

DISCLOSED

IV/N
22

"LADY SARAH"

DISCLOSED

SECTION

822A

SECTION

No. 822A

No. 21461

1 or 2 Dks., R. Q. Dk.,
and Pt. Awng. Dk.

No. IRON OR STEEL STEAMER.

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

Date of completion of Report 15th July 1909Date, First Survey Jan 7th

Port of Hull

Last Survey

Rig Ketch

Received at London Office

FRI 23 JUL 1909

Survey held at Hull

On the Derwent

SUN III.

TONNAGE under
Tonnage Deck... 171.49
Do. of Poop
Do. of Raised Qr.
Dk. or Break...
Do. of Bridge House
Do. of Forecastle
Do. of Houses on Deck 6.24
Do. of excess of Hatchways 3.33
Do. above Crown of 14.45
Engine Room 177.94
Gross Tonnage 177.94
Less Crew Space 3.12
Above Crown of 17.75
Engine Room 158.88
Navigation Spaces 3.12
Crown of Main Room 17.75
ster Tonnage 33.69
out on Beam 34.72

ONE OR TWO DECKED VESSEL.

CLASS 100A1, for towing purposes.

Half Breadth (moulded) 12.75
Depth from upper part of Keel to top of Main Deck Bms. 12.55
Girth of Half Midship Frame (as per Rule) 21.50
1st Number 46.80
Length on deck from after part of stem to fore part of stern post 99.00
2nd Number 46.33
Proportions—Breadths to Length 3.88
Depths to Length—Main Deck to top of Keel 4.88
Destined Voyage London

Master

Year of appointment

Built at Hull

When built 1909 Launched 24.4.09.

By whom built Earle's Shipbuilding & Eng. Co. Ltd.

Owners W. H. J. Alexander.

Managers

(Where necessary to be entered in Reg. Book.)

Residence London.

Port belonging to London.

If Surveyed while Building, Afloat, or in Dry Dock Yes.

GTH on Deck as Rule 99 0
BREADTH—Moulded 25 6
DEPTH, ACTUAL—Top of Floors to top of Main Deck Beams 11 4
No. of Decks with Flat laid One
No. of Tiers of Beams One
Dimensions of Ship per Register, Length, 100-0 breadth, 25-6 depth, 11-35 Moulded Depth, 12 ft. 0 ins. Round of Beam, Actual 9 ins.

FRAMING.

FORGINGS AND CASTINGS.

AME, Angles, 7-E or L Bars, for $\frac{1}{2}$ length amidships
Do. for $\frac{1}{2}$ at each end
Do. in way of Double Bottoms at Solid Floors.
ing of Frames from centre to centre
VERSED FRAME, Angles
EP FRAMING, depth of girder
DOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships
in way of Engines and Boilers
thickness at the ends of vessel
depth at $\frac{1}{2}$ the half breadth, as per Rule
height extended at the Bilges
DOORS & BRACKETS, in Cell Dble Bottoms
state if flanged (top & bottom)
Spacing
NTRE GIRDER, in Double Bottom, depth and thickness
Angles, Top
Bottom
DE GIRDERS, number on each side & thickness
state if flanged (top & bottom)
Angles
ARGIN PLATE, depth (exclusive of flange) and thickness
Angles to Outside Plating
Floors
Height of Floors at the Bilges
NER BOTTOM PLATING, breadth and thickness of Middle Line Strake
thickness in Engine and Boiler space
Remainder in Holds
EAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb
Angles on Upper Edge
Spacing
EAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb
Angles on Upper Edge
Spacing
EAMS, Hold, Plate or Tee Bulb
Angles on Upper Edge
Spacing
EAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb
Angles on Upper Edge
Spacing
EAMS, Bridge or Pt. Awng. Deck, Angle, Bulb Angle Plate, or Tee Bulb
Angles on Upper Edge
Spacing
EAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb
Angles on Upper Edge
Spacing
ILLARS, In 'tween Decks, Size and Spacing
Hold
Quarter, 'tween Dks.,
in Hold
WEB FRAMES, In Fore Body, No. and Spacing
No. of Side Stringers
Brdrth. & Thickness
WEB FRAMES, In E. & B. Space, No. & Spacing
Brdrth. & Thickness
WEB FRAMES, In After Body, No. and Spacing
No. of Side Stringers
Brdrth. & Thickness
Size of Angles or Tee Bars to Web Frames
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness

