

With or Without Disconnected Erections.

STEEL STEAMER.

Received at London Office

25 FEB 1925

State if Report is also sent on the Machinery of the Vessel

Yes.

Date of completion of report 25. 2. 25.
Survey held at Dalninn

Port of Glasgow
Date, First Survey 8. 7. 24 Last Survey 10. 2. 1925.

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

"CHEPITA" (Machy. aft.) Rig One mast.

TONNAGE under Tonnage Deck... 1799.61

CLASS + 100 A1

FEET.

Master

Do. between Tonnage Dk. and 3rd and 4th Dk. 1799.61

Breadth (greatest moulded) 50.0

Do. of Poop 258.66

Depth, at middle of length from top of keel to top of upper deck beams at side 15.0

Do. of R.Q.Dk. 388.49

Transverse Number 65.0

Do. of Bridge House 47.92

Length on deck from fore part of stem to after part of stern post 305.0

Do. of Forecastle 162.35

Longitudinal Number 19825

Do. of Houses on Dk. 48.05

Depth "d," at middle of length (See Secs. 2 & 13) 14.25

Do. of excess of Hatchways 2702.14

Proportions—Depths to Length—Upper Deck Beam at side to top of keel 20.3

Do. above Crown of Engine Room 148.06

" Long Bridge Deck Beam at side to top of keel 13.9

Less Crew Space 48.05

Less above Crown of Engine Room 2702.14

TONNAGE FOR FEES 1481.54

Less Engine Room 124.38

Less Navigation Spaces

Destined Voyage

If Surveyed while Building, Afloat, in Dry Dock, Jlo.

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid
305			50	0		15	1		one

Dimensions of Ship per Register, Length 305.0 breadth 50.0 depth 15.0 Moulded depth, ft. 15 ins. To Bridge Dk. Round of Upper Dk. Beam, Actual 12 ins.

