

With or Without
Disconnected Erections.

STEEL STEAMER.

Received at London Office: 15 APR 1917

Date of completion of report 5th April 1917
Survey held at W. Hartlepool
State of Report is also sent on the Machinery of the Vessel Yes
Port of W. Hartlepool
Date, First Survey 27th Sept 1916 Last Survey 25th March 1917
Rig 7-a. Schooner
Master E. G. ENRIGHT.
Year of appointment (1) As Master in service of owner of present vessel - 1917
(2) As Master of this vessel 1917
Built at West Hartlepool
When built 1917. Launched 12th Sept. 1916
By whom built W. Gray & Co. Ltd.
Owners Lane & Macandrew, Ltd.
Managers
(Where necessary to be entered in Reg. Book.)
Residence
Port belonging to London.

CLASS +100 A1
(Carrying Petroleum in Bulk.)
Breadth (greatest moulded) 54.29
Depth, at middle of length from top of keel to top of upper deck beams at side 35.16
Transverse Number 89.48
Length on deck from fore part of stem to after part of stern post 408
Longitudinal Number 36495.6
Depth "d," at middle of length (See Secs. 2 & 13) 31.5
Proportions—Depths to Length—Upper Deck Beam at side to top of keel 11.6
Long Bridge Deck Beam at side to top of keel
Destined Voyage
If Surveyed while Building, Afloat, & in Dry Dock Yes

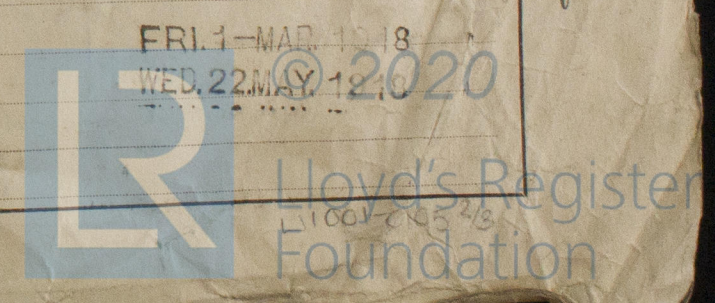
Feet. Inches. BREADTH—Moulded 54 3 1/2
Feet. Inches. DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams 32 8
Do. do. do. do. Second Dk. Beams 22 11 3/4
No. of Decks with flat laid Two.
No. of Tiers of Beams Two.
Ship per Register, Length 404.8' breadth 54.5' depth 32.6'
Moulded depth, ft. 43 ins. 2 To Bridge Dk. Round of Upper Dk. Beam, Actual 14 ins.
Moulded depth, ft. 35 ins. 2 To Upper Dk.

FRAMING.					PILLARS.				
Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.	PILLARS, In 'tween Deck, size and spacing				
Angles, or C or L Bars amidships	See slip attached.				" Hold				
Angles, or C or L Bars at intermdt. Bkts.	E.B. Spac. 3 1/2	3 1/2	42	3 1/2	Quarter 'tween Dks.,				
Frames from centre to centre amidships					in Hold				
" length to Collision bulkhead									
" in peaks									
FRAME, Angles	Longitudinal B.A. framing								
of Double Bottoms at Solid Floors	B. Room. 3 1/2	3 1/2	52	3 1/2					
" at intermdt. Bkts.									
depth of girder (Longitudinals)	10			10					
length and thickness of Floor Plate									
at mid-line for 1/2 length amidships									
of Engine and Boiler Spaces									
less at the ends of vessel									
at 1/2 the half breadth, as per Rule									
extended at the Bilges									
Cell. Double Bottoms	E=44 B=50	E=44	B=50						
ate if flanged (top & bottom)	no.			no.					
acing of Solid floors									
IDER, in Dbl. bottom, dpth. & thknss.	44	60	44	60					
" Angles, Top	3 1/2	62	3 1/2	62					
" Bottom	6	70	6	70					
" to Floors	6	54	6	54					
ickets at intermdt. frmg., wdth & thknss									
ERS, number on each side & thickness	Two	50	Two	50					
state if flanged (top and bottom)	no.			no.					
" Angles (top and bottom)	3 1/2	52	3 1/2	52					
" to Floors	3 1/2	50	3 1/2	50					
LATE, depth (exclusive of flange)	24	58	24	58					
and thickness	4	58	4	58					
Angle to Outside Plating	3 1/2	50	3 1/2	50					
" Floors									
ickets at intermdt. frmg., wdth & thknss									
ght of Outside Brackets above at bilge									
FROM PLATING, breadth and thickness of Middle Line Strake	BR=72 x 56	BR=72 x 56							
" in Engine and Boiler space	E=18 x 50 B=56	E=18 x 50 B=56							
" Remainder in Holds									
per Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	See slip attached.	See slip attached.							
way of Long Bridge									
acing									
cond Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	Do.	Do.							
acing									
rd and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel									
angles on upper edge									
acing									
p Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	Do.	Do.							
angles on upper edge									
acing									
dge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	7 3	40	7 3	40					
angles on upper edge									
acing									
orecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	7 3	40	7 3	40					
angles on upper edge									
Spacing	24		24						