KEEL, Bar or Side Plates depth and thickness
STEM, moulding and thickness
STERN-POST for Rudder do. do.
for Propeller
MAIN PIECE of Rudder, diameter at head
do. at heel
RUDDER, how constructed
Can the Rudder be unshipped afloat?
KEELSONS AND STRINGERS.
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate
Rider Plate
Bulb Plate to Intercoastal Keelson
Horizontal Plates on Floors
Angles (In. Rule angles)
SIDE KEELSON, Angles
Bulb or Plate above floors for lng.
Intercoastal Plate for length
Attached to outside plating with Angle
BILGE KEELSON, Angles
Bulb or Plate above floors for lng.
Intercoastal Plate for length
Attached to outside plating with Angle
BILGE STRINGER Angles
Bulb Plate for length
Intercoastal Plate for length
Attached to outside plating with Angle
SIDE STRINGER Angles (In. Rule angles)
Bulb or Intercoastal Plate for lng.
Attached to outside plating with Angle
Main and Raised Quarter Deck Stringer Plate, breadth and thickness
Angle on ditto
Tie Plates, outside Hatchways
Diagonal Tie Plates on Bms., No. of Pairs
Main Dk* Iron or Steel for full lng.
R. Q. Dk* Iron or Steel for lng.
Wood Deck, Material & thickness
Lower Deck Stringer Plate, breadth and thickness
Angles on ditto, No.
Tie Plates, outside Hatchways
Deck* Material and thickness
Hold Stringer Plate
Angles on ditto, No.
Poop Deck Stringer Plate, breadth & thickness
Angle on ditto
Tie Plates
Deck, Material and thickness
Bridge or Pt. Awning Deck Stringer Plate, breadth and thickness
Angle on ditto
Tie Plates
Deck, Material and thickness
Forecastle Deck Stringer Plate, brdrth & thcknss
Angle on ditto
Tie Plates
Deck, Material and thickness

BULKHEADS.
In Vessel Per Rule Thickness
W.T. BULKHEADS 4 4 6
PARTITION
LONGITUDINAL
STIFFENERS.
Horizontal Vertical
Size Spacing Size Spacing
W.T. BULKHEADS 3 x 3 x 6/20 48 Single Or
PARTITION 30
LONGITUDINAL 30
Are the outside Plates doubled two spaces of Frames in length? Yes
Are the Sluice Valves and Watertight Doors in efficient working order?

