

With or Without

Disconnected Erections.

STEEL STEAMER.

Received at London Office

WED. 25 SEP. 1918

Date of completion of report

Survey held at

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

Port of

No. 1553.

Date, First Survey

Last Survey

1918

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

TONNAGE under

Tonnage Deck...

Do. between Tonnage Dk.

and 3rd and 4th Dk.

Total under Upper Dk.

Do. of Poop

Do. of R.Q.Dk.

Do. of Bridge House

Do. of Forecastle

Do. of Houses on Dk.

Do. of excess of Hatchways

above Crown of

Engine Room

Gross Tonnage

as Crew Space

as above Crown of

Engine Room

Tonnage for Fees

as Engine Room

as Navigation Spaces

Register Tonnage

as cut on Beam

CLASS #100A1

FEET.

Breadth (greatest moulded)

Depth, at middle of length from top of keel to top of

upper deck beams at side

Transverse Number

Length on deck from fore part of stem to after part of

stern post

Longitudinal Number

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

Proportions—Depth to Length—Upper Deck Beam at

side to top of keel

" " Long Bridge Deck

Beam at side to top of keel

Destined Voyage

If Surveyed while Building, Afloat, or in Dry Dock

Master

Rig

Year of appointment

Built at

When built

Launched

By whom built

Owners

Managers

Residence

Port belonging to

LENGTH on Deck	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid
as per Rule	380	5	Moulded	49	2	Do.	Do.	27	0	1

Dimensions of Ship per Register, Length	breadth	depth	Moulded depth, ft.	ins.	To Bridge Dk.	Round of Upper	ins.
380.4	49.2	26.4	30	1 1/2	To Upper Dk.	Dk. Beam, Actual	12

FRAMING.				PILLARS.			
Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship
FRAME, Angles, or C or X Bars amidships	15	3.52	1524	15	3.52	1524	
Do. in peaks	6	3.5	36	6	3.5	36	
Do. in way of Double Bottoms at Solid Floors	3.5	3.5	40	3.5	3.5	44	
" " at intermdt. Bkts.							
spacing of Frames from centre to centre amidships	36		36				
" " " from 1/2 length to Collision bulkhead	25.5		25.5				
" " " in peaks	24.0		24.0				
EVERSED FRAME, Angles	3	3.5	36				
Do. in way of Double Bottoms at Solid Floors	3.5	3.5	40	3.5	3.5	44	
" " at intermdt. Bkts.							
FRAMING, depth of girder	15		15				
LOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	48	140	36	48	140	36	
" in way of Engine and Boiler Spaces	48	140	36	48	140	36	
" thickness at the ends of vessel	48	140	36	48	140	36	
" depth at 1/2 the half breadth, as per Rule	48		48				
" height extended at the Bilges	48		48				
LOORS in Cell. Double Bottoms	On every frame		On every frame				
" state if flanged (top & bottom)	On every frame		On every frame				
" Spacing of Solid floors	36	25.5	26	25.5			
ENTRE GIRDER, in Dbl. bottom, dpth. & thcknss.	48	140	40	48	140	40	
" " Angles, Top	3.5	3.5	40	3.5	3.5	40	
" " Bottom	5x5	5.6	5.2	5x5	5.6	5.2	
" " to Floors	5x5	4.6	4.2	5x5	4.6	4.2	
" Brackets at intermdt. frmg., wdth & thcknss	2	3.8	3.6	2	3.8	3.6	
DE GIRDERS, number on each side & thickness	2	3.8	3.6	2	3.8	3.6	
" state if flanged (top and bottom)	On every frame		On every frame				
" " Angles (top and bottom)	3.5	3.5	40	3.5	3.5	40	
" " Width to Floors	3	3	40	3	3	40	
MARGIN PLATE, depth (exclusive of flange) and thickness	88	150	88	150			
" Angle to Outside Plating	5	5	48	5	5	48	
" " Floors	Frame bar						
" Brackets at intermdt. frmg., wdth & thcknss	57	144	57	144			
Height of Outside Brackets above at bridge	86	150	86	150			
NER BOTTOM PLATING, breadth and thickness of Middle Line Strake	86	150	86	150			
" " in Engine and Boiler space	86	150	86	150			
" " Remainder in Holds	4.6	3.4	4.6	3.4			
AMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	10	3.5	10	3.5			
" In way of Long Bridge	18	3.5	18	3.5			
" Spacing	On every frame						
AMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8	3.5	8	3.5			
" Spacing	On every frame						
AMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8	3.5	8	3.5			
" Angles on upper edge	8	3.5	8	3.5			
" Spacing	On every frame						
AMS, Poop Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8	3.5	8	3.5			
" Angles on upper edge	8	3.5	8	3.5			
" Spacing	On every frame						
AMS, Bridge Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8	3.5	8	3.5			
" Angles on upper edge	8	3.5	8	3.5			
" Spacing	On every frame						
BEAMS, Forecastle Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	7	3.4	7	3.4			
" Angles on upper edge	7	3.4	7	3.4			
" Spacing	On every frame						

