





## 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>Two</i> ✓									
" in 'tween Decks, Size and Spacing.....	<i>2 3/8</i>	<i>4-0</i>	<i>apart</i>	✓					
" <i>Bridge</i> " " "	<i>2 1/8</i>	<i>4-0</i>	<i>apart</i>	✓					
" in Holds " "	<i>2 3/4</i>	<i>4-0</i>	<i>apart</i>	✓					
" " " " "									
<b>Centre Line Bulkhead.</b>									
Stiffeners and Spacing.....				✓					
Plating, thickness of .....				✓					
<b>STRINGERS AND DECKS.</b>									
<b>Uppermost Continuous Deck.</b>									
Stringer Plate, breadth and thickness in Wells	<i>42</i>	<i>x 34</i>	<i>-63</i>	<i>at Gangway.</i>	✓				
" " " " in way of Bridge				✓					
" Angle in Wells .....	<i>3-3</i>	<i>34 to 3 1/2</i>	<i>3 1/2</i>	<i>42 at gangway.</i>	✓				
Thickness of Plating abreast Deck openings in way of Wells .....		<i>30</i>		✓					
Thickness of Plating abreast Deck openings in way of Bridge .....		<i>30</i>		✓					
Thickness of Plating within line of openings...		<i>30</i>		✓					
If Sheathed, material and thickness .....	<i>2 1/2</i>	<i>Pitch Pine</i>		✓					
<b>Second Deck.</b>									
Stringer Plate, breadth and thickness in Wells...	<i>41</i>	<i>x 32</i>		✓					
Stringer Plate, breadth and thickness in way of Bridge .....				✓					
Thickness of Plating abreast Deck openings in way of Bridge .....				✓					
Thickness of Plating within line of openings...				✓					
If Sheathed, material and thickness .....				✓					
<b>Third Deck.</b>									
Stringer Plate, breadth and thickness.....				✓					
If Plated, state thickness.....				✓					
<b>Fourth Deck.</b>									
Stringer Plate, breadth and thickness.....				✓					
If Plated, state thickness .....				✓					
<b>Poop Deck.</b>									
Stringer Plate, breadth and thickness .....				✓					
Plating, Sheathing, material and thickness .....				✓					
<b>Bridge Deck.</b>									
Stringer Plate, breadth and thickness.....	<i>42</i>	<i>x 40</i>		✓					
Plating, Sheathing, material and thickness .....	<i>25</i>	<i>Sheathed 2 1/2 P.P.</i>	<i>(Plating 24)</i>	✓					
<b>Forecastle Deck.</b>									
Stringer Plate, breadth and thickness .....				✓					
Plating, Sheathing, material and thickness .....				✓					

## SHELL PLATING.

STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	RIVETING.					
	AMIDSHIPS.		FORWARD.	AFT.		EDGES.		BUTTS.			
	Breadth.		Thickness.	Thickness.		State if jogged?		NO. OF ROWS OF RIVETS.		RIVETS.	
	Inches.	Inches.	Inches.	Inches.		SINGLE OR DOUBLE.	RIVETS.	Diam.	Spacing cr. to cr.	Diam.	Spacing cr. to cr.
FLAT PLATE KEEL .....	<i>40</i>	<i>44</i>	<i>42</i>	<i>44</i>		<i>Double</i>	<i>3/4</i>	<i>3</i>	<i>3</i>	<i>3/4</i>	<i>2 5/8</i>
<i>False Keel</i>		<i>4 x 2</i>									
" <i>Base (if any)</i>											
BOTTOM PLATING, No. of Strakes <i>2</i> .....		<i>38</i>	<i>38</i>	<i>34</i>	<i>38</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>Lapped.</i>
BILGE PLATING, No. of Strakes <i>one</i> .....		<i>38</i>	<i>34</i>	<i>34</i>			<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>
SIDE PLATING, No. of Strakes <i>2</i> .....		<i>38</i>	<i>34</i>	<i>34</i>		<i>Single</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>
UPPER DECK, Sheer-strake in Wells.....	<i>45</i>	<i>38</i>	<i>34</i>	<i>34</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>
UPPER DECK, Sheer-strake in Bridge ...		<i>42</i>									
STRAKE BELOW Sheer-strake in Wells.....		✓									
STRAKE BELOW Sheer-strake in Bridge ...		✓									
POOP SIDE PLATING .....											
BRIDGE SIDE PLATING <i>2 Strakes</i>		<i>42</i>	<i>40</i>	<i>34</i>		<i>Single</i>	<i>3/4</i>	<i>3</i>	<i>3</i>	<i>3/4</i>	<i>2 5/8</i>
FORECASTLE SIDE PLATING											

