





WEB FRAMES, HOLO. WEB-FRAMES, In Fore Body, No. and spacing 5-3+4 SPACES 5-3+4 SPACES. KEEL, Bar, depth and thickness Flat Plate. STEM, moulding and thickness 10 1/2 x 2 3/4. STERN-POST for Rudder do. do. 9 x 7 1/2. RUDDER-A x D\* Table 22. Speed 10 1/2 knots. 458 (A x D). RUDDER, how constructed Single Plate - Lapping. Thickness of Plates or Single Plate 1-10. 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-hearth) Courtt, South Durham, Palmer's, Dorman Long, Carlisle. PLATING. STRAKES. FLAT PLATE KEEL. GARBOARD OR A Strake. B, C, D, E, F, G, H, J, L, M, N, O, P, Q, R, S, T, U, V, W. THICKNESS OF SHEER STRAKE. POOP SIDES. FORECASTLE SIDES. RIVETING. EDGES. BUTTS. UPPER DECK. SECOND DECK. FRAMES extend in one length from Longitudinal to framing. REVERSED FRAMES on floors and frames extend across top of floor. MASTS, SPARS, &c. LOWER MASTS. BOWSPRIT. TOPMASTS, YARDS AND REMAINDER OF SPARS. RIGGING, MATERIAL AND SIZE, SHROUDS. SAILS. Suits of. Sails, and the following spare sails.

Form No. 1A.



EQUIPMENT No. 35504				LETTER Z				ANCHORS.				TONNAGE U. DK. 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.			
22745	1st Bower ...	64	1	7	Stock			50	15	0	0	63	3	0	Bye's	Not given	Ed. 6/3/18
22748	2nd „ ...	63	2	14	D <sup>o</sup>			50	7	2	0	63	3	0	D <sup>o</sup>	D <sup>o</sup>	„
22809	3rd „ ...	55	0	14	D <sup>o</sup>			45	9	0	7	54	2	0	D <sup>o</sup>	D <sup>o</sup>	„
	4th „ ...																27/3/18
	Collective weight.	183	0	7	✓							182	0	0			Sgt. L. Haffner.
23244	Stream .....	17	2	7	4 3 2	18 14 1	14	17	2	0				Common	Higley & Son	Low Walker	3/10/17
	Kedge.....				26	Kedge	Anchor	supplied									Sgt. A. Green.

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	35.1.2 - R.W.D.	No. 165 - 14/2/18
	2nd "	35.1.2 - R.W.D.	" 164 - 14/2/18
	3rd "	32.0.4 - R.W.D.	" 230 - 15/3/18
	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.		Ins.
	Length.	Diam.		Supplied.	Per Rule.	Length.	Diam.	Length.	Diam.					Length.	Cir.		Length.	Cir.	
12809A	105	2 1/4	9/18	127	228	2 1/4				Stud	Higley & Son	Low Walker 3/10/17	TOWLINE	120	5	59	220	5	
12801A	105	2 1/4	"	"	267	2 1/4				D <sup>o</sup>	D <sup>o</sup>	" 28/17 + 2/4/18	HAWSERS & WARPS	2/90	2 3/4	15 1/2	2/90	2 3/4	
	210	2 1/4			536	0.2530	3.0	210	2 1/4			" 28/17 + 2/4/18		2/90	2 1/2	12 1/2	2/90	2 1/2	
Stream	90	4 3/4	47	✓	✓	✓	✓	90	4 3/4	S.S.W. Wood	Haggie Deakin	27/5/18							