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

WEB FRAMES. WEB-FRAMES, In Fore Body, No. and spacing. WEB-FRAMES, In E. & B. Space, No. & spacing. WEB-FRAMES, In After Body, No. and spacing. BULKHEADS. STIFFENERS. RUDDER. PLATING. RIVETING. MASTS, SPARS, &c.

EQUIPMENT No. LETTER ANCHORS. TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS. CHAIN CABLES. HAWSERS AND WARPS. Boats. Pumps. Engines. Coal Bunker. Number of Scuppers. Ceiling in Holds. Cargo Hatchways. Bulwarks. Correspondence. Workmanship. Is the riveted work properly closed? Are the liners between the frames and plates solid single pieces? Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? General Remarks. The amount of Entry Fee. Special Survey Fee. Travelling Expenses. State whether the Vessel has been built under Special Survey. Committee's Minute. Character assigned.



The approved plans of the ^{Quadrant & Tiller} stern frame and girders together with the Casting reports are forwarded herewith for reference.

% Pearleaf West Hartlepool est No. 1535
PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.		
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames. Diam. Spacing.	Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Bulkheads. Number.
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.			
Framing of $\overline{E}, L \& C$		✓			✓			✓			✓			✓		✓
Frames in Bridge 'tween Decks...		✓			✓			✓			✓			✓		✓
Frames from Uppermost Continuous Deck		8 3½ .40			7 3½ .40			8 3½ .40			7 3½ .40			7/8 5¼	3½	8
Framing from Awaiting Shelter or Upper Deck to Margin Plate Centre line.	No. 1															
	2	"	"	.44	"	"	"	"	"	.44	"	"	"	"	"	"
	3	"	"	"	7½ 3½ .40			"	"	"	7½ 3½ .40			"	"	"
	4	10 3½	"		9 3½ .40			10 3½	"		9 3½ .40			"	"	10
	5	"	"	"	"	"	.44	"	"	"	"	"	.44	"	"	"
	6	"	"	.48	"	"	"	"	"	.48	"	"	"	"	"	"
	7	"	"	.52	10 3½ .44			"	"	.52	10 3½ .44			"	"	"
	8	"	"	.56	"	"	"	"	"	.56	"	"	"	"	"	"
	9	"	"	"	"	"	.48	"	"	"	"	"	.48	"	"	"
	10	12 3½ .50			"	"	"	12 3½ .50			"	"	"	3/8	"	"
Tank Margin in E. & B. Space	11	"	"	.60	"	"	"	"	"	.60	"	"	"	"	"	12
	12	P=14 x .40 2As=3½ x 3½ x .40 P=15 x .40			12 3½ .60 P=13 x .40 2As=3½ x 3½ x .40			P=14 x .40 2As=3½ x 3½ x .40 P=15 x .40			12 3½ .60 P=13 x .40 2As=3½ x 3½ x .40			"	4	18
	13	2As=3½ x 3½ x .40 P=16 x .40 2As=3½ x 3½ x .40			✓			2As=3½ x 3½ x .40 P=16 x .40 2As=3½ x 3½ x .40			✓			"	"	"
	14	6 23 incl.			✓			6 23 incl.			✓			6 23 incl.	"	14
	15	✓			✓			✓			✓			6 23 incl.	"	14
Spacing of Longitudinal Frames	Amidships	Sides = 30"			30"			30"			30"			✓	✓	✓
