

STEEL STEAMER OR MOTORSHIP.

-6 JUL 1942

Received at London Office

State if Report has been sent on the Freeboard of the Vessel YES.State if Report is sent on the Machinery of the Vessel YES.Date of completion of report 24th June 1942Port of LISBONNo. 3554Survey held at LISBONDate First Survey 14th Oct. 1940Last Survey 16th June

1942

On the (State if Machinery fitted Aft and
if Single, Twin or Triple Screw)SINGLE SCREW MOTOR TRAWLER "PORT MADOC."

MACH. ART.

State Type (Full Scantling, Complete Superstructure
with or without Tonnage Openings)Full scantling.State Type of Erections ForecastleTONNAGE under
Tonnage Deck ...269.37CLASS 100 A1 Motor TrawlerState if with freeboard
as condition of Class

No.

Built at LisbonDo. of space or spaces
between Tonnage Dk.
and Upper Dk.Length from fore part of stem to after part of stern
post on summer L.W.L. See Sec. 3 (1a)

FEET

L 131.75Launched 28th May 1941Yard No. 113.

Breadth (greatest moulded)

B 25.Builders Gia. Unidos Fabric.Depth, at middle of length from top of keel to top
of beam at side of uppermost continuous
deck. See Sec. 3 (1c)D 13.75Owners Loch Fishing Co. of Hull.age 306.57onnage 128.431st Longitudinal Number (L x D) = 1811.56

Managers

(Where necessary to be entered in Reg. Book)

2nd Numeral L x (B + D) = 5105.31

Residence

STERED DIMENSIONS.

FEET

136Framing Depth "d," at middle of length. See
Sec. 3 (1d)12.33Proportions—Depth to Length—Uppermost con-
tinuous deck to top of keel9.57Port of Registry HULL25.2Do. Long Bridge to
top of keel12.9Draught Moulded 11.94

If surveyed while building, afloat, or in dry dock

Building, afloat & in dry dock.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
ES, Spacing amidships	<u>21</u>		Bracket Floors, Frame		
" from $\frac{3}{8}$ length amidships to Collision bulkhead	<u>18</u>		" " Reversed Frame		
" in peaks	<u>18</u>		" " Vertical Struts		
FRAMING.			Centre Girder, depth and thickness amidships		
ne Amidships, Angle, \angle or \angle	<u>4 1/2 3 .40</u>	<u>4 x 3 x .40</u>	" " top Angles		
" Extends up to	<u>Upper deck</u>		" " bottom Angles		
ersed Frame Amidships, Angle	<u>✓</u>		Side Girders, No. each side and thickness		
" Extends up to			Margin Plate depth (excl. of flange) and thickness		
th of Framing Girder	<u>4 1/2</u>		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem		
nes in Uppermost Continuous 'tween Decks, Angle, \angle or \angle	<u>✓</u>		" " Vertical Angle to Tank side Bracket from forward $\frac{1}{4}$ len. from stem to Panting Area		
" Second 'tween Decks, Angle, \angle or \angle	<u>✓</u>		" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem		
" Third	<u>✓</u>		" " Gussets, spacing and scantling from forward $\frac{1}{4}$ len. from stem to Panting Area		
from $\frac{1}{2}$ len. for'd. to 15% len. from Stem	<u>4 1/2 3 .42</u>	<u>4 x 3 x .42</u>	Tank Side Brackets, height above base line at toe of Frame and thickness		
in Peaks, Angle or \angle	<u>4 3 .38</u>	<u>3 1/2 x 3 x .38</u>	INNER BOTTOM PLATING.		
meter and Spacing of Rivets through Frame and Shell Plating amid- ships	<u>3/4 x 7 diams.</u>		Breadth and thickness of Middle Line Strake		
if Frame Joggled	<u>No.</u>		Thickness of remainder in Holds		
the scantlings and arrangements in the Panting Area in accordance with the Rules d/or as approved?	<u>Yes.</u>		Are Rule requirements complied with regard- ing increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?		
the scantlings and arrangements in way the Bottom Forward in accordance with the Rules and/or as approved?	<u>Yes.</u>		BEAMS.		
E BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle, \angle or \angle	<u>4 1/2 3 .40</u>	
s, Depth and thickness at mid-line in Holds	<u>17 x .36</u>	<u>16 x .34</u>	" " in way of Bridge, Angle, \angle or \angle		
Height of Brackets at side above base line at toe of frame	<u>✓</u>		Spacing	<u>Every frame</u>	
le Line Keelson, on Floors, Angles, \angle or \angle	<u>Bar Keel</u>		Second Deck, amidships, Angle, \angle or \angle		
" " Through Plate or Inter- costal Plate	<u>9 3/2 .44</u>	<u>8 x 3 1/2 x .44</u>	Spacing		
" " Foundation Plate on Floors			Third Deck, amidships, Angle, \angle or \angle		
" " Flat Plate Keel Angles			Spacing		
Side Keelsons, No. each side	<u>One</u>		Fourth Deck, amidships, Angle, \angle or \angle		
" " thickness of Intercoastal Plate			Spacing		
" " Angles <u>Cugged 1/2 ft.</u>	<u>5 4 .42</u>	<u>5 x 4 x .40</u>	Poop Deck, Angle, \angle or \angle		
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing			Bridge Deck, Angle, \angle or \angle		
" " Are Frame and Reversed Frame joggled?			Spacing		
Bracket Floors, breadth and thickness at middle line			Forecastle Deck, Angle, \angle or \angle	<u>4 1/2 3 .32</u>	
" " breadth and thickness at margin plate			Spacing	<u>Every frame</u>	

