

PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.								
	AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		EDGES.		RIVETS.		BUTTS.		IF LAPPED.				
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Double.	Breadth.	Diam.	Spacing.	Double or Treble and for what Length.	Diam.	Spacing.	Breadth.	Thickness.		
FLAT PLATE KEEL	32	12	9	9	32	12	Double	5 1/4	1/8	3 1/2	Double	1/8	3 1/2	16 3/4	14				
(If Bar Keel, state Riveting)																			
GARBOARD OF A Strake ...	26	9	8	8	26	9	"	4 1/2	3/4	3	all	3/4	2 5/8			1 1/2	1 1/2		
State actual thickness in way of Double Bottom.	B	54	4	6	6	as	4	"	"	3	both	"	"			"	"		
	C	46	8	4	4	as	8	"	"	3	treble	"	"			"	"		
	D	51	8	4	4	as	8	"	"	3	riveted	"	"			"	"		
	E	49	4	6	6	plan.	4	"	"	3	for 1/2	3/4	2 5/8			"	"		
	F	55	4	6	6		4	"	"	3						"	"		
	G	33	12	8	8		33	12	Double	5 1/4	1/8	3 1/2	16 3/4	14		9 1/2	"		
	H								in way of	2 1/2	3/4	3							
	J																		
	K																		
	L																		
	M																		
	N																		
	O																		
	P																		
DOUBLING of Flat Plate Keel																			
Length and thickness of Bilges																			
of Sheerstrakes																			
of Strake below																			
POOP SIDES																			
RAISED QUARTER DECK SIDES	53	10		4		10	Double	4 1/2	3/4	3	treble	1/2	3/4	2 5/8		1 1/2			
BRIDGE SIDES		5				5	Single	2 1/2	3/4	3	no bolts								
FORECASTLE SIDES			5			5	"	2 1/4	5/8	2 1/2	Double	5/8	2 1/4			4 1/4			
LENGTHS OF PLATING																			

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, outside Plating, &c. *Vimier's Martin Steel.*

The Glasgow Iron & Steel Coy. Ltd. *Blackburn & Co. Ltd.*

Deutsche Kaiser. *Palmer's Shipbuilding & Iron Co.*

Duisfelder Röhren und Eisenwerke.

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

Main Stringer Plate { Butts, treble riveted for 1/2 - length amidship

Straps, single double or overlapped for full length amidship

Butts of Bilge & Side Stringers, and Tie Plates, treble or double riveted? *Both*

Inner Bottom Plating, riveting of Edges *Single* Butts *II Centre and*

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

Frames, riveted through Plates with *3/4* in. Rivets, about *5 1/4* apart

Rivets, state whether of Iron or Steel *Steel.*

FRAMES extend in one length from *Anchor* to *St.*

REVERSED FRAMES on floors and frames extend from *Centre to upper turn of bilge*

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.
LOWER MASTS....											
Fore	<i>Pitch Pine</i>	<i>Pole mast</i>									
Main	"	"									
Mizen	"	"									
Bowsprit											
Topmasts, Yards and Remainder of Spars	<i>P. Fine Cargo Berriels</i>										
Rigging, Material and Size, Shrouds	<i>3 X 2 1/2</i>	<i>1 X 2 1/2</i>	<i>Twine</i>								
Sails.	<i>One</i>	<i>Suit of</i>	<i>4 fore and aft</i>								

ANCHORS.										Tonnage U.Dk. or Plating No. for Trawlers						
Number of Certificate.	Anchors.	WEIGHT, EX STOCK			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			Description of Anchor.	Makers.	Where and when tested and Superintended.			
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.				lbs.		
8148	1st Bower ..	14	3	14	Stock	16	4	2	0	14	2	0	Taylor's Dreadnought	S. Taylor & Son Cardiff 1911		
8149	2nd ..	14	3	7	"	16	6	0	0	14	2	0	"	"		
8150	3rd ..	12	3	0	"	14	10	0	0	12	3	0	"	"		
	Collective weight	42	1	21		41	3	0								
8169	Stream	4	2	4	1	0	20	6	18	0	0	4	1	0	Common	S. Taylor & Son Cardiff 28/7-
8170	Kedge	2	0	9	0	2	4	4	12	0	0	2	0	0	"	"

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.	Length and size supplied.		Test per Certificate.	WEIGHT OF CHAIN CABLE.			Length & Size per Table 22.		Description.	Makers of Cables.	Where and when tested and Superintendent.	Material.	Length and size supplied.		Breaking Test of Steel Wire Towline.	Length per Table.			
	Length.	Diam.		Supplied.	Per Table 22.	Length.	Diam.	Length.					Cir.	Length.			Cir.		
10263	195	1 3/16	25 1/8	38	143	1-4	141-0	16	195	1 3/16	Stud.	S. Taylor & Son Cardiff 28/7/1910	TOWLINE	75	2 3/4	15 1/2	75		
													HAWSERS & WARPS	90	6		90		
Iron Stream Chain or Steel Wire	60	3	18 tons					60	3		fransen & Specking Bros. Sunderland								