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



WEB FRAMES.				FORGINGS or CASTINGS.			
		Inches in Ship.	Inches per Rule.			Inches in Ship.	Inches per Rule.
WEB-FRAMES, In Fore Body, No. and spacing		one	one	KEEL, Bar, depth and thickness		✓	✓
" " " brdth. & thickness		34X50	34X50	STEM, moulding and thickness		10X2.75	10X2.75
" " " No. of Side Stringers		3	34X42	STERN-POST for Rudder do. do.		9X7.5	9X7.5
WEB-FRAMES, In E. & B. Space, No. & spacing		one	one	" " " for Propeller		10X7.5	10X7.5
" " " brdth. & thickness		29X50	29X50	RUDDER-AxD* Table 22. Speed under 10 knots			
WEB-FRAMES, In After Body, No. and spacing		one	one	" Main-Piece, diameter at head		9"	9
" " " brdth. & thickness		24X42	24X42	" " " at heel		6 1/4	6 3/4
" " " No. of Side Stringers		1	24X42	RUDDER, how constructed		Forged steel arms, mainpiece & web.	
Size of Face Angles to Web-Frames		4X3.5X.50	4X3.5X.50	" Thickness of Plates or Single Plate		1.04	
BRACKET PLATES to Stringers between Web Frames, depth and thickness		34X22X.42	34X22X.42	Can the Rudder be unshipped afloat?		Yes	
BULKHEADS.		STIFFENERS.		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.?		C.F. Steel.	
Vessel.		Per Rule.		Cambridge Steel Co and North Bros.		Has the Steel been tested as required by the Rules?	
W.T. BULKHEADS		Single or Double Frames.		Yes			
81/0		Height up, state deck.					
39		50-26 1/2					
63		40-26					
80		46-26					
109		40-26					
140		52-26 24					
" COLLISION "		40 5 2 24					
" PARTITION "		42 plates					
" LONGITUDINAL "							
Are the outside Plates doubled two spaces of Frames in length?		No. Large bulkheads 2					
Are the Stiffeners and Watertight Doors in efficient working order?		Yes					
PLATING.				RIVETING.			
STRAKES.		AS IN SHIP.		PER RULE OR AS APPROVED.		EDGES.	
Breadth.		Thickness.		Breadth.		Thickness.	
AMIDSHIP.		FORWARD.		AMIDSHIP.		FORWARD.	
Breadth.		Thickness.		Breadth.		Thickness.	
FLAT PLATE KEEL		65.5		65.5		65.5	
GARBOARD OF A STRAKE		65.5		65.5		65.5	
State actual thickness in way of Double Bottom.		65.5		65.5		65.5	
C		65.5		65.5		65.5	
D		65.5		65.5		65.5	
E		65.5		65.5		65.5	
F		65.5		65.5		65.5	
G		65.5		65.5		65.5	
H		65.5		65.5		65.5	
J		65.5		65.5		65.5	
K		65.5		65.5		65.5	
L		65.5		65.5		65.5	
M		65.5		65.5		65.5	
N		65.5		65.5		65.5	
O		65.5		65.5		65.5	
P		65.5		65.5		65.5	
Q		65.5		65.5		65.5	
R		65.5		65.5		65.5	
S		65.5		65.5		65.5	
T		65.5		65.5		65.5	
U		65.5		65.5		65.5	
V		65.5		65.5		65.5	
W		65.5		65.5		65.5	
THICKNESS OF SHEERSTRAKE		49		49		49	
CLEAR OF LONG BRIDGE		64.25		64.25		64.25	
DO. OF STRAKE BELOW		64.25		64.25		64.25	
DELEG. of Flat Plate Keel		one		one		one	
" Sheerstrakes		Plating increased to 1/2 ft. 20 ft. each end of bridge		Plating increased to 1/2 ft. 20 ft. each end of bridge		Plating increased to 1/2 ft. 20 ft. each end of bridge	
Length and thickness.		.38		.38		.38	
POOP SIDES		49 1/2		49 1/2		49 1/2	
SHORT BRIDGE SIDES		70 1/2		70 1/2		70 1/2	
FORECASTLE SIDES		40		40		40	
Upper Deck		LAPS Riveted for		LAPS Riveted for		LAPS Riveted for	
Stringer Plate		Straps, single, double or overlapped for		Straps, single, double or overlapped for		Straps, single, double or overlapped for	
Second Deck		Butts, riveted for		Butts, riveted for		Butts, riveted for	
Stringer Plate		Straps, single or overlapped for		Straps, single or overlapped for		Straps, single or overlapped for	
FRAMES extend in one length from		Bank margin to Upper Deck		Bank margin to Upper Deck		Bank margin to Upper Deck	
REVERSED FRAMES on floors and frames extend from		Bank margin to Ships side.		Bank margin to Ships side.		Bank margin to Ships side.	
State if ordinary or joggled		Ordinary		Ordinary		Ordinary	
State if ordinary or joggled		Joggled.		Joggled.		Joggled.	
MASTS, SPARS, &c.				MASTS, SPARS, &c.			
Material.		Total Length.		DIAMETER AND THICKNESS.		No. of Plates	
At Partners.		Heel.		Houls.		Head.	
LOWER MASTS		Fore		Main		Mizen	
Bowsprit		Steel		41' 0"		16"	
Topmasts, Yards and Remainder of Spars		Wood		Topmast Length 45 ft.		Mainmast 12" Dmk 2 3/4	
Rigging, Material and Size, Shrouds		Steel wire rope 3"		Stays Steel wire rope 2 1/2"		Stays Steel wire rope 2 1/2"	
Sails.		None		Sails, and the following spare sails		Sails, and the following spare sails	