PILLARS AND DECKS.			
INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	
PILLARS, No. of Rows	One		
" in 'tween Decks, Size and Spacing			
" " " " "			
" in Holds	2 7/8 dia		
" " " " "	Alternate frames		
Centre Line Bulkhead, Stiffeners and Spacing			
Plating, thickness of			
STRINGERS AND DECKS.			
Uppermost Continuous Deck.			
Stringer Plate, breadth and thickness in Wells	48 x .36		
" " " " in way of Bridge			
" Angle in Wells	3 3 .36		
Thickness of Plating abreast Deck openings in way of Wells			
Thickness of Plating abreast Deck openings in way of Bridge			
Thickness of Plating within line of openings	.30		
If Sheathed, material and thickness	Pine 2 1/2		
Second Deck.			
Stringer Plate, breadth and thickness in Wells			

SHELL PLATING.			
SCANTLINGS.			
STRAKES.	AS IN VESSEL.		ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.
	AMIDSHIPS.	FORWARD.	
Flat Plate Keel	Bar 7 1/2 x 1 5/8		
" Dblg. (if any)			
Bottom Plating, No. of Strakes	54 .44	.40	
Bilge Plating, No. of Strakes	54 .38	.34	
Side Plating, No. of Strakes	54 .38	.34	
Upper Deck, Sheer-strake in Wells	54 .48	.34	
Upper Deck, Sheer-strake in Bridge			
Strake below Sheer-strake in Wells			
Strake below Sheer-strake in Bridge			
Poop Side Plating			
Bridge Side Plating			
Forecastle Side Plating			

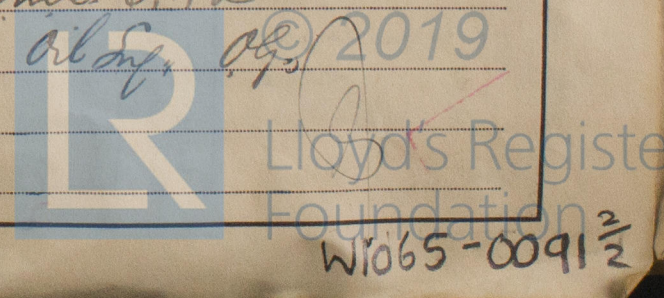
WATERTIGHT BULKHEADS.			
FORGINGS AND CASTINGS.			
Total No. of W.T. BULKHEADS in Vessel—	6		
Extending to Upper Deck (Sec. 3 c)	5 for record		
" Deck next below			
As per Rule	Approved 6		
STIFFENERS.			
MIDSHIP BULKHEAD, Upper 'tween decks	FRAME 30.	28/36	6 x 3 x 40 24
" " " " " " " "	FRAME 37.	"	" " " " "
" " " " " " " "	FRAME 38.	"	6 x 3 x 36 30
" " " " " " " "	FRAME 58.	"	" " " " 24
COLLISION	FRAME 71.	26/36	" " " " "
AFTER PEAK	FRAME 5.	30/75	4 x 3 x 30
STEEL.			
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)			
Colville & Co., Portman Long & Co., Scottish Iron & Steel Co., Steel Co. of Scotland.			
Has the Steel been tested as required by the Rules?			
Yes.			

EQUIPMENT No. 5154									
LETTER 0									
ANCHORS.									
Number of Certificate	1047	1st Bower	8 3 21	Weight, Ex. Stock	11 2 2 0	Test, Per Certificate	8	Description of Anchor	Stockless
	9991	2nd "	7 1 14		9 11 2 7		7 1/2		
	1511	3rd 1st Bower	8 0 14		10 5 0 0		8		
	99890	Stream	3 1 14		3 11 5 16 2 7		3 1/2	Iron Block	
CHAIN CABLES.									
HAWERS AND WARPS.									