| PLATING. | | | | | | | | | | RIVETING. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---------------------------------|--------------------------------------|-------------------------------|-----------------|-------------------------------|---|-------------------|---|-------------------|---|---------------------------|---|-----------------|------|-------------------------------|-------------------------|-------------------|---|-----------|--|----------|------------------|---------------|-----------------|-----------------|-----------------------|-------|-----------------------------|--|------------------------|---------|---|--------|--------|-----------------|---------|------|---|-------------------|-----------------------|-------------------|----------|-------|---------------------------------------|---|---|-----------------|---|-----|---------------------------------------|---|--|--------------------|---|---|-------------------------|---|-------------------|-------------------------|-------|-------|------------------------|---------------------------|--------------------------------------|-------------------------------|--------------|-------------------|---|---------|------|----------|------|---|-----|----------|----------|------|-------|---|---|----|-------|---|----|---|---|---|----|---|---|---|-----------------|-------------------------|--|-------------------|-------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--------|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|-------|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| AS IN SHIP. | | | | | PER RULE OR AS APPROVED. | | | | | SOUND EDGES. | | | | | BUTTS. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STRAKES. | | | | | AMIDSHIP. | | | | | Single or Double. | | | | | RIVETS. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Breadth. | | | | | Thickness. | | | | | Single or Double. | | | | | RIVETS. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FLAT PLATE KEEL <i>Bar Keel</i> <i>(If Bar Keel, state Riveting)</i> GARBOARD OR A STRAKE <i>42</i> <i>7</i> <i>7</i> <i>7</i> <i>42</i> <i>7</i> <i>State actual thickness in way of Double Bottom.</i> B <i>7</i> <i>7</i> <i>7</i> <i>7</i> <i>7</i> <i>7</i> C <i>7</i> <i>7</i> <i>7</i> <i>7</i> <i>7</i> <i>7</i> D <i>7</i> <i>7</i> <i>7</i> <i>7</i> <i>7</i> <i>7</i> E <i>7</i> <i>7</i> <i>7</i> <i>7</i> <i>7</i> <i>7</i> F <i>42</i> <i>10</i> <i>10</i> <i>10</i> <i>42</i> <i>10</i> G H J K L M N O P | | | | | | | | | | DOUBLE OF Flat Plate Keel Length and thickness of Bilges Length and thickness of Sheerstrakes Length and thickness of Strake below POOP SIDES RAISED QUARTER DECK SIDES BRIDGE SIDES FORECASTLE SIDES LENGTHS OF PLATING <i>See frame spaces.</i> | | | | | | | | | | 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.? <i>Mild Steel</i> <i>Consett, Palmers.</i> Has the Steel been tested as required by the Rules <i>Yes</i> FRAMES extend in one length from <i>Keel</i> to <i>gunwale</i> state if ordinary or joggled <i>Ordinary</i> . REVERSED FRAMES on floors and frames extend from <i>Across top of floors (Bull Angle frames)</i> state if ordinary or joggled <i>Ordinary</i> . | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MASTS, SPARS, &c. LOWER MASTS Fore <i>W. Pine</i> <i>24-0</i> <i>7</i> Main Mizen <i>N. Pine</i> <i>19-0</i> <i>6</i> Bowsprit Topmasts, Yards and Remainder of Spars <i>Pitch pine</i> Rigging, Material and Size, Shrouds, Stays, &c. <i>Stays brass wire.</i> Sails <i>One</i> Suit of Sails and the following spare sails <i>✓</i> | | | | | | | | | | Equipment No. <i>✓</i> Letter <i>✓</i> Tonnage U.D.K. or Plating No. for TUGS <i>4633</i> . ANCHORS. <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">Number of Certificate.</th> <th rowspan="2">Anchors.</th> <th colspan="2">WEIGHT, EX STOCK</th> <th colspan="2">WEIGHT OF STOCK</th> <th colspan="2">TEST, PER CERTIFICATE</th> <th colspan="2">WEIGHT REQUIRED BY TABLE 22</th> <th rowspan="2">Description of Anchor.</th> <th rowspan="2">Makers.</th> <th rowspan="2">Where and when tested and Superintendent.</th> </tr> <tr> <th>Cwts.</th> <th>qrs.</th> <th>lbs.</th> <th>Cwts.</th> <th>qrs.</th> <th>lbs.</th> <th>Tons.</th> <th>Cwts.</th> <th>qrs.</th> <th>lbs.