EQUIPMENT No. 31369				LETTER X				ANCHORS.				TONNAGE U.D.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.			
12740		1st Bower		55		2 1/2		45		14 0 0		56		1 0		Lemnox		Brown Lemnox Cardiff 24/11 S.W. Penn.	
12681		2nd "		53		3 1/2		44		14 0 0		56		1 0		Lemnox		Brown Lemnox Cardiff 24/11 S.W. Penn.	
12741		3rd "		47		3 1/2		41		14 0 0		47		2 0		Lemnox		Brown Lemnox Cardiff 24/11 S.W. Penn.	
12607		4th "		154		1 1/2		160		14 0 0		154		0 0		Lemnox		Brown Lemnox Cardiff 24/11 S.W. Penn.	
12668		Stream		15		14		16		12 0 0		15		0 0		Common		Brown Lemnox Cardiff 24/11 S.W. Penn.	
		Kedge		6		2 1/2		8		16 0 0		6		2 0		Common		Brown Lemnox Cardiff 24/11 S.W. Penn.	
Particulars of Drop Test of Cast Steel Anchors, viz.:-				1st Bower 37 tons 290 lbs. - G.W.P. - 3/21 - 18.1.18.															
Weight, Surveyor's Initials, Number of Certificate, Date of Test.				2nd " 38 " 1 " 0 " - G.W.P. - 3/34 - 3.11.18.															
				3rd " 33 " 2 " 0 " - G.W.P. - 3/57 - 19.2.18.															
				4th "															
CHAIN CABLES.																			
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.		HAWERS AND WARPS.			
20135		210 2 1/2		8 1/2 113 1/2		43.3.14 605.2.14		272 2 1/2		2nd Bower		Lemnox		11-12-14		TOWLINE			
		Cir.		Cir.		Cir.		Cir.		Cir.		Cir.		Cir.		HAWERS AND WARPS			
		90 4 1/2		39		90 4 1/2		39		39		39		39		180 7			
Boats 2-266X266X30. 1-226X266X29. 2-206X266X28. 3-186X266X27. 4-166X266X26. 5-146X266X25. 6-126X266X24. 7-106X266X23. 8-86X266X22. 9-66X266X21. 10-46X266X20. 11-26X266X19. 12-6X266X18. 13-6X266X17. 14-6X266X16. 15-6X266X15. 16-6X266X14. 17-6X266X13. 18-6X266X12. 19-6X266X11. 20-6X266X10. 21-6X266X9. 22-6X266X8. 23-6X266X7. 24-6X266X6. 25-6X266X5. 26-6X266X4. 27-6X266X3. 28-6X266X2. 29-6X266X1. 30-6X266X0.																			
Pumps, Number One Steam Type																			
Windlass is Blake & Hyman type for 2 1/2" cable																			
Engine Room Skylights. - How constructed? Steel plate & angles																			
Coal Bunker Openings. - How constructed? Steel plate & angles																			
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 20 ft. 20" 35" x 20" 10" x 20" 6" x 4"																			
Ceiling in Holds, thickness and material 2 1/2" Sparce																			
Cargo Hatchways. - How formed? Ribs & angles with bulk angle stiffeners																			
State size No. 1 Hatch (Forward) 29'9" x 20'0" No. 2 Hatch 30'0" x 20'0" No. 3 Hatch 15'0" x 20'0" No. 4 Hatch 18'0" x 20'0"																			
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch Nos. 1-2 15' - 5' 1/2" Nos. 3-4 14' - 4' 1/2" Nos. 5-6 13' - 3' 1/2"																			
Bulwarks, height above deck and description 4' 6" steel plate 26" with faying plate top																			
The foregoing is a correct description.																			
Builder's Signature (here only) H. J. Alderson																			
Surveyor's Signature H. J. Alderson																			
Correspondence. - State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case) London (Specie.) 1917.																			
Del. 16. Dec. 5. 13. 1917. Jan. 16. 1917. Feb. 24. 1917. Mar. 24. 1917. Apr. 2. 1917. May 19. 1917. Jun. 14. 1917. Jul. 14. 1917. Aug. 14. 1917. Sep. 14. 1917. Oct. 14. 1917. Nov. 14. 1917. Dec. 14. 1917.																			
Workmanship. Are the butts of plating planed or otherwise fitted? Planed & rivets practicable																			
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																			
Do the holes for riveting plate to frames, butt straps, or plate																			
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? Yes in a very few cases.																			
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																			
Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? Yes																			
General Remarks (State quality of workmanship, &c.) This vessel has been constructed in accordance with the rules, the approved plans & the Secretary's letter of the above dates. The materials have been tested in accordance with the rules and the workmanship is satisfactory.																			
The particulars as given are taken from the official Register. It's official Number has been granted and it is stated that the vessel will proceed to the United Kingdom under a Governor General's Pass and will be re-registered upon her arrival.																			
The length of the chain cables has been reduced as a war measure.																			
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																			
Special Survey Fee ..... £ 72.50																			
Travelling Expenses, if any £ 14.25																			
Fees applied for, Aug. 14 1918																			
Received by me. Aug. 14 1918																			
Certificate to be sent to Montreal. Date of issue 4.10.18.																			
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 With																			
Committee's Minute																			
Character assigned 100A1																			
Carrying oil fuel, fresh pump																			
above 150° F. in D.B.																			
Lined as b. P.																			
Wm. H. J.																			
+ L.M.B. 8.18.48																			
24/11																			
© 2021																			
Lloyd's Register Foundation																			



GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 42.75 ft., R.Q.D. — ft., Bridge 102.0 ft., Forecastle 41.0 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 in the Register Book) 1 Deck.

Official No. ✓ ; Signal Letters TNJS.

State if Machinery is fitted aft No

How are the surfaces preserved from oxidation? Inside Painted, Bitumastic in Bunkers. Outside Painted.

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	112.4	436.79	Fore peak tank,	21.0	102
Double bottom, under Engines and Boilers,	48.0	237.56	After peak tank,	20.25	136
Double bottom, if under Engines only,	—	—	Deep tank, aft,	—	—
Double bottom, if under Boilers only,	—	—	Deep tank, forward,	—	—
Double bottom, forward,	155.8	692.22	Other tanks, if fitted,	—	—
Total capacity of double bottom		1366.57	(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. 16.

Date Oct. 16. 1916

No. 19 in builder's yard.

DATES OF SURVEYS held while building

Sept. 20. Oct. 15. 20. 30. Nov. 2. 8. 10. 16. 17. 20. 22. 23. 27. Dec. 3. 16. 13. 14. 19. 18. Jan. 2. 4. 7. 10. 12. 15. 18. 21. 23. 26. 28. 30. Feb. 1. 4. 7. 13. 15. 21. 25. 27. Mar. 1. 5. 8. 13. 14. 22. 26. Apr. 1. 4. 8. 20. 25. 29. May 3. 12. 19. 20. 22. 25. 27. 29. June 2. 5. 6. 7. 8. 15. 24. 26. July 2. 3. 4. 12. 13. 15. 16. 17. 18. 22. 24. 25. 31. Aug. 1. 6. 7. 9. 10. 13. 14. 15.

Total No. of Visits 89.

Surveyor's Signature W. J. Alderson