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c) *4*" Deck next below *1*As per Rule *4*

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
<b>MIDSHIP BULKHEAD</b> , Upper 'tween decks	<i>Hold No 28</i>	<i>40-16</i>	<i>6-3-32 B.A. 24</i>	<i>4-5-34 A 30</i>	<i>U.S. Flat</i>
" " Second	<i>No 37</i>	<i>35-26</i>	<i>7-3-36 B.A. 30</i>		
" " Third	<i>No 48+50</i>	<i>32-30</i>	<i>6-3-40 22</i>		<i>Cross Lies</i>
" " No 71		<i>35-16</i>	<i>7-3-36 B.A. 22</i>		
" " Holds No 74		<i>35-30</i>	<i>7-3-36 B.A. 22</i>		
<b>COLLISION</b> " (in Hold)	<i>No 89</i>	<i>35-30</i>	<i>6-3-32 B.A. 24</i>		<i>Semi hot beam</i>
<b>AFTER PEAK</b> " " " "	<i>No 92</i>	<i>30</i>	<i>5-3-30 A 30</i>		
" " " "	<i>No 3 frame</i>	<i>30</i>	<i>5-3-30 A 24</i>		
" " " "	<i>No 9</i>	<i>36</i>	<i>6-3-34 A 24</i>		

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar</b> .....			<i>Flat plate red</i>	
<b>STEM</b> .....	<i>Rolled</i>	<i>7 x 1 1/2</i>	<i>Frodingham</i>	<i>6 3/8 x 1 3/8</i>
<b>STERN FRAME</b> { Propeller Post .....				
{ Rudder Ell Port. .....	<i>Cast</i>	<i>5 1/2 x 3</i>	<i>Darlington</i>	<i>5 x 2 7/8</i>
			<i>Open section</i>	<i>Forge.</i>
<b>RUDDER—A x D</b> .....	<i>92</i>			
<b>Speed of Vessel</b> .....	<i>12 1/4 K.</i>			
<b>RUDDER</b> mainpiece at head .....	<i>Stock</i>	<i>Forged</i>	<i>5</i>	<i>Darlington Forge.</i>
" " heel .....			<i>6 1/4</i>	
" " " "			<i>3 3/4</i>	
" how constructed .....			<i>Built</i>	
" double or single plate .....			<i>Single</i>	<i>86</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) *Bolckow Vaughan & Co. South Durham Steel & Iron Co. Dorman Long & Co. Skinningrove Iron Co. David Colville & Sons. Cam's Fleet Iron Co. Frodingham Iron & Steel Works. (Open Hearth)*

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

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EQUIPMENT No. 11365-37												LETTER <i>M</i>	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.				
7167	1st Bower ...	34	3	12	Stockless			32	5	2	14	Cwts.	Halls Cast Steel Head	N. Hingley & Sons	Netherton 14- <sup>10</sup> / <sub>24</sub> H. Green
7454	2nd " ...	32	2	7	"			30	11	3	14		" " " "	" "	" 18- <sup>5</sup> / <sub>25</sub> "
	3rd " ...														
	Collective weight.	67	1	19	✓							66 <sup>3</sup> / <sub>4</sub> ✓			
7437	Stream .....	6	0	4	✓	2	22	8	7	2	0	6	Ordinary	" "	" 17 <sup>3</sup> / <sub>25</sub> "

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.	Length.		Cir.	
5924	105	1 7/16	37 1/2	55 5/8	112-1-23					Steel N. Hingley & Sons Netherton 17-25 H. Green			TOWLINE	✓				
5925	105	1 7/16	37 1/2	55 5/8	111-2-20	2222	210	1 7/16					HAWSERS & WARPS	4-90	2 1/2	12-5	See Secretary's letter dated 27/3/25	
		Cir.			224-0-15								"	100	6	Manilla		
in Stream chain or steel wire																		

Steering Gear, Steam *4 Hand combined by Caldwell & Co.* Steering Gear, Hand ☒

Boats *Two* Steering Chains, Size and Test ☒ Windlass *Steam, Clarke Chapman & Co.*

Ceiling in Holds, thickness and material *2 1/2 White wood* Cargo Battens, thickness, material and spacing *6 x 2 White wood 9 apart*

Cargo Hatchways.—(Upper Deck) *Steel plates & angles* Thickness of Hatches *2 1/2*

Size of No. 1 Hatchway (Forward) *12-0-10-0-2-0* No. 2 *20-0-12-0-2-0* No. 3 *20-0-12-0-2-0* No. 4 ☒ No. 5 ☒ No. 6 ☒

Number of Shifting Beams and/or Fore and Afters *No 1-2, No 2 & 3-4*

FOR  
SWAN, HUNTER & WIGHAM RICHARDSON, LTD.