FRAMING.					PILLARS.				
	Inches in Ship.	Inches in Ship.	Inches per Rule Or as	Inches per Rule Approved.		Inches in Ship.	Inches in Ship.	Inches per Rule Or as	Inches per Rule Approved.
FRAME, Angles, Bars amidships	8 1/2	3	40	8	3	PILLARS In 'tween Deck, size and spacing	12	0	12
Do. in peaks	5 1/2	3	30	5 1/2	3	" " Hold	12	0	12
Do. in way of Double Bottoms at Solid Floors	10	3 1/2	30	10	3 1/2	" " Quarter 'tween Dks.,	12	0	12
" " at intermdt. Blks.	25	3	30	25	3	" " in Hold	12	0	12
Spacing of Frames from centre to centre amidships	25 1/2	1	25 1/2			KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.
" " from 1/2 length to Collision bulkhead	24	1	24			CENTRE LINE KEELSON, Vertical Plate above	34	40	34
" " in peaks	3 1/4	3	3 1/4	3	3	Plate, Through Plate, or Intercoastal Plate	3 1/2	3 1/2	50
REVERSED FRAME, Angles, Bars	3 1/4	3	3 1/4	3	3	Flat Plate Keel Angles	3 1/2	3 1/2	50
Do. in way of Double Bottoms at Solid Floors	3	3	3	3	3	Horizontal Plates on Floors	3 1/2	3 1/2	50
" " at intermdt. Blks.	3	3	3	3	3	Angles or Bulb Angles	3 1/2	3 1/2	50
FRAMING, depth of girder	3	3	3	3	3	SIDE KEELSONS, Number	3 1/2	3 1/2	50
FLOORS, depth and thickness of Floor Plate	3	3	3	3	3	Angles or Bulb Angles	3 1/2	3 1/2	50
" " at mid-line for 1/2 length amidships	3	3	3	3	3	Plate above floors, for E Deck length	3 1/2	3 1/2	50
" " in way of Engine and Boiler Spaces	3	3	3	3	3	Intercoastal Plate, for E.R. BR. FH. length	3 1/2	3 1/2	50
" " thickness at the ends of vessel	3	3	3	3	3	Attached to outside Plating with Angle	3 1/2	3 1/2	50
" " depth at 1/2 the half breadth, as per Rule	3	3	3	3	3	BILGE KEELSON, Angles	3 1/2	3 1/2	50
" " height extended at the Bilges	3	3	3	3	3	Intercoastal Plate for length	3 1/2	3 1/2	50
FLOORS in Cell. Double Bottoms	3	3	3	3	3	Attached to outside Plating with Angle	3 1/2	3 1/2	50
" " state if flanged (top & bottom)	3	3	3	3	3	SIDE STRINGERS, Number	3 1/2	3 1/2	50
" " Spacing of Solid floors	3	3	3	3	3	Angles	3 1/2	3 1/2	50
CENTRE GIRDER, in Dbl. bottom, dpth. & thknss	3	3	3	3	3	Intercoastal Plate, for length	3 1/2	3 1/2	50
" " Angles, Top	3	3	3	3	3	Attached to outside plating with Angle	3 1/2	3 1/2	50
" " Bottom	3	3	3	3	3	Upper Deck Stringer Plate, br'dth & thickness	50	48	50
" " to Floors	3	3	3	3	3	(clear of Bridge)	50	48	50
Brackets at intermdt. frmg., wdth & thknss	3	3	3	3	3	br'dth & thickness	50	48	50
SIDE GIRDERS, number on each side & thickness	3	3	3	3	3	(in way of Bridge)	50	48	50
" " state if flanged (top and bottom)	3	3	3	3	3	Angle (clear of Bridge)	50	48	50
" " Angles (top and bottom)	3	3	3	3	3	Tie Plate at sides of Hatchways	50	48	50
" " to Floors	3	3	3	3	3	Deck * Iron or Steel, for lng.	50	48	50
MARGIN PLATE, depth (exclusive of flange)	3	3	3	3	3	Thickness (clear of Bridge)	50	48	50
" " and thickness	3	3	3	3	3	(in way of Bridge)	50	48	50
" " Angle to Outside Plating	3	3	3	3	3	Wood Deck, Material & thickness	50	48	50
" " Floors	3	3	3	3	3	Second Deck Stringer Plate, br'dth & thickness	50	48	50
Brackets at intermdt. frmg., wdth & thknss	3	3	3	3	3	Angles on ditto, No.	50	48	50
Height of Outside Brackets above at bilge	3	3	3	3	3	Tie Plates outside Hatchways	50	48	50
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	3	3	3	3	3	Deck * Iron or Steel, for lng.	50	48	50
" " in Engine and Boiler space	3	3	3	3	3	Wood Deck, Material & thickness	50	48	50
" " Remainder in Holds	3	3	3	3	3	Third Deck Stringer Plate, br'dth & thickness	50	48	50
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	3	3	3	3	3	Angles on ditto, No.	50	48	50
" " In way of Long Bridge	3	3	3	3	3	Tie Plates, outside Hatchways	50	48	50
" " Spacing	3	3	3	3	3	Deck * Material and thickness	50	48	50
BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	3	3	3	3	3	Fourth and Fifth Deck Stringer Plate, breadth & thickness	50	48	50
" " Spacing	3	3	3	3	3	Angles on ditto, No.	50	48	50
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	3	3	3	3	3	Tie Plates outside Hatchways	50	48	50
" " Angles on upper edge	3	3	3	3	3	Deck, Material & thickness	50	48	50
" " Spacing	3	3	3	3	3	QUARTER DECK Stringer Plate, breadth & thickness	50	48	50
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	3	3	3	3	3	Angle on ditto	50	48	50
" " Angles on upper edge	3	3	3	3	3	Tie Plates	50	48	50
" " Spacing	3	3	3	3	3	Deck, Material and thickness	50	48	50
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	3	3	3	3	3	Bridge Deck Stringer Plate, br'dth & thickness	50	48	50
" " Angles on upper edge	3	3	3	3	3	Angle on ditto	50	48	50
" " Spacing	3	3	3	3	3	Tie Plates	50	48	50
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	3	3	3	3	3	Deck, Material and thickness	50	48	50
" " Angles on upper edge	3	3	3	3	3	Forecastle Deck Stringer Plate, br'dth & th'kns	50	48	50
" " Spacing	3	3	3	3	3	Angle on ditto	50	48	50
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	3	3	3	3	3	Tie Plates	50	48	50
" " Angles on upper edge	3	3	3	3	3	Deck, Material and thickness	50	48	50
" " Spacing	3	3	3	3	3		50	48	50

* If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.

