

WEB FRAMES.
WEB-FRAMES, In Fore Body, No. and spacing
brdth. & thickness
No. of Side Stringers
WEB-FRAMES, In E. & B. Space, No. & spacing
brdth. & thickness
WEB-FRAMES, In After Body, No. and spacing
brdth. & thickness
No. of Side Stringers
Size of Face Angles to Web-Frames
BRACKET PLATES to Stringers between
Web Frames, depth and thickness

FORGINGS or CASTINGS.
KEEL, Bar, depth and thickness
STEM, moulding and thickness
STERN-POST for Rudder do. do.
for Propeller
RUDDER-A x D* Table 22. Speed
Main-Piece, diameter at head
at heel

BULKHEADS.
Number. Thickness. STIFFENERS.
Horizontal. Vertical.
Size. Spacing. Size. Spacing.
Vessel. Per Rule.
BULKHEADS
COLLISION
PARTITION
LONGITUDINAL

RUDDER, how constructed. SINGLE PLATE ARMS SHOWN, FORGED
Thickness of Plates or 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.
Plates. South Durham S. I. Co.
Societe Anonyme d'Ateliers de Construction
Anglo Saxon Steel and Iron Co. Ltd.
Has the Steel been tested as required by the Rules?

PLATING.
AS IN SHIP.
PER RULE OR AS APPROVED.
AMIDSHIP.
Breadth. Thickness. Thickness. Thickness. Breadth. Thickness.

RIVETING.
EDGES.
Ordinary. Double.
Breadth of Lap. Rivets. Treble and of what Length. Rivets. Straits. IF LAPPED.

FLAT PLATE KEEL
GARBOARD or A Strake
B
C
D
E
F
SHEER
G
H
J
K
L
M
N
O
P
Q
R
S
T
U
V
W
THICKNESS OF SHEER STRAKE
CLEAR OF LONG BRIDGE
DO. OF STRAKE BELOW
DBLG. of Flat Plate Keel
Sheerstrakes
Length and thickness.
POOP SIDES
SHORT BRIDGE SIDES
FORECASTLE SIDES

DOUBLE
5 1/2
7/8
3 1/2
2 5/8
7/8
3 1/2
2 5/8
12
4
7 1/2
5
4
5
4
5
4

Upper Deck
Stringer Plate
Butts, riveted for
Straps, single, double or overlapped for
Second Deck
Stringer Plate
Butts, riveted for
Straps, single or overlapped for
Butts of Side Stringers
Tie Plates
Inner Bottom Plating, riveting of Edges
Centre Girder Butts, Treble
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
State if ordinary or joggled
State if ordinary or joggled

MASTS, SPARS, &c.
Material. Total Length. DIAMETER AND THICKNESS.
At Partners. Heel. Hounds. Head. No. of Plates in round. ANGLES.
Number. Size. RIVETING.
Seams. Butts.
LOWER MASTS
Fore
Main
Mizen
Bowsprit
Topmasts, Yards and Remainder of Spars
Rigging, Material and Size, Shrouds
Sails. Suit of

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS. IN ONE COMPARTMENT.			AMIDSHIPS.			ENDS. IN ONE COMPARTMENT.			RIVETING.			
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames. Diam. Speng.	Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads. Number. Diameter.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.				
Framing of $\frac{1}{2}$, L & $\frac{1}{2}$																	
Frames in Bridge 'tween Decks ...		6	3	32				6	3	32				$\frac{3}{4}$ $3\frac{3}{8}$			
Frames from Uppermost Continuous Deck No. 1)		8 $\frac{1}{2}$	3	40	8 $\frac{1}{2}$	3	40	8 $\frac{1}{2}$	3	40	8 $\frac{1}{2}$	3	40	$\frac{3}{4}$ $3\frac{3}{8}$	12 @ $3\frac{3}{8}$	8	$3\frac{1}{4}$
" 2		9	3 $\frac{1}{2}$	40	9	3 $\frac{1}{2}$	40	9	3 $\frac{1}{2}$	40	9	3 $\frac{1}{2}$	40	-	-	-	-
" 3		10	3 $\frac{1}{2}$	40	10	3 $\frac{1}{2}$	40	10	3 $\frac{1}{2}$	40	10	3 $\frac{1}{2}$	40	-	-	9	-
" 4		10	3 $\frac{1}{2}$	40	10	3 $\frac{1}{2}$	40	10	3 $\frac{1}{2}$	40	10	3 $\frac{1}{2}$	40	-	-	-	-
" 5		10	3 $\frac{1}{2}$	42	10	3 $\frac{1}{2}$	42	10	3 $\frac{1}{2}$	42	10	3 $\frac{1}{2}$	42	-	-	10	-
" 6		12	3 $\frac{1}{2}$	44	12	3 $\frac{1}{2}$	44	12	3 $\frac{1}{2}$	44	12	3 $\frac{1}{2}$	44	-	-	16	-
" 7																	
" 8																	
" 9																	
" 10																	
" 11																	
" 12																	
" 13																	
" 14																	
" 15																	
" 16																	
Spacing of Longitudinal Frames		Amidships 30"			At Ends 30"			Amidships 30"			At Ends 30"						
Double Bottoms		Tank Top Longitudinals			Bottom			Tank Top Longitudinals			Bottom						
Bottom		20" 15" 4" 4" 62			20" 15" 4" 4" 62			20" 15" 4" 4" 62			20" 15" 4" 4" 62			$\frac{3}{4}$ 5 $\frac{1}{4}$	12 @ $3\frac{3}{8}$	13	$3\frac{1}{4}$
Spacing of Longitudinals		Amidships 30"			At Ends...			Amidships 30"			At Ends...					14 to longitudinal	
Transverses.																	
In Bridge 'tween Decks		Depth and Thickness 12" 34			Face Angles 3 $\frac{1}{2}$ FLANGE			Depth and Thickness 12" 34			Face Angles 3 $\frac{1}{2}$ FLANGE						
		Lugs to Shell 3 3 34						Lugs to Shell 3 3 34						$\frac{3}{4}$ 3 $\frac{3}{4}$			
In Awning, Shelter or Upper 'tween Decks.		Depth and Thickness			Face Angles			Depth and Thickness			Face Angles						
		Lugs to Shell*						Lugs to Shell*									
In Hold.		Depth and Thickness 20" 38			Face Angles SINGLE 3 $\frac{1}{2}$ 3" 44			Depth and Thickness 20" 38			Face Angles SINGLE 3 $\frac{1}{2}$ 3" 44						
		Lugs to Shell 5" 5" 40			36 F 4			Lugs to Shell 5" 5" 40			36 F 4			$\frac{3}{4}$ 3 $\frac{3}{4}$			
Spacing of Transverse Frames		14'-0"			14'-0"			14'-0"			14'-0"						
* State if joggled or liners.																	
Longitudinal Beams of		Bridge Deck ... 5 2 $\frac{1}{2}$ 30			Awg. or Shltr. Dk.			Bridge Deck ... 5 2 $\frac{1}{2}$ 30			Awg. or Shltr. Dk.			Spacing. 3'-0"			
Upper		9" 3 $\frac{1}{2}$ 40			9" 3 $\frac{1}{2}$ 40			9" 3 $\frac{1}{2}$ 40			9" 3 $\frac{1}{2}$ 40			2'-10"	Transverse		
Second Trunk		7 3 34			7 3 34			7 3 34			7 3 34			2'-6"	Beams.		
Third Prop		5 2 $\frac{1}{2}$ 30			5 2 $\frac{1}{2}$ 30			5 2 $\frac{1}{2}$ 30			5 2 $\frac{1}{2}$ 30			2'-6"			