Boats *Two.*

Pumps, Number *3 and one on flat of peak* Diameter of Barrel *4* State whether they are in efficient working order *Yes.*

Windlass is *Iron Steam* *Capstan* *One 4" hand pump in addition fitted in E room space.*

Engine Room Skylights.—How constructed? *Steel and angle.*

What arrangements for deadlights in bad weather? *Steel lids with deadlights.*

Coal Bunker Openings.—How constructed? *Steel + angle* How are lids secured? *Ballnet* Height above deck? *18" P. G. Hk*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *3. Scuppers. Three Ports. 30" x 18"*

Ceiling in Holds, thickness and material *2 1/2" Pitch Pine* Cargo Battens, thickness and material *2"*

Cargo Hatchways.—How formed? *Steel and angle* Hatches.—If strong and efficient? *2 1/2"*

State size No. 1 Hatch (Forward) *10'-6"-9'-0"-15"* No. 2 Hatch *19'-3"-14'-0"-36"* No. 3 Hatch *19'-3"-14'-0"-30"* No. 4 Hatch

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *One web and one fore and after. No. 1 Hatch*

No. 2 and No. 3 Hatch. One web and 3 fore and afters No. of Breasthooks *Three below upper deck* No. of Crutches *One below upper deck*

Bulwarks, height above deck and description *3'-9" Steel* Main Rail and Stays, material and size *1/2" 6" 6" 1/2"*

The above is a correct description.

Builder's Signature (here only). *Van Olt*

Surveyor's Signature *P. J. J. J.*

Surveyor to Lloyd's Register of British and Foreign Shipping.

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

London M. 24/11-28/12-09. 3/2-19/4-1910 to Owners. Equipment-28/9-10.

Workmanship. Are the butts of plating planed or otherwise fitted?

Overlapped chipped and caulked

Is the riveted work properly closed?

Yes. Satisfactory.

Are the liners between the frames and plates solid single pieces?

Yes.

to plate, &c., conform well to each other?

Yes.

Do the holes for riveting plate to frames, butt straps, or plate

from the faying surfaces?

Yes.

Do any rivets break into or through the seams or butts of the plating?

Yes a few.

Are the butts of Plating, Stringers, &c., properly shifted and strapped?

Yes Satisfactory.

Have all the upper and weather decks been tested as required by the Rules (Sec. 23, par 24)?

Yes.

State results of tests

S. Satisfactory

Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)?

Yes.

State results of tests

Satisfactory.

General Remarks (State quality of workmanship, &c.)

The workmanship was found Satisfactory and the vessel has been built in accordance with the approved plans, Secretary's letters referred to above and in general conformity with the Society's Rules.

The vessel will be towed to Dundee to be further completed and it is stated that the machinery is made at Middlesbrough by Richardson Westgarth & Co. Ltd. Dundee and that after the Cabin fittings have been completed at Dundee she will be towed to Middlesbrough.

Remains to be completed on Hull: Top of Engine and Boiler casing. Stiffeners at Casings sides. Top of Tunnel with frames. Pillars on Tunnel.

Port. Before the vessel was completed: One extra Hand pump has been fitted in Engine Room. and hold and Tunnel well sections made as per new plan herewith forwarded.

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

B.G. Wh. at side of E casing & head.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 1 ft., R.Q.D. or Break 84 ft., Bridge Dk. 14 ft., F'castle 25 ft. (in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. is joined to the B.D., this should be distinctly stated

B.G. Wh. joined to Bridge

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 Steel Wh. at side of Bridge and Boiler casing abaft Bridge

Official No. ; Signal Letters

State if Machinery is fitted at

No.

How are the surfaces preserved from oxidation? Inside

Cement & Paint.

Outside

Paint

B.G. Wh. has been wood sheathed.

Petrol tank 2 1/2

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

10 ft. with Piling

Where fitted.	*Length. Feet.	Water Capacity. Tons.	Where fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	29.75	32.6	Fore peak tank,	18.0	44.5
Double bottom, under Engines and Boilers,			After peak tank,	14.0	14.1
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward		
Double bottom, forward,			Other tanks, if fitted,		

* 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 and Light.

Order for Special Survey No. 248.

Date 26/1.10.

No. 82. in builder's yard.

DATES OF SURVEYS held while building

2/12-1909.

11-18/4-25/5-17/6-6/7-28/7-17-22/8-2-7-13-22/9-20/9-12/10-1910.

Total No. of Visits

15.

The amount of Entry Fee £ 36.00:

Special £ 329.40:

Travelling Expenses, if any £ 46.80:

Fees applied for,

19

Received by me,

30/6/19

as soon as Lammag particulars can be obtained.

Certificate to be sent to

Rotterdam Surveyor.

State whether the Vessel has been built under Special Survey

Yes.

I am of opinion this Vessel should be Classed

+ 100 A1. when completed.

With, or without Freeboard, as condition of Class

Without.

Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

FRI. 23 DEC 1910

Character assigned

100 A1
Lined A & B. P. W.
+ Lm 6. 12. 10



© 2020

Lloyd's Register Foundation

Rest on Hull to Port 23/12/10
on ready to build

00672/2