</th> </tr> </thead> <tbody> <tr> <td>34529</td> <td>1st Bower</td> <td>7</td> <td>2</td> <td>0</td> <td>1</td> <td>3</td> <td>14</td> <td>9</td> <td>13</td> <td>3</td> <td>0</td> <td>4</td> <td>3</td> <td>0</td> <td><i>Not stated</i></td> <td><i>L.P.H. 17-3-09</i></td> </tr> <tr> <td>34535</td> <td>2nd "</td> <td>6</td> <td>1</td> <td>4</td> <td>1</td> <td>2</td> <td>14</td> <td>8</td> <td>10</td> <td>0</td> <td>0</td> <td>4</td> <td>1</td> <td>0</td> <td><i>"</i></td> <td><i>"</i></td> </tr> <tr> <td>5167</td> <td>3rd "</td> <td>2</td> <td>2</td> <td>4</td> <td>-</td> <td>2</td> <td>18</td> <td>5</td> <td>0</td> <td>0</td> <td>0</td> <td>2</td> <td>2</td> <td>-</td> <td><i>Bay Palm</i></td> <td><i>W. L. H. 20-3-09</i></td> </tr> <tr> <td></td> <td>Collective weight</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>Stream</td> <td>✓</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>Kedge</td> <td>✓</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | Number of Certificate. | Anchors. | WEIGHT, EX STOCK | | WEIGHT OF STOCK | | TEST, PER CERTIFICATE | | WEIGHT REQUIRED BY TABLE 22 | | Description of Anchor. | Makers. | Where and when tested and Superintendent. | Cwts. | qrs. | lbs. | Cwts. | qrs. | lbs. | Tons. | Cwts. | qrs. | lbs. | 34529 | 1st Bower | 7 | 2 | 0 | 1 | 3 | 14 | 9 | 13 | 3 | 0 | 4 | 3 | 0 | <i>Not stated</i> | <i>L.P.H. 17-3-09</i> | 34535 | 2nd " | 6 | 1 | 4 | 1 | 2 | 14 | 8 | 10 | 0 | 0 | 4 | 1 | 0 | <i>"</i> | <i>"</i> | 5167 | 3rd " | 2 | 2 | 4 | - | 2 | 18 | 5 | 0 | 0 | 0 | 2 | 2 | - | <i>Bay Palm</i> | <i>W. L. H. 20-3-09</i> | | Collective weight | | | | | | | | | | | | | | | | | Stream | ✓ | | | | | | | | | | | | | | | | Kedge | ✓ | | | | | | | | | | | | | | |
| Number of Certificate. | Anchors. | WEIGHT, EX STOCK | | WEIGHT OF STOCK | | TEST, PER CERTIFICATE | | WEIGHT REQUIRED BY TABLE 22 | | Description of Anchor. | Makers. | Where and when tested and Superintendent. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Cwts. | qrs. | lbs. | Cwts. | qrs. | lbs. | Tons. | Cwts. | | | | qrs. | lbs. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 34529 | 1st Bower | 7 | 2 | 0 | 1 | 3 | 14 | 9 | 13 | 3 | 0 | 4 | 3 | 0 | <i>Not stated</i> | <i>L.P.H. 17-3-09</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 34535 | 2nd " | 6 | 1 | 4 | 1 | 2 | 14 | 8 | 10 | 0 | 0 | 4 | 1 | 0 | <i>"</i> | <i>"</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5167 | 3rd " | 2 | 2 | 4 | - | 2 | 18 | 5 | 0 | 0 | 0 | 2 | 2 | - | <i>Bay Palm</i> | <i>W. L. H. 20-3-09</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Collective weight | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Stream | ✓ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Kedge | ✓ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CHAIN CABLES. <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">Number of Certificate.</th> <th rowspan="2">Length and size supplied.</th> <th rowspan="2">Test per Certificate.</th> <th colspan="2">WEIGHT OF CHAIN</th> <th rowspan="2">Length and size per Table 22.</th> <th rowspan="2">Description.</th> <th rowspan="2">Makers of Cables.</th> <th rowspan="2">Where and when tested and Superintendent.</th> </tr> <tr> <th>Supplied.</th> <th>Per Table 22.</th> </tr> <tr> <th></th> <th>Length.</th> <th>Diam.</th> <th>Cwts.</th> <th>qrs.</th> <th>lbs.</th> <th></th> <th></th> <th></th> </tr> </thead> <tbody> <tr> <td>5967</td> <td>90 1/2</td> <td>1 1/4</td> <td>15 1/2</td> <td>23 1/2</td> <td>40-2-14</td> <td>40-2-13</td> <td>90</td> <td>1 1/2</td> <td><i>Not stated</i></td> <td><i>L.P.H. 21-3-09</i></td> <td><i>A.H. Young</i></td> <td><i>"</i></td> </tr> <tr> <td></td> <td>Iron Stream Chain or Steel Wire</td> <td>✓</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | Number of Certificate. | Length and size supplied. | Test per Certificate. | WEIGHT OF CHAIN | | Length and size per Table 22. | Description. | Makers of Cables. | Where and when tested and Superintendent. | Supplied. | Per Table 22. | | Length. | Diam. | Cwts. | qrs. | lbs. | | | | 5967 | 90 1/2 | 1 1/4 | 15 1/2 | 23 1/2 | 40-2-14 | 40-2-13 | 90 | 1 1/2 | <i>Not stated</i> | <i>L.P.H. 21-3-09</i> | <i>A.H. Young</i> | <i>"</i> | | Iron Stream Chain or Steel Wire | ✓ | | | | | | | HAWSERS AND WARPS. <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">Number of Certificate.</th> <th rowspan="2">Length and size supplied.</th> <th rowspan="2">Breaking Test of Steel Wire Towline.</th> <th rowspan="2">Length and size per Table 22.</th> <th rowspan="2">Description.</th> <th rowspan="2">Makers of Cables.</th> <th rowspan="2">Where and when tested and Superintendent.</th> </tr> <tr> <th>Length.</th> <th>Cir.</th> <th>Fathoms.</th> <th>Ins.