STEERING GEAR, TYPE (Power or hand)									
Both. Haskins Electric Hydraulic. Alternative Means of Steering. Land gear.									
STEERING CHAINS (Size and Test)									
Windlass Electric. Boats Two. 5M x 1.8M x 0.72M.									
CEILING IN HOLDS, thickness and material									
Cement to top of floors. Cargo Battens, thickness, material and spacing. None.									
CARGO HATCHWAYS.—(Upper Deck)									
Steel plates & angles. Thickness of Hatches. 2 1/2" pine.									
SIZE OF HATCHWAYS No. 1 (Fwd.) 990 x 990 No. 2 990 x 990 No. 3 990 x 990 No. 4									
No. 5 No. 6									
NUMBER OF SHIFTING BEAMS and/or Fore and Afters									
None.									
Builder's Signature									

GENERAL DECLARATION.	
(a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel	No
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo	No
The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).	
This vessel has been built in accordance with the approved plans, the Secretary's letters of various dates, and in conformity with the Societies Rules for the class contemplated. The workmanship and materials are good. The peak tanks, oil fuel tanks, fresh water tank, decks & bulkheads have been tested in accordance with the Rules & found satisfactory. Oil fuel, flash point above 150° F, is carried in the deep tanks amidships forward of the engine room; Section 18 of the Rules has been complied with. The freeboards have been verified & the marks cut in on the vessel's sides. The windlass & steering gear have been tried under working conditions & found satisfactory.	

THE AMOUNT OF ENTRY FEE.	
Inclusive of £18.6000	25.6.1942
Special Survey Fee	£196
Travelling Expenses, if any	£500
I am of opinion the Vessel should be Classed +100A1 Motor Trawler	
Signature G. Simon.	
Surveyor to Lloyd's Register of Shipping.	
Committee's Minute	
Character assigned +100A1 Motor Trawler	
Lloyd's and Co. Ltd.	
White Noth note for S.R.L.	



GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a 4b.

LISBON RPT. NO 3534

"ILHA GRACIOSA."

LISBON RPT. NO 3545

"ILHA FAIAL."

LISBON RPT. NO 3553

"PORT JACKSON."

PILLARS, No. of Rows

" in 'tween Decks

" " "

" in Holds "

" " "

Centre Line Bulkhead.
Stiffeners and Spacing

Plating, thickness of

STRINGERS AND DECK
Uppermost Continuous
Stringer Plate, breadth

" " "

" Angle in V

Thickness of Plating
in way of Wells

Thickness of Plating
in way of Bridge.

Thickness of Plating

If Sheathed, material

Second Deck.
Stringer Plate, breadth

STRAKES.

at Plate Keel....Bar

" Dblg. (if any)

Bottom Plating, No. of

Strakes2.....

Side Plating, No. of

Strakes1.....

Top Plating, No. of

Strakes1.....

Upper Deck, Sheer-

strake in Wells. E

Upper Deck, Sheer-

strake in Bridge

Lower Deck, Sheer-

strake in Wells

Lower Deck, Sheer-

strake in Bridge

Side Plating

Side Plating

Side Plating

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PARTICULARS OF ELECTRIC WELDING (if employed) Items of minor importance only.

SPECIAL NOTATIONS :—Either as part of the vessel's class or for record in the Register Book. Motor Trawler Wireless
Lloyd's a.s.c. Pk. Cam.

Particulars of Drop Test of Cast Steel Anchors, viz. :— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower 5 cwt 1 gr. 25/68 J.D. 6296 18.7.41	Anchor removed see letter 23.7.42
	2nd " 4 " 3 " 0 J.D. 6181 23.8.41	
	3rd " 5 cwt 1 gr 17 lbs J.D. 6295 18.7.41	See letter 23.7.42

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ft., R.Q.D. ft., Bridge ft., Forecastle 31.5

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. Signal Letters Extreme Breadth over Belting 25.2' Over-all Length 148.2'

No. and Material of Decks 1 Dk. (sh.) wood sheathed

Parts of Bottom of Vessel coated with cement or approved composition All except O.F. tanks, cement.

Particulars of composition (if fitted) and of approval

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284)

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,			After peak tank, F.W.		3
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward, F.W.		16.5
Double bottom, forward,			Other tanks, if fitted, O.F.		86
Total length (if continuous) and Capacity			(If necessary furnish further information by sketch.)		

Order for Special Survey No.

Date

Dates of Surveys
held while building

14th October 1940

15

16th June 1942

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Lloyd's Register
Foundation

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