





[illegible]

EQUIPMENT No. 2-2834-08					LETTER V.					TONNAGE U.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.
4215	1st Bower	61	2	12	Stockless	49	3	3	0	60	0	0	Baldt	Baldt Anchor Co. Chester, Pa.	2-5-14
4213	2nd "	60	1	2	"	48	10	0	0	60	0	0	"	"	" 2-5-14
4212	3rd "	49	2	6	"	42	1	1	0	50	2	0	"	"	" 2-5-14
	4th "														St. Adamson
	Collective weight.	191	1	20						190	2	0			
4228	Stream	20	3	26	Stockless	21	12	2	0	20	1	4	Baldt	Baldt Anchor Co. Chester, Pa.	7-5-14
4244	Kedge	9	2	11	"	11	13	1	21	8	3	0	"	"	" 11-5-14 St. Adamson

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

1st Bower 61.2-12-4215-BB-LK-2-5-14-44.3-13-HA-49.3-3-0  
2nd " 60.1-2-4213-BB-LK-2-5-14-43.2-18-HA-48.10-0-0  
3rd " 49.2-6-4212-BB-LK-2-5-14-36.1-0-HA-42.1-1-0  
Stream 20.3-26-4228-BB-LK-7-5-14-14.1-4-HA-21.12-2-0  
Kedge 9.2-11-4244-BB-LK-11-5-14-4-0-16-HA-11.13-1-21

CHAIN CABLES.										HAWSEERS AND WARPS.									
Number of Certificate	Length and size supplied.		Test per Certificate.	WEIGHT OF CHAIN CABLE.		Supplied.	Per Rule.	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.	Inches.		Cwts.	qrs.							lbs.	Fathoms.		Inches.	Fathoms.	Inches.	Pallms.	Inches.
225	210	2 3/8	86 1/2	120 1/2	529.22	464.5	3.0	240	2 3/8	Steel Cable Columbus	Lebanon, Pa.	22-2-14	HAWSEER & WARPS	2@90	8	2@90	8		
Stream	90	4 1/2	68					90	4 1/2	Galv. Wimmer Chain Co.	W. Chicago			2@90	4	2@90	4		

Boats 4 - 24'0" x 42' - 26'0" Lifeboats  
Pumps, Number One Donator + one hand pump  
Windlass is Efficient makes American Engineering Co. Capstan  
Engine Room Skylights.—How constructed? Steel plates + angles What arrangements for deadlights in bad weather? Dead-lights + steel bars  
Coal Bunker Openings.—How constructed? Steel plates + angles How are lids secured Starboard + Batteries Height above deck? On engine casing top  
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 8 Scuppers + 8 Freeing ports 36" x 21" each side  
Ceiling in Holds, thickness and material 2 1/2" Plank Cargo Battens, thickness and material 6" x 2" Plank  
Cargo Hatchways.—How formed? Steel plates + angles Hatches, If strong and efficient? Yes  
State size No. 1 Hatch (Forward) 32'-6" x 21'-0" x 30" No. 2 Hatch 32'-6" x 21'-0" x 30" (No. 3 Hatch) 8'-8" x 14'-0" x 18" No. 4 Hatch 32'-6" x 21'-0" x 30"  
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 5 Starboard + 5 Port + 5 Center  
fitted to No. 1-2-4-5 hatchways + No. 14" x 36" at No. 3 No. of Breasthooks 23 No. of Crutches Deck floor  
Bulkheads, height above deck and description 3'-6" Steel plating - 25 Main Rail, material and size 4" x 3 1/2" x 42 Bulk Angles  
The foregoing is a correct description.  
Builder's Signature (here only) Seattle Construction Dry Dock Co. Surveyor's Signature John Whitehead  
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)  
M1-4-16; M5-4-16; M20-4-16; M26-4-16; M29-4-16; M31-8-16; M11-1-17; M6-2-17; M3-3-17; M4-4-17

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  
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 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 good  
This vessel has been built in accordance with the approved plans, the Secretary's letters of the above dates and in general conformity to the rules for the class contemplated. 3 Lashing and Casting certificates are herewith forwarded also 16 Approved plans.  
The lengths of Chain Cable supplied to this vessel is in accordance with Circular No 130 dated 13th Dec 1914.

This is a sister vessel to the "Sutherland" + "Premerton" Seattle Reports Nos 596 + 605 respectively

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.

The amount of Entry Fee £ 25.00 Fees applied for, July 10th 1918  
Special Survey Fee £ 32.00 Received by me, 9-9-19  
Travelling Expenses, if any £ none 10/-  
State whether the Vessel has been built under Special Survey Yes  
I am of opinion this Vessel should be Classed + 100A1  
With, or without Freeboard, as condition of Class Without

Committee's Minute New York JUL 30 1918  
Character assigned + 100A1  
note: A+C.P. + dmc 6,18  
Sp. to Y. J.D.  
Elec. Lt.

Certificate to be sent to Seattle, Wash Date of issue 24th 26/8/18  
L.S.L.

John Whitehead  
Surveyor to Lloyd's Register of Shipping.



GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop  $39\frac{1}{2}$  ft., R.Q.D. ☒ ft., Bridge  $99\frac{1}{2}$  ft., Forecastle  $41\frac{1}{2}$  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) 2 Dks (Stl)

Official No. 216491; Signal Letters LK W V

State if Machinery is fitted aft installed amidships

How are the surfaces preserved from oxidation? Inside Paint + Cement

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. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	114.0	291	Fore peak tank,	22.45	115
Double bottom, under Engines and Boilers,	49.8	193	After peak tank,	20.00	264
Double bottom, if under Engines only,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Deep tank, aft,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Double bottom, if under Boilers only,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Deep tank, forward,	21.8	603
Double bottom, forward,	158.10	446	Other tanks, if fitted,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Total capacity of double bottom		960	(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. 62

Date April 14<sup>th</sup> 1917

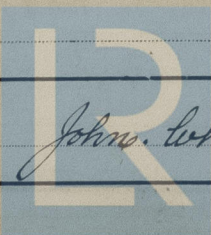
No. 95 in builder's yard.

DATES OF SURVEYS  
held while building

1914 Oct 30<sup>th</sup> Nov 23-26 Dec 3.10.26 (1915 Jan 4.9.14.24 Feb 4.9.15.20.25  
Mar 2.5.9.14.19.22.26.29 April 2.5.8.10.13.16.18.20 May 1.3.4.6.9.11.14.17  
18.20.22.23.24.25.27.29 June 4.7.8.12.14.15.17.20.21.23.26

Total No. of Visits 57

Surveyor's Signature



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Foundation