	At Ends	Bottom = 27"			27"			27"			27"			✓	✓	✓
Double Bottoms $\overline{E}, L \& E$	Tank Top Longitudinals	7½ 3½ .50			B. Room.			7½ 3½ .50			B. R.			7/8 5¼		
	Bottom	7 3½ .44			✓			7 3½ .44			✓			"		
	Spacing of Longitudinals	27"			✓			27"			✓			✓	✓	✓
Transverses.																
In Bridge 'tween Decks	Depth and Thickness	✓			✓			✓			✓			✓	✓	✓
	Face Angles	✓			✓			✓			✓			✓	✓	✓
	Lugs to Shell*	✓			✓			✓			✓			✓	✓	✓
In Awaiting Shelter or Upper 'tween Decks.	Depth and Thickness	19 ✓ .40			19 .40			19 .40			19 .40			✓	✓	✓
	Face Angles	4, 3½ .44			4 3½ .44			4 3½ .44			4 3½ .44			7/8 5¼		
	Lugs to Shell*	6 6 .44			6 6 .44			6 6 .44			6 6 .44			" 4	2 complete rows.	
Oil In Holds.	Depth and Thickness	42 ✓ .46			42 .46			42 .46			42 .46			✓	✓	✓
	Face Angles	6½ 4½ .66			6½ 4½ .66			6½ 4½ .66			6½ 4½ .66			7/8 5¼		
	Lugs to Shell*	6 6 .46			6 6 .46			6 6 .46			6 6 .46			" 4	3 complete rows.	
Brackets		T=.40 B=.46			T=.40 B=.46			T=.40 B=.46			T=.40 B=.46			✓	✓	✓
Spacing of Transverse Frames		abt. 11 feet.			abt. 11 feet.			abt. 11 feet.			abt. 11 feet.			✓	✓	✓
* State if joggled or liners.																
Longitudinal Beams of L, L or C	Bridge Deck	✓			✓			✓			✓			✓		
	Awg. or Shlr. Dk.	✓			✓			✓			✓			✓		
	Upper	7½ 3 .40			6½ 3 .40			7½ 3 .40			6½ 3 .40			27"		
	Second	8½ 3 .46			F=6 3 .36			8½ 3 .46			F=6 3 .36			27"		
Third		✓			✓			✓			✓			✓		
Transverse Beams.																
In Ships.																
As appro.																
Plate, F. Angles.																
12x40																
20x40																
6x4																
20x40																
6x4																
20x40																
6x4																

TONNAGE:

GROSS 59

UNDER DK. 51

NET 27

Surveyed At

WB=Cell D

Total capacity

N.B.—All alt

If the vesse

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girders, and of the

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SUMMARY OF DA

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PRESENT CONDIT

Decks

Caulking of Decks

Waterways

Coamings

Beams & Fastening

Outside Plating

Caulking of ditto

Rivets

Breasthooks & Crute

Transoms

Frames

Reverse Frames

Floors

Keelsons

General

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.

5c.8,12.—T.

Official No. 11001-01053/3

Signal Letters

State if machinery is fitted and

How are the surfaces preserved from oxidation? Inside Cement, Bituminous & Mineral Oil, Outside Paint.

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

Cellular System

General

GENERAL REMARKS—(continued).

