

WRECK
SECTIONWith or Without
Disconnected Erections.N/N "CRAIGAVAD"
STEEL STEAMER.

WRECK

SECTION

WED. JUN. 25 1924

Date of completion of report
Survey held at

17th June 1924

Port of

Glasgow

Date, First Survey

25th June 1923

Last Survey

11th June

1924

On the (State if Single, Twin, or Triple Screw)

STEEL S.S. "SAINT KENNETH"

Rig

Fore & Aft

TONNAGE under
Tonnage Deck... 458.53
Do. between Tonnage Dk. and 3rd and 4th Dk. 100.44
Total under Upper Dk. 458.53
Do. of Poop 17.79
Do. of R.Q.Dk. 20.44
Do. of Bridge House 15.70
Do. of Forecastle 31.79
Do. of excess of Hatchways 681.49
Gross Tonnage 41.35
Less Crew Space 315.58
Less above Crown of Engine Room 37.45
TONNAGE FOR FEES... 287.11
Less Engine Room
Less Navigation Spaces

CLASS #100 A1
Breadth (greatest moulded) 28.6
Depth, at middle of length from top of keel to top of upper deck beams at side 12.0
Transverse Number 400
Length on deck from fore part of stem to after part of stern post 184.66
Longitudinal Number 4(3+0) 7662.29
Depth "d," at middle of length (See Secs. 2 & 13) 14.2
Proportions—Depths to Length—Upper Deck Beam at side to top of keel 10.56
" " Long Bridge Deck Beam at side to top of keel

Built at Bowling
When built 1924 Launched March 25 1924
By whom built Scott & Son
Owners J. Heilston
Managers R. Harper
Residence Dublin
Port belonging to Dublin

Register Tonnage as cut on Beam

Destined Voyage Coasting If Surveyed while Building, Afloat, or in Dry Dock Yes

LENGTH on Deck as per Rule 184 8
BREADTH—Moulded 28 6
DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams 10 10
Do. do. do. do. 14 10
No. of Decks with flat laid one
No. of Tiers of Beams one

Dimensions of Ship per Register, Length 184.66 breadth 28.65 depth 10.70
Moulded depth, ft. 17 ins. 0 To Upper Dk. Round of Upper Dk. Beam, Actual 8 1/2 ins.
Moulded depth, ft. 13 ins. 0 To Upper Dk. Dk. Beam, Actual

FRAMING.				PILLARS.			
Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.
FRAME, Angles, or Bars amidships				PILLARS In Deck, size and spacing			
Do. in peaks	5 1/2 x 3 x 32	5 1/2 x 3 x 32	5 1/2 x 3 x 32	2 1/2	2 1/2	2 1/2	2 1/2
Do. in way of Double Bottoms at Solid Floors	4 1/2 x 3 x 30	4 1/2 x 3 x 30	4 1/2 x 3 x 30	2 3/8	2 3/8	2 3/8	2 3/8
Do. in way of Double Bottoms at intermdt. Bkts.	4 x 3 x 34	4 x 3 x 34	4 x 3 x 34	2 3/8	2 3/8	2 3/8	2 3/8
Spacing of Frames from centre to centre amidships	22"	22"	22"	2 1/2	2 1/2	2 1/2	2 1/2
Do. in peaks	22"	22"	22"	2 1/2	2 1/2	2 1/2	2 1/2
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Do. in way of Double Bottoms at Solid Floors	22"	22"	22"	2 1/2	2 1/2	2 1/2	2 1/2
Do. in way of Double							

WEB FRAMES.		Inches in Ship.	Inches in Ship.	Inches per Rule, Or as Approved.	Inches per Rule, Or as Approved.	FORGINGS or CASTINGS.		Inches in Ship.	Inches per Rule, Or as Approved.
WEB-FRAMES, In Fore Body, No. and spacing						KEEL, Bar, depth and thickness		7x3	7x3 1/4
" " " brdth. & thickness						STEM, moulding and thickness		7x2	7x2
" No. of Side Stringers " "						STERN-POST for Rudder do. do.		5 3/4 x 3 3/4	5 3/4 x 3 3/4
WEB-FRAMES, In E. & B. Space, No. & spacing						" for Propeller		6 x 3 3/4	6 x 3 3/4
" " " brdth. & thickness						RUDDER—A x D* Table 22. Speed 10		117	117
WEB-FRAMES, In After Body, No. and spacing						" Main-Piece, diameter at head		5 1/2	5 1/2
" " " brdth. & thickness						" " " at heel		4 1/4	4 1/4
" No. of Side Stringers " "						RUDDER, how constructed		Rudder on main piece	
" Size of Face Angles to Web-Frames.....						" Thickness of Plates or Single Plate		81	
BRACKET PLATES to Stringers between Web Frames, depth and thickness.....						Can the Rudder be unshipped afloat?		710	
BULKHEADS.		Thickness.	STIFFENERS.		Single or Double Frames.	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.?		Open heart	
Total No. of W.T. BULKHEADS. In Ship 3 Per Rule 3			Horizontal. Vertical.			Has the Steel been tested as required by the Rules?		Yes	
SCANTLINGS MIDSHIP BHDS.			Size. Spacing.						
" COLLISION "			Size. Spacing.						
" AFT PEAK "			Size. Spacing.						
" PARTITION "			Size. Spacing.						
" LONGITUDINAL "			Size. Spacing.						
Are the Sluice Valves and Watertight Doors in efficient working order?		None							

