 at 30" x 17"
Ceiling in Holds, thickness and material 2 1/2" W. Wood, right across. Cargo Battens, thickness and material Plank, 2" W. W. to bottom of
Cargo Hatchways.—How formed? Steel Plates & angles. Hatches, If strong and efficient? Yes. 2 1/2" W. Wood.
State size No. 1 Hatch (Forward) 26' 9" x 13' 7" x 3' 9" No. 2 Hatch 28' 9" x 13' 7" x 3' 3" No. 3 Hatch
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 3 Web plates and 3 fore & afters to each hatch.
Bulwarks, height above deck and description Upper Deck 4' 6". R. Quarter 3' 4". Main Rail, material and size B. A. 6' 3" x 35"
The foregoing is a correct description JOHN LEWIS & SONS LTD.
Builder's Signature (here only) C. W. Wilson Surveyor's Signature J. Richardson
Surveyor to Lloyd's Register of Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case)

GLS. 11.12.23. GLS. 17.3.24. M. 20.12.24

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? Shell joggled.
to plate, &c., conform well to each other? Yes.
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.
Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? Yes.
State results of tests Satisfactory.
State results of tests Satisfactory.

General Remarks (State quality of workmanship, &c.)
This vessel has been built under Special Survey, and in accordance with the Sec^d. letters
the Rules and approved Plans, for the intended class 100.A.1.

The Materials and Workmanship are good.

The following approved Plans are forwarded herewith, viz: Profile, Section and Deck
Plans, amended Profile, Section and Deck Plans, Fore end Stiffening, Stern & Rudder,
Frames and Pumping Arrangement, together with 2 Reports on Forging.

The Double Bottom, Peak Tanks, weather Decks, and Bulkhead have been satisfactorily tested.

The Freeboard marks have been cut in and verified.
The S. S. Annaghmore. Abn. Report No. 13696 is a sister ship.
The Surveyor should state the Number of Report and Name of any Sister Vessel.
Plans to be forwarded with F.E. Report showing vessel as built.

Freeboard Fee £ 4 : 0 : 0
The amount of Entry Fee £ 4 : 0 : 0
Special Survey Fee £ 58 : 2 : 0
Travelling Expenses, if any £ : :
Fees applied for, Jan 16th 1925
Received by me, 15/12/25
State whether the Vessel has been built under Special Survey Yes
I am of opinion this Vessel should be Classed 100.A.1.
With, or without Freeboard, as condition of Class without.
Certificate to be sent to Aberdeen Date of issue 2/8/25.
J. Richardson
Surveyor to Lloyd's Register of Shipping.

Committee's Minute THES. 20 JAN 1925
Character assigned 100A1
Lloyd's A & B O.
Mh
+ Lmb 1.25
C.L.
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Lloyd's Register
Foundation

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK. Length of Peep ☒ ft., R.Q.D. 94' 4", Bridge 11' 0", Forecastle 22' 7" ☒ (in feet and tenths). When the Peep 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)
 Official No. 140832; Signal Letters _____ State if Machinery is fitted aft Yes
 How are the surfaces preserved from oxidation? Inside Portland cement + Paint Outside Paint

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

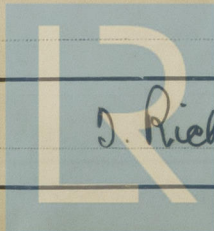
Where Fitted.	*Length.	Water Capacity.	Where Fitted.	*Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	N.P. 2. 44.0	60. ✓	Fore peak tank,	18.33.	44. ✓
Double bottom, under Engines and Boilers,			After peak tank,	7.82.	7. ✓
Double bottom, if under Engines only,			Deep tank, aft,	✓	✓
Double bottom, if under Boilers only,			Deep tank, forward,	✓	✓
Double bottom, forward,	N.P. 1. 58.16	65	Other tanks, if fitted,	✓	✓
	Total capacity of double bottom	125.	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks. 97.16 State whether the above have been tested as required by the Rules Yes

Order for Special Survey No. 1692
 Date 7.12.23
 No. 76 in builder's yard.
 DATES of Surveys held while building
1924 = May 1. 7. 23. 29. June 5. 19. 27. 30. July 7. 15. 25. 28. Aug. 1. 14. 12. 20. 29.
Sept. 8. 19. 24. Oct. 2. 6. 8. 10. 16. 20. 22. 27. Nov. 6. 10. 14. 24. Dec. 4. 8. 11. 15. 18. 24. 30.
1925 = Jan. 5. 7. 8.

Surveyor's Signature

J. Richardson
 Lloyd's Register
 Foundation



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