Builder's Signature

*J. Denham Christie*  
DIRECTOR

GENERAL DECLARATION *This vessel has been built in accordance with the accompanying approved plans, the Secretary's letters of instruction, as well as with the printed rules. The materials and workmanship employed during the construction are of good quality. The Freeboard has been verified and cut in on the vessel's sides. The Fore and Aft Peak tanks, Deep Tanks and Oil Fuel Bunkers, Weather Decks, W. S. Bulkheads, Tunnel, W. S. Doors, Hand Pumps, Steering Gear and Windlasses have been tested in accordance with rule requirements. For list of approved plans for this vessel, see report on sister vessel, T.S.S. Roebuck, Nire Rpt No 79153. Three Forging reports accompany this report.*

The amount of Entry Fee .... £ 76 : 18 : 0 Fees applied for, 19  
Special Survey Fee .... £ 4 : 0 : 0 Received by me, 19  
*Freeboard* 4 0 0  
Travelling Expenses, if any £ : : 19

I am of opinion the Vessel should be Classed *100A1 With Freeboard*  
*For Channel Service, Weymouth & Channel Islands*

State whether the Vessel has been built under Special Survey *Yes*  
Certificate to be sent to *Newcastle-on-Tyne* Date of issue *19/5/25*

Signature *Alex. Munro*  
Surveyor to Lloyd's Register of Shipping.

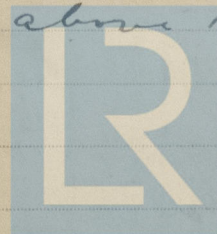
Committee's Minute *TUES. 19 MAY 1925*  
Character assigned *100A1*

*with freeboard*  
*For Channel Service*  
*Weymouth & Channel Islands*

*+ L.R. 5.25*  
*F.D. O.C.*

*Lloyd's a.s.b. Co.*

*Fixed for oil fuel 5.25*  
*F.P. above 150° F.*



Lloyd's Register  
Foundation

0265212



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.)

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

1st Bower	<i>24-3-16 including pin, G.D.A. 94, 22<sup>nd</sup> Sept<sup>r</sup> 1924.</i>
2nd "	<i>22-2-5 " " M.G. 1590, 12<sup>th</sup> July 1921.</i>
3rd "	

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop *20* ft., R.Q.D. *Bridge Deck all fore raft* ft., Bridge *20* ft., Forecastle *69* ft.  
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *per Deboard report*

No. and Material of Decks (this information is to be given as it should appear in the Register Book) *1<sup>st</sup> (Stl - W.S.) and 2<sup>nd</sup> in fore & after holds*

Official No. *148590*; Signal Letters *✓* Is bottom of Vessel coated with cement *yes* if not give particulars of composition *✓*

**PARTICULARS OF WATER BALLAST.—**

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capac Tons.
Double bottom, aft,	<i>✓</i>		Fore peak tank,		<i>47</i>
Double bottom, under Engines and Boilers,	<i>✓</i>		After peak tank,		<i>47</i>
Double bottom, if under Engines only,	<i>✓</i>		Deep tank, aft, <i>Reserve &amp; Feed Tanks</i>		<i>40</i>
Double bottom, if under Boilers only,	<i>✓</i>		Deep tank, forward,		<i>45</i>
Double bottom, forward,	<i>✓</i>		Other tanks, if fitted,		
Total capacity of double bottom			(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. *5117*

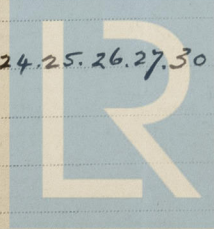
Date *23/12/24*

Dates of Surveys held while building

*1924*  
*Dec. 16.*  
*8. 11.*

*1925*

*Jan. 7. 9. 13. 19. 23. Feb. 10. 18. Mar. 2. 5. 12. 24. 25. 26. 27. 30. Apr. 2. 6. 7. 9. 27. 28. May 1. 4. 5. 7.*



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Total No. of Visits *28.*