PLATING.										RIVETING.									
STRAKES.		AS IN SHIP.				PER RULE OR AS APPROVED.				EDGES Ordinary or joggled?		BUTTS.							
		AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		Single or Double.		RIVETS.		RIVETS.		STRAPS.		IF LAPPED.	
		Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.
FLAT PLATE KEEL.....		BAR KEEL								Double		3R 1/2 L 3/4 2 7/8 1 1/4 5 5 7 1/2							
GARBOARD or A Strake		40 x 44 44 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40								Double		3R 1/2 L 3/4 2 7/8 1 1/4 5 5 7 1/2							
State actual thickness in way of Double Bottom.		B								Double		3R 1/2 L 3/4 2 7/8 1 1/4 5 5 7 1/2							
C		40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40								Double		3R 1/2 L 3/4 2 7/8 1 1/4 5 5 7 1/2							
D		40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40								Double		3R 1/2 L 3/4 2 7/8 1 1/4 5 5 7 1/2							
E		40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40								Double		3R 1/2 L 3/4 2 7/8 1 1/4 5 5 7 1/2							
F		40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40								Double		3R 1/2 L 3/4 2 7/8 1 1/4 5 5 7 1/2							
G		40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40								Double		3R 1/2 L 3/4 2 7/8 1 1/4 5 5 7 1/2							
H		40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40								Double		3R 1/2 L 3/4 2 7/8 1 1/4 5 5 7 1/2							
J		40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40								Double		3R 1/2 L 3/4 2 7/8 1 1/4 5 5 7 1/2							
K		40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40								Double		3R 1/2 L 3/4 2 7/8 1 1/4 5 5 7 1/2							
L		40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40								Double		3R 1/2 L 3/4 2 7/8 1 1/4 5 5 7 1/2							
M		40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40								Double		3R 1/2 L 3/4 2 7/8 1 1/4 5 5 7 1/2							
N		40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40								Double		3R 1/2 L 3/4 2 7/8 1 1/4 5 5 7 1/2							
O		40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40								Double		3R 1/2 L 3/4 2 7/8 1 1/4 5 5 7 1/2							
P		40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40								Double		3R 1/2 L 3/4 2 7/8 1 1/4 5 5 7 1/2							
Q		40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40								Double		3R 1/2 L 3/4 2 7/8 1 1/4 5 5 7 1/2							
R		40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40								Double		3R 1/2 L 3/4 2 7/8 1 1/4 5 5 7 1/2							
S		40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40								Double		3R 1/2 L 3/4 2 7/8 1 1/4 5 5 7 1/2							
T		40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40								Double		3R 1/2 L 3/4 2 7/8 1 1/4 5 5 7 1/2							
U		40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40								Double		3R 1/2 L 3/4 2 7/8 1 1/4 5 5 7 1/2							
V		40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40								Double		3R 1/2 L 3/4 2 7/8 1 1/4 5 5 7 1/2							
W		40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40								Double		3R 1/2 L 3/4 2 7/8 1 1/4 5 5 7 1/2							
THICKNESS OF SHEER STRAKE CLEAR OF LONG BRIDGE DO. OF STRAKE BELOW DBLG. OF Flat Plate Keel " Sheerstrakes		40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40								Double		3R 1/2 L 3/4 2 7/8 1 1/4 5 5 7 1/2							
Length and thickness.		40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40								Double		3R 1/2 L 3/4 2 7/8 1 1/4 5 5 7 1/2							
POOP SIDES		40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40								Double		3R 1/2 L 3/4 2 7/8 1 1/4 5 5 7 1/2							
SHORT BRIDGE SIDES		40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40								Double		3R 1/2 L 3/4 2 7/8 1 1/4 5 5 7 1/2							
FORECASTLE SIDES		40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40								Double		3R 1/2 L 3/4 2 7/8 1 1/4 5 5 7 1/2							

Upper Deck	Butts, 3R riveted for 1/2 L length amidship.	Butts of Side Stringers	riveted.
Stringer Plate	Straps, single, double or overlapped for full length amidship.	" Tie Plates 2R	riveted.
Second Deck	Butts, 3R riveted for 1/2 L length amidship.	Inner Bottom Plating, riveting of Edges 1R	Butts 2R
Stringer Plate	Straps, single or overlapped for full length amidship.	Centre Girder Butts, 2R	riveted.
		Keelson Butts,	riveted.
		Frames, riveted through Plates with 3/4 in. Rivets, about 6-7 in. apart.	
		Rivets, state whether Iron or Steel	Iron

FRAMES extend in one length from	From centre to margin of frame margin	State if ordinary or joggled	Ordinary
REVERSED FRAMES on floors and frames extend from	Double in Engine Room and main beam	State if ordinary or joggled	Ordinary