Boats	4 Boats.	Steering Gear, Steam	Hartie & Co.	Steering Gear, Hand	Black & Tackle
Pumps, Number	Hand pump to top of F.P. tank	Diameter of Barrel	4	State whether they are in efficient working order	Yes.
Windlass is	Swenson, Walker & Thompson's patent	Capstan	Steam direct acting		
Engine Room Skylights.—How constructed?	Steel plates saufs.	What arrangements for deadlights in bad weather?	Muller's spec.		
Coal Bunker Openings.—How constructed?	Plate saufs.	How are lids secured?	Galvanised iron	Height above deck?	18"
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c.	7 Scuppers each side	Open rails.			
Ceiling in Holds, thickness and material	2 1/2 wood in fore hold.	Cargo Battens, thickness and material	Uae.		
Cargo Hatchways.—How formed?	Coaming plates saufs.	Hatches, If strong and efficient?	Yes		
State size No. 1 Hatch (Forward)	23'0" x 18'0"	No. 2 Hatch	13'0" x 18'0"	No. 3 Hatch	
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch	4 web in No 1 + 2 in No 2	No. 4 Hatch			
Buttarks, height above deck and description	open rails	No. of Breasthooks	2 + decks.	No. of Crutches	deep floors.
The foregoing is a correct description.		Main Rail, material and size			
Builder's Signature (here only)	SWAN, HUNTER & WIGHAM RICHARDSON LTD	Surveyor's Signature	M. Suddon.	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)	See Correspondence regarding "Z" type standard vessels.
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?	Longitudinal framing
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?	Yes.
Are the rivet holes well and sufficiently countersunk in the plate and punched 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.)	This vessel has been built in accordance with the plans approved for the "Z" type standard vessel for the purpose of carrying fuel oil in bulk. The material & workmanship are of good quality. The freeboards assigned by the Committee have been marked on the vessel's sides & verified. All the oil compartments & also the oil fuel tank have been tested in accordance with the instructions received. It will be observed that 210 fathoms of chain cable has been supplied & that 26 Kedge Anchor has been placed on board. This vessel sustained slight damage to the Port side
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	£	Fees applied for	17. 6. 1918
Special Survey Fee	£492 6 : 0	22. 6. 1918 (22. 7. )	
Travelling Expenses, if any	£ 2 : 2 : .	Received by me,	6. 7. 19
State whether the Vessel has been built under Special Survey	Yes.	Certificate to be sent to Newcastle - Date of issue	22/7/18
I am of opinion this Vessel should be Classed	+100A.1. "Carrying oil fuel in bulk"		
With, or without Freeboard, as condition of Class	without		
		Surveyor to Lloyd's Register of Shipping.	

Committee's Minute	FRI. 5-JUL. 1918
Character assigned	100A.1
	Carrying Oil Fuel in Bulk F.P. above 150°F
	Lloyd's A. & B. P. + L.M.O. 6.18. F.D.
	Noted for Oil Fuel 6.18 F.P. above 150°F
	Mide Kpc

The Surveyors are requested not to write on or below the Committee's Minute.



GENERAL REMARKS—(continued).

by the Crane barge 'TITAN' Colliding with her on the 17th June 1918, one shell plate in the 2<sup>nd</sup> strake below sheerstrake (No 6 from aft) and one in the 3<sup>rd</sup> strake below sheerstrake (No 5 from aft) being slightly indented.

The shell rivetting & caulking were examined & found satisfactory.

As the damage does not affect the efficiency of the vessel permanent repairs might, in my opinion, be deferred to suit the Owner's convenience.

A Copy of the damage survey report is forwarded herewith.

*A.R. Suddon*

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 49 ft. <sup>TRUNK R.O.D. ✓</sup> ft., Bridge 121 ft., Forecastle 25 ft. <sup>The Poop & Bridge deck are connected by trunk</sup>

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 in the Register Book) 1 Sk. (atl) 2 Trs. Suss.

Official No. ; Signal Letters State if Machinery is fitted aft No.

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. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft.			Fore peak tank,		
Double bottom, under Engines and Boilers,	59	240	After peak tank,		
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	50	65	Other tanks, if fitted,		
	Total capacity of double bottom	305	(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. <i>Yes.</i>		

Order for Special Survey No. 4725

Date 21. 11. 1917.

No. 1052 in builder's yard.

DATES OF SURVEYS held while building

1917  
Feb. 27. Oct. 11. 17. 31. Nov. 4. 13. 28. Dec. 10. 27. 1918  
25. Apr. 2. 11. 15. 16. 21. 26. 29. 30. May. 4. 7. 9. 10. 12. 16. 18. 21. 22. 29. Jun. 3. 10. 12. 13. 14.