The approved plans of the *Quadrant & Miller* stern frame and quadrants together with the casting reports are forwarded herewith for reference.

S/S Pearleaf West Hartlepool reg No 1535

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.		
	In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Brackets Bulkheads.		
	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.
Framing of <i>E, L & C</i>	✓			✓			✓			✓			✓		
Frames in Bridge 'tween Decks ...	✓			✓			✓			✓			✓		
Frames from Uppermost Continuous Deck	8 3½	40		7 3½	40		8 3½	40		7 3½	40		7/8	5½	
Upper Deck	"	"	44	"	"	"	"	44	"	"	"	"	"	"	8
" "	"	"	"	7½	3½	40	"	"	"	7½	3½	40	"	"	"
" "	10	3½	"	9	3½	40	10	3½	"	9	3½	40	"	13	"
" "	"	"	"	"	"	44	"	"	"	"	"	"	"	"	"
" "	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *36.2* ft., R.O.D. — ft., Bridge *32.0* ft., For (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 should appear in the Register Book) *Two decks (Steel) & web frames. Longitudinal framing.*
Official No. *140269*; Signal Letters *✓* State if Machinery is fitted aft *no*.
How are the surfaces preserved from oxidation? Inside *Cement, Bituminous & Mineral Oil*. Outside *Paint*.

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

Where Fitted.	*Length.		Water Capacity.	Where Fitted.	*Length.		Water Capacity.
	Feet.	Tons.			Feet.	Tons.	
Double bottom, aft,	✓	✓		Fore peak tank,	✓	70	
Double bottom, under Engines and Boilers,	87.25	383		After peak tank,	✓	90	
Double bottom, if under Engines only,	✓	✓		Deep Tank, aft,	✓	62	
Double bottom, if under Boilers only,	✓	✓		Deep Tanks forward,	✓	196	
Double bottom, forward,	✓	✓		Other tanks, if fitted, <i>4 Cofferdams</i>	✓	1005	
Total capacity of double bottom		383		(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. *2210*

Date *13th Oct 1915*

No. *878* in builder's yard.

Days of Survey held while building

1915: Sep 27, 29, Oct 4, 5, 8, 13, 14, 15, 18, 19, 20, 21, 22, 27, Nov 2, 3, 5, 6, 8, 9, 10, 11, 13, 17, 18, 22, 24, 25, 30, Dec 2, 3, 7, 8, 10, 13, 15, 17, 20, 22, 23, 29, 1916: Jan 5, 10, 11, 12, 14, 15, 19, 21, 23, 26, 28, 31, Feb 1, 3, 4, 7, 9, 10, 11, 14, 15, 17, 21, 23, 25, 29, March 3, 6, 10, 13, 14, 16, 17, 20, 22, 24, 31, April 4, 6, 7, 11, 14, 17, 19, 23, 27, 28, 29, May 2, 5, 8, 11, 12, 16, 18, 19, 23, 24, 25, 27, 29, 30, 31, June 2, 5, 7, 12, 14, 15, 17, 19, 20, 22, 23, 27, 28, 30, July 3, 4, 6, 7, 10, 11, 13, 15, 20, 24, 27, 31, Aug 2, 3, 7, 8, 9, 11, 15, 16, 17, 20, 23, 24, 25, 29, 30, Sep 1, 11, 12, 13, 14, 15, 18, 19, 21, 25, 26, 27, 29, Oct 3, 10, 11, 14, 18, 24, 27, 31, Nov 3, 14, 22, 27, Dec 5, 7, 14, 24, 28, 29, 1917: Jan 5, 6, 9, 10, 11, 12, 13, 16, 19, 20, 23, 24, 25, 26, 29, 30, Feb 1, 3, 7, 9, 12, 13, 15, 16, 19, 22, 20, 27, 28, March 1, 5, 8, 9, 12, 13, 14, 15, 16, 17, 19, 20, 21, 23, 24, 25.

Surveyor's Signature

Jas. W. Stuart

Total No. of Visits *228*

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