04149-01160-0282 1/2

WEB FRAMES. Inches in Ship. Inches in Ship. Inches per Rule. Inches per Rule. FORGINGS OR CASTINGS. Inches in Ship. Inches per Rule. KEEL, Bar, depth and thickness. STEM, moulding and thickness. STERN-POST for Rudder do. do. RUDDER-A&D* Table 22. Speed. Main-Piece, diameter at head. RUDDER, how constructed. Thickness of Plates of Single Plate. Can the Rudder be unshipped afloat? 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 process. Wm Beardmore & Co. Limited, Glasgow. Has the Steel been tested as required by the Rules? PLATING. STRAKES. AS IN SHIP. PER RULE OR AS APPROVED. EDGES. BUTTS. RIVETING. Upper Deck Butts, riveted for. Stringer Plate Straps, single, double or overlapped for. Second Deck Butts, riveted for. Stringer Plate Straps, single or overlapped for. Butts of Side Stringers. Tie Plates. Inner Bottom Plating, riveting of Edges. Centre Girder Butts. Keelson Butts. Frames, riveted through Plates with. Rivets, state whether Iron or Steel. FRAMES extend in one length from. REVERSED FRAMES on floors and frames extend from. MASTS, SPARS, &c. Material. Total Length. DIAMETER AND THICKNESS. ANGLES. RIVETING. Pol. Lower Mast. Fore. Main. Mizzen. Bowsprit. Topmasts, Yards and Remainder of Spars. Rigging, Material and Size, Shrouds. Sails. Suit of. Sails, and the following spare sails.

Form No. 1A.

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Lloyd's Register Foundation

EQUIPMENT No. <i>2592</i>			LETTER <i>7</i>			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.			
<i>28529</i>	1st Bower ...	Cwts. qrs. lbs. <i>42 0 0</i>	Cwts. qrs. lbs. <i>✓</i>	Tons. cwt. qrs. lbs. <i>37 2 2 0</i>	Cwts. qrs. lbs. <i>42 0 0</i>	<i>Bye's Stockless</i>	<i>✓</i>	<i>Sunderland 30/10/24 W.H.L.</i>			
<i>28530</i>	2nd " ...	<i>42 0 0</i>	<i>✓</i>	<i>37 2 2 0</i>	<i>42 0 0</i>	<i>do</i>	<i>✓</i>	<i>do do W.H.L.</i>			
<i>28524</i>	3rd " ...	<i>35 2 0</i>	<i>✓</i>	<i>32 15 0 0</i>	<i>35 2 0</i>	<i>do</i>	<i>✓</i>	<i>do 28/10/24 W.H.L.</i>			
	4th " ...										
	Collective weight.	<i>119 2 0</i>	<i>✓</i>		<i>119 2 0</i>	<i>✓</i>					
<i>28206</i>	Stream	<i>11 0 7</i>	<i>2 3 7</i>	<i>13 0 0 0</i>	<i>11 0 0</i>	<i>Spigot and iron stock</i>	<i>✓</i>	<i>do 26/5/24 J.H.B.</i>			
	Kedge.....										