Surveyor's Signature

*A.R. Suddon*

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Total No. of Visits

Lloyd's Register Foundation



# PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.		Rivets in Brackets to Bulkheads.	
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames. Diam. Speng.	Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Number.	Diameter. Inches.
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.				
Framing of <b>±, L AND ±</b> .....		9 3 1/2 44			9 3 1/2 44			9 3 1/2 44			9 3 1/2 44			7/8 5/4	5 1/4		
Frames in Bridge 'tween Decks ...		9 3 1/2 44			9 3 1/2 44			9 3 1/2 44			9 3 1/2 44			7/8 5/4	"	8	7/8
Frames from Uppermost Continuous Deck		9 3 1/2 44			9 3 1/2 44			9 3 1/2 44			9 3 1/2 44			"	"	"	"
Framing from <b>Awning, Shelter or Upper Deck to Margin Plate CENTRE LINE CHANNELS.</b>		9 3 1/2 44			9 3 1/2 44			9 3 1/2 44			9 3 1/2 44			"	"	"	"
		9 3 1/2 44			9 3 1/2 44			9 3 1/2 44			9 3 1/2 44			"	"	"	"
		9 3 1/2 44			9 3 1/2 44			9 3 1/2 44			9 3 1/2 44			"	"	"	"
		9 3 1/2 44			9 3 1/2 44			9 3 1/2 44			9 3 1/2 44			"	"	"	"
		10 3 1/2 44			10 3 1/2 44			10 3 1/2 44			10 3 1/2 44			"	"	"	"
		10 3 1/2 46			10 3 1/2 46			10 3 1/2 46			10 3 1/2 46			"	"	"	"
		10 3 1/2 50			10 3 1/2 50			10 3 1/2 50			10 3 1/2 50			"	"	"	"
		12 3 1/2 50			12 3 1/2 50			12 3 1/2 50			12 3 1/2 50			"	"	"	"
		12 3 1/2 50			12 3 1/2 50			12 3 1/2 50			12 3 1/2 50			"	"	"	"
		12 3 1/2 50			12 3 1/2 50			12 3 1/2 50			12 3 1/2 50			"	"	"	"
		12 3 1/2 50			12 3 1/2 50			12 3 1/2 50			12 3 1/2 50			"	"	"	"
		15 4 7/8 4 1/2 63			15 4 7/8 4 1/2 63			15 4 7/8 4 1/2 63			15 4 7/8 4 1/2 63			"	"	"	"
		15 4 7/8 4 1/2 63			15 4 7/8 4 1/2 63			15 4 7/8 4 1/2 63			15 4 7/8 4 1/2 63			"	"	"	"
		15 4 7/8 4 1/2 63			15 4 7/8 4 1/2 63			15 4 7/8 4 1/2 63			15 4 7/8 4 1/2 63			"	"	"	"
		15 4 7/8 4 1/2 63			15 4 7/8 4 1/2 63			15 4 7/8 4 1/2 63			15 4 7/8 4 1/2 63			"	"	"	"
Spacing of Longitudinal Frames		30			30			30			30						
Double Bottoms <b>± L - E</b>		8 3 3 1/2 4 7/8			8 3 3 1/2 4 7/8			8 3 3 1/2 4 7/8			8 3 3 1/2 4 7/8			7/8 5/4			
Tank Top Longitudinals		9 3 1/2 44			9 3 1/2 44			9 3 1/2 44			9 3 1/2 44			"			
Bottom		30			30			30			30						
Spacing of Longitudinals		At Ends			At Ends			At Ends			At Ends						
Transverses.		15 38			15 38			15 38			15 38						
In Bridge		3 1/2 3 1/2 44			3 1/2 3 1/2 44			3 1/2 3 1/2 44			3 1/2 3 1/2 44			7/8 5/4			
'tween Decks		3 1/2 3 1/2 40			3 1/2 3 1/2 40			3 1/2 3 1/2 40			3 1/2 3 1/2 40						
In Awning, Shelter or Upper 'tween Decks		31 46			31 46			31 46			31 46						
Face Angles		9 3 1/2 66			9 3 1/2 66			9 3 1/2 66			9 3 1/2 66						
Lugs to Shell*		6 6 46			6 6 46			6 6 46			6 6 46			7/8 5/4			
In Hold.		11 0 3			11 0 3			11 0 3			11 0 3						
Face Angles		10 3			10 3			10 3			10 3						
Lugs to Shell*		10 3			10 3			10 3			10 3						
Brackets		10 3			10 3			10 3			10 3						
Spacing of Transverse Frames		10 3			10 3			10 3			10 3						
* State if joggled or liners.																	
Longitudinal Beams of <b>±, L - E</b>		7 3 35			7 3 35			7 3 35			7 3 35			36 39			
Bridge Deck ...		9 3 1/2 44			9 3 1/2 44			9 3 1/2 44			9 3 1/2 44			30			
Awg. or Shlter. Pl.																	
Upper																	
Second																	
Third																	

Bottom Transverse  
50x46 with double  
9 3 1/2 66 B.A.s on top.

Long aft girder  
50x46 with double  
3 1/2 3 1/2 44 angles  
on top. ✓

In Ships.  
Plate Angles.  
11 38 63 1/2 40

As approved.  
Plate Angles.  
11 38 63 1/2 40

Transverse

Beams.

DOUBLE B.A.

DOUBLE B.A.

Lloyd's Register

ing.

Plate and their angle attachments, etc., to be entered in their

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.