MASTS, SPARS, &c.									
LOWER MASTS.....	Fore	Wood	57.0	14/8	12	12 1/4			
	Main	"	57.0	"	"	"			
	Mizen	"	57.0	"	"	"			
Bowsprit									
Topmasts, Yards and Remainder of Spars	Wood								
Rigging, Material and Size, Shrouds	2 3/4 9.5 W.								
Sails.	Suit of	Sails, and the following spare sails							

EQUIPMENT No. 8488.74			LETTER J			ANCHORS.			TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS		
Number of Certificate.	Anchor.	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. cwt. qrs. lbs.	Cwts. qrs. lbs.						
27849	1st Bower	17 0 0	17 0 0	18 5 0	16 3 0	Open Hook		12.2.24 J.H. Bower			
27857	2nd "	17 0 0	17 0 0	" " "	16 3 0	"		13.2.24 " "			
27853	3rd "	14 3 0	14 3 0	14 5 2	14 2 0	"		" " " "			
	4th "							" " " "			
	Collective weight.	48 3 0			48 0 0						
15305	Stream	5 0 0	1 2 0	7 8 10	4 3 0			Carriage 24/2/23 A. Jones			
	Kedge		not supplied								

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

1st Bower 10.098 Cwt W.M. S-301 - 18.1.24
2nd " 10.05 " " S-302 " "
3rd " 8.687 " " S-291 21.12.23
4th " " " " " "

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.	Cir.	Length.	Cir.	Length.	Cir.	Length.	Cir.
	Fathoms. In.	Tons. Cwts. qrs. lbs.	Supplied. Per Rule.	Fathoms. In.					Fathoms. In.	Tons. Cwts. qrs. lbs.	Fathoms. In.								
3470	15 1/4	23 1/2	12.1.16		Shut link		22.5.20 A. Jones		75 3/4	15 1/2	75 3/4								
25612	15 1/4	"	12.1.17		Shut link		Carriage 15.11.22 A. Jones		90 3/4	9 1/2	90 3/4								
			for remainder of cable see back of report																
Iron Stream Chain or Steel Wire	60 3/4	18		60 3/4					90 4	Hampt									

Boats 2 life & two others
Pumps, Number 2 Lums & one on fore peak flat
Windlass is 2nd Reel & 8"
Engine Room Skylights.—How constructed? steel plate
Coal Bunker Openings.—How constructed? steel & bunker hatch
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 290 = 5" each side = 17.04 = 2 large each side = 1/2" each side on M.A.D.K. & R.P.
Ceiling in Holds, thickness and material 2 1/2" P.P.
Cargo Hatchways.—How formed? steel plate & angle
State size No. 1 Hatch (Forward) 36'-8" x 15'-6" No. 2 Hatch 31'-2" x 15'-6" No. 3 Hatch " No. 4 Hatch "
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch No. 1 = 6 web / No. 2 = 5 web no fore & afters
No. of Breasthooks 2 No. of Crutches High floor aft
Bulwarks, height above deck and description steel plate 4-3 high
The foregoing is a correct description.
Builder's Signature (here only) Scott & Sons
Surveyor's Signature Stanley Rountree
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)
E. 14.6.22- M. 23.3.24 M. 12.2.24

Workmanship. Are the butts of plating planed or otherwise fitted? yes
Is the riveted work properly closed? yes
Are the liners between the frames and plates solid single pieces? yes
to plate, &c., conform well to each other? yes
from the faying surfaces? yes
Do the holes for riveting plate to frames, butt straps, or plate
Are the rivet holes well and sufficiently countersunk in the plate and punched
Do any rivets break into or through the seams or butts of the plating? none seen
Are the butts of Plating, Stringers, &c., properly shifted and strapped on lapped 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 in accordance with the approved plans, Secretary's letter on other respects in conformity with the rules for the class contemplated (1922/3 with Honors' consent). The workmanship is of a high standard.

3 Forging reports, 5 approved plans & a midship section showing the scantlings of the vessel as built are enclosed for reference.
It will be observed that in several instances the material used is heavier than that approved in the first instance.

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, and list of plans should be embodied in report.

The amount of Entry Fee £ 4 : 0 : 0
Special Survey Fee.... £ 68 : 82 : 0
Travelling Expenses, if any £ FREEBOARD 4 : 0 : 0
Fees applied for, 17 JUNE 1924
Received by me, 1924
Certificates to be sent to GLASGOW Date of issue 27/6/24
State whether the Vessel has been built under Special Survey yes
I am of opinion this Vessel should be Classed A 100 A1
With, or without Freeboard, as condition of Class WITH/OUT FREEBOARD -
Cargo battens not fitted
Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 24 JUN 1924
Character assigned A 100 A1

6.24.
Lloyd's A & C.P.
+ L M C 6.24.

~ CHAIN CABLES ~

$$\begin{array}{r} 15 \times 11 = \\ 165 \\ 165 \\ \hline 330 \end{array}$$

If bottom of Vessel has been coated Inside Yes Outside Yes give particulars of paint or other composition 2 coats of black tar
Cement & paint

yes

* 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

Surveyor's Signature Stanley Lowndes