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

1st Bower *25-2-14 K.H. 3/88 15/10/24*
2nd " *26-0-0 K.B. 2/21 3/10/24*
3rd " *22-2-0 K.H. 3/05 28/8/24*
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.	Diam.		Supplied.	Per Rule.						Length.	Cir.		Length.	Cir.
<i>36789</i>	<i>240</i>	<i>1 7/8</i>	<i>63.25 88.50</i>	<i>427-2-7</i>	<i>425-1-0</i>	<i>240 1 7/8</i>	<i>Stud</i>	<i>✓</i>	<i>Gadby Heath 30/9/24 Paul.</i>	<i>TOWLINE</i>	<i>100</i>	<i>4</i>	<i>✓</i>	<i>100</i>	<i>4</i>
										<i>HAWSERS & WARPS</i>	<i>2190</i>	<i>7</i>	<i>✓</i>	<i>2190</i>	<i>7</i>
											<i>2190</i>	<i>6</i>	<i>✓</i>	<i>2190</i>	<i>6</i>
Iron Stream Chain or Steel Wire	<i>75</i>	<i>4 1/2</i>	<i>35</i>			<i>75 4 1/2</i>	<i>Sec.</i>	<i>✓</i>							

Boats *2 lifeboat.* **Steering Gear, Steam** *Hartin* **Steering Gear, Hand** *Hartin*
Pumps, Number *no hand pump* **Diameter of Barrel** *✓* **State whether they are in efficient working order** *✓*
Windlass is *Steam by Emerson Walker & Thompson* **Capstan** *✓*
Engine Room Skylights.—How constructed? *Steel* What arrangements for deadlights in bad weather? *Steel flap bulheads*
Coal Bunker Openings.—How constructed? *oil bunker steel* How are lids secured? *Steel W.T. covers* Height above deck? *9' above trunk*
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. *Open rail 12 Scuppers each side*
Ceiling in Holds, thickness and material *no ceiling or sparring in oil hold* **Cargo Battens, thickness and material** *Cope iron 3 3/4 in fore hold*
Cargo Hatchways.—How formed? *to chime and feet in fore hold* **Hatches, If strong and efficient?** *✓*
State size No. 1 Hatch (Forward) *10' 0" x 7' 0" in trunk* **No. 2 Hatch** *6' 0" x 2' 6" on main deck* **No. 3 Hatch** *all hatches on T.D.K. (5) 6' 0" x 4' 3"* **No. 4 Hatch** *on Sundeck (2) 3' 6" x 3' 6"*
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *Steel plate W.T. covers on small hatches. 4 steel plate W.T. covers on 10ft. hatch with 9' x 3' 4" 5 fore & aft stiffeners* **No. of Breasthooks** *4 incl deck* **No. of Crutches** *deep glass*
Bulwarks, height above deck and description *✓* **Main Rail, material and size** *✓*
The foregoing is a correct description. **Builder's Signature (here only)** *FOR WILLIAM BEARDMORE & CO. LIMITED* **Surveyor's Signature** *J.M. Iwerina* **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)

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 when not jagged* 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.) *Workmanship Good*

This vessel has been built in accordance with the approved plans the Secretary's letter of the above date and in conformity with the Rules for the Class contemplated.

The Oil Compartment and the oil fuel tanks have been tested as required by the Rules. The Buoynancy Compartment above the oil tanks have been tested to a head of 8ft. above the upper deck. The W.T. bulkhead and the upper & weather decks clear of the buoyancy & oil compartment have been hose tested, oil fuel bunkers tested and the Rules complied with. The fore & aft peaks have been tested.

The approved plan are forwarded together with a copy of this sec. as vessel built.

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 £ *6 : 0 : 0* Fees applied for, *23 2 1925*
 Special Survey Fee.... £ *315 : 3 : 0* Received by me, *✓*
 Travelling Expenses, if any £ *8 : 0 : 0* *5 3 1925*
Freeboard *8 0 0*
 State whether the Vessel has been built under Special Survey *Yes*
 I am of opinion this Vessel should be Classed *100 A1 Carrying Petroleum in bulk* *Fitted for oil fuel*
 With, or without Freeboard, as condition of Class *With* *Longitudinal framing at bottom & at deck* *F.P. above 150° F.*
Surveyor to Lloyd's Register of Shipping. *J.M. Iwerina*

Committee's Minute *GLASGOW 24 FEB 1925*

Character assigned *100 A1 2,25*
Carrying petroleum in bulk.
Lloyd's A.C.P.

Longitudinal framing at bottom & at deck.

+ LMC 2,25 72

Fitted for oil fuel 2,25 72 above 150° F.

W. H. W. W.
Lloyd's Register
Foundation