</th> </tr> </thead> <tbody> <tr> <td></td> <td>120</td> <td>16</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>60</td> <td>5 1/2</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>60</td> <td>4</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>90</td> <td>4 1/2</td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | Number of Certificate. | Length and size supplied. | Breaking Test of Steel Wire Towline. | Length and size per Table 22. | Description. | Makers of Cables. | Where and when tested and Superintendent. | Length. | Cir. | Fathoms. | Ins. | | 120 | 16 | | | | | | 60 | 5 1/2 | | | | | | 60 | 4 | | | | | | 90 | 4 1/2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Number of Certificate. | Length and size supplied. | Test per Certificate. | WEIGHT OF CHAIN | | Length and size per Table 22. | Description. | Makers of Cables. | Where and when tested and Superintendent. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Supplied. | Per Table 22. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Length. | Diam. | Cwts. | qrs. | lbs. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5967 | 90 1/2 | 1 1/4 | 15 1/2 | 23 1/2 | 40-2-14 | 40-2-13 | 90 | 1 1/2 | <i>Not stated</i> | <i>L.P.H. 21-3-09</i> | <i>A.H. Young</i> | <i>"</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Iron Stream Chain or Steel Wire | ✓ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Number of Certificate. | Length and size supplied. | Breaking Test of Steel Wire Towline. | Length and size per Table 22. | Description. | Makers of Cables. | Where and when tested and Superintendent. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | Length. | Cir. | Fathoms. | Ins. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 120 | 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 60 | 5 1/2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 60 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 90 | 4 1/2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Boats <i>See Logbook</i> Pumps , Number <i>Three 4 1/2</i> , <i>One 3</i> Diameter of Barrel <i>4 1/2</i> , <i>3</i> State whether they are in efficient working order <i>Yes</i> . Windlass is by <i>Imeson, Walker & Thompson Bros. Ltd.</i> Capstan <i>✓</i> Engine Room Skylights .—How constructed? <i>Seak.</i> What arrangements for deadlights in bad weather? <i>Seak glass and bullseyes.</i> Coal Bunker Openings.—How constructed? <i>Plated & angled</i> How are lids secured? <i>Battened down</i> Height above deck? <i>3" and 2'-9"</i> Number of Scuppers, and number and dimensions of Freeing Ports, &c. <i>On each side, 3 Scuppers. Four ports 2'4" x 12"</i> Ceiling in Holds, thickness and material <i>✓</i> Cargo Battens, thickness and material <i>✓</i> Cargo Hatchways.—How formed? <i>✓</i> Hatches.—If strong and efficient? <i>✓</i> State size No. 1 Hatch (Forward) <i>✓</i> No. 2 Hatch <i>✓</i> No. 3 Hatch <i>✓</i> No. 4 Hatch <i>✓</i> Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch <i>✓</i> Bulwarks, height above deck and description <i>2'-0" x 3'</i> No. of Breasthooks <i>Three</i> No. of Crutches <i>One & sup. floor</i> The above is a correct description. Main Rail and Stays, material and size <i>6" steel. J. Yacht Action</i> Builder's Signature <i>F. J. Salethorpe</i> Surveyor's Signature <i>Allison B. Wilson</i> Secretary <i>SECRETARY.</i> | | | | | | | | | | Correspondence. —State dates and initials of letters respecting this case (<i>Reference should be made to any correspondence connected with the case</i>) <i>(m) 30-11-09.</i> <i>(E) 9.2.09.</i> Workmanship. Are the butts of plating planed or otherwise fitted? <i>Planed</i> Is the riveted work properly closed? <i>Yes</i> Are the liners between the frames and plates solid single pieces? <i>Yes</i> Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? <i>Yes</i> Are the rivet holes well and sufficiently countersunk in the plate and punched from the facing surfaces? <i>Yes</i> Do any rivets break into or through the seams or butts of the plating? <i>A few.</i> Are the butts of Plating, Stringers, &c., properly shifted and strapped? <i>Yes</i> Have all the upper and weather decks been tested as required by the Rules (Sec. 23, par 24)? <i>Yes</i> State results of tests <i>Satisfactory.</i> Have all the gutterways been tested as required by the Rules (Sec. 23, par 25)? <i>Yes</i> State results of tests <i>Satisfactory.</i> General Remarks (State quality of workmanship, &c.) <i>Workmanship good.</i> <i>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.</i> Accompanying this Report. <i>Plan of Midship Section, Profile and Decks, and Report on Ships Joining.</i> <i>This is a sister vessel to "Pun II". See Hull Report No. 21364.</i> <i>The Surveyor should state the Number of Report and Name of any Sister Vessel.</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PARTICULARS FOR RECORD in the REGISTER BOOK. —Length of Poop <i>✓</i> ft., R.Q.D. or Break <i>✓</i> ft., Bridge Dk. <i>✓</i> ft., F'castle <i>✓</i> 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 <i>✓</i> No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (<i>this information is to be given as it should appear in the Register Book</i>) <i>1 D.K.</i> Official No. <i>129020</i> ; Signal Letters <i>✓</i> State if Machinery is fitted aft <i>Mo.</i> How are the surfaces preserved from oxidation? Inside <i>Portland Cement and Paint.</i> Outside <i>Paint.</i> | | | | | | | | | | PARTICULARS OF WATER BALLAST. —State whether the Double bottom is constructed on the cellular system or with girders on floors <i>✓</i> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>Where fitted.</th> <th>*Length.</th> <th>Water Capacity.</th> <th>Where fitted.</th> <th>*Length.</th> <th>Water Capacity.</th> </tr> <tr> <th></th> <th>Feet.</th> <th>Tons.</th> <th></th> <th>Feet.</th> <th>Tons.</th> </tr> </thead> <tbody> <tr> <td>Double bottom, aft,</td> <td>✓</td> <td></td> <td>Fore peak tank,</td> <td></td> <td></td> </tr> <tr> <td>Double bottom, under Engines and Boilers,</td> <td>✓</td> <td></td> <td>After peak tank,</td> <td></td> <td>4.8</td> </tr> <tr> <td>Double bottom, if under Engines only,</td> <td>✓</td> <td></td> <td>Deep tank, aft,</td> <td></td> <td>4.3</td> </tr> <tr> <td>Double bottom, if under Boilers only,</td> <td>✓</td> <td></td> <td>Deep tank, forward</td> <td></td> <td></td> </tr> <tr> <td>Double bottom, forward,</td> <td>✓</td> <td></td> <td>Other tanks, if fitted,</td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td>3-6</td> <td>6.5</td> </tr> </tbody> </table> <p>Total capacity of double bottom <i>✓</i> (if necessary, furnish further information by sketch.) <i>* The wells are not to be included in the lengths of the tanks.</i> State whether the above have been tested as required by the Rules <i>Yes.</i></p> | | | | | | | | | | Where fitted. | *Length. | Water Capacity. | Where fitted. | *Length. | Water Capacity. | | Feet. | Tons. | | Feet. | Tons. | Double bottom, aft, | ✓ | | Fore peak tank, | | | Double bottom, under Engines and Boilers, | ✓ | | After peak tank, | | 4.8 | Double bottom, if under Engines only, | ✓ | | Deep tank, aft, | | 4.3 | Double bottom, if under Boilers only, | ✓ | | Deep tank, forward | | | Double bottom, forward, | ✓ | | Other tanks, if fitted, | | | | | | | 3-6 | 6.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Where fitted. | *Length. | Water Capacity. | Where fitted. | *Length. | Water Capacity. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Feet. | Tons. | | Feet. | Tons. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Double bottom, aft, | ✓ | | Fore peak tank, | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Double bottom, under Engines and Boilers, | ✓ | | After peak tank, | | 4.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Double bottom, if under Engines only, | ✓ | | Deep tank, aft, | | 4.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Double bottom, if under Boilers only, | ✓ | | Deep tank, forward | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Double bottom, forward, | ✓ | | Other tanks, if fitted, | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 3-6 | 6.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Order for Special Survey No. <i>1771</i> Date <i>2/12/08.</i> No. <i>556</i> in builder's yard DATES OF SURVEYS held while building <i>1909: Jan 7, 9, 11, 13, 21, 25, 26, Feb 1, 8, 11, 16, 25, 26, Mar 5, 6, 11, 15, 24, 29, 31, Apr 5, 8, 14, 21, Apr 24, May 3, 6, 8, 10, 11, 12, 14, 17, 19, 21, 26, June 3, 5, 10, 14, 16, 17, 19, 24, 28, 30, Jul 1, 3, 5, Jul 7, 10.</i> Total No. of Visits <i>51</i> | | | | | | | | | | The amount of Entry Fee <i>4</i> : : : <i>20/7/1909</i> Special <i>18</i> : : : <i>Received by me, 24/7/09</i> Travelling Expenses, if any <i>✓</i> : : : State whether the Vessel has been built under Special Survey <i>Yes</i> I am of opinion this Vessel should be Classed <i>100 A1 for towing purposes.</i> With, or without Freeboard, as condition of Class <i>Without.</i> Committee's Minute <i>TUES. 27 JUL 1909</i> Character assigned <i>100 A1 for towing purposes</i> <i>Cloyds atel June 7.09</i> Surveyor to Lloyd's Register of British and Foreign Shipping <i>Allison B. Wilson</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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