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.

EQUIPMENT NO. 18827				LETTER S.			ANCHORS.			TONNAGE U. BK. 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.		
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.					
29542	1st Bower ...	38	3	0		✓		34	19	1	14	38	3	0	3-YERS IMPROVED STOCKLESS	✓	SUNDERLAND, Aug 13 th 26, J.H. BUTLER		
29544	2nd „ ...	38	3	0		✓		34	19	1	14	38	3	0	-	✓	-		
29543.	3rd „ ...	32	2	14		✓		30	11	3	14	32	2	0	-	✓	-		
	4th „ ...																		
	Collective weight.	110	0	14								110	0	0					
16581	Stream	10	0	0	2	2	2	12	0	0	0	10	0	0					
	Kedge.....																		

If Patent state Name of Patentee

U.S. (if less, state Mechanical Patents)

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

1st Bower 22-2-0 K.H. N° 3982 16th JUNE 26.
2nd " 23-0-15 K.H. N° 3914 27th MAY 26
3rd " 19-2-12. K.H. N° 4013 16th JUNE 26.
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.	Statu-tory.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.
14907	15.	1 13/16.	59 1/2	82 3/4	26-0-7	24-3-12	240	1 13/16.	STO.	✓	SUNDERLAND, JAN 30 th 26 J.H.B.	TOWLINE	90	4	33	90	4
14936	15	"	"	"	25-0-7	"	"	"	"	✓	" MAY 19 th 26 J.H.B.	HAWSERS & WARPS	2-90	2 1/2	12 1/2	2-90	2 1/2
14935	15	"	"	"	24-3-14	"	"	"	"	✓	" MAR 30 th 26 J.H.B.	"	2-90	2 1/4	9 1/2	2-90	2 1/4
Iron Stream Chain or Steel Wire	75.	4 1/4	SW	35.	"	"	75	4 1/4	STEEL W. A. THOMPSON BLACK			"					

Boats STEEL LIFEBOATS 23-0-7-6-2-11-2 OFF, 16-0-5-9-12-4 TEAK DUNGHY. Steering Gear, Steam 7 1/2-7 DONKIN & CO. Steering Gear, Hand Block & Tackle As Approved
Pumps, Number NONE Diameter of Barrel 1 1/2 DIA. State whether they are in efficient working order ✓
Windlass is 9-1/2 DIRECT ACTING QUICKWARPING. CLARKE CHAPMAN (STEAM) Capstan ART. 8-8" CLARKE CHAPMAN (STEAM)
Engine Room Skylights.—How constructed? PLATES & ANGLES What arrangements for deadlights in bad weather? STEEL COVERS.
Coal Bunker Openings.—How constructed? STEEL COVERS How are lids secured? BOLTED. Height above deck? 6"
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. OPEN RAILS, 5 SCUPPERS EACH SIDE 2, IN POOR DECK EACH SIDE
Ceiling in Holds, thickness and material 1/2 IN FORE HOLD 2 1/2 W.P. Cargo Battens, thickness and material ✓
Cargo Hatchways.—How formed? OIL TIGHT STEEL HATCHES NO. 1 WATER TIGHT STEEL HATCH Hatches, If strong and efficient? YES.
State size No. 1 Hatch (Forward) 8-0-15-0 No. 2 Hatch No. 3 Hatch No. 4 Hatch
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch ✓
No. of Breasthooks AT EACH LONGITUDINAL No. of Crutches ✓

Bulwarks, height above deck and description OPEN RAILS Main Rail, material and size ✓
The foregoing is a correct description. FOR FURNESS SHIPBUILDING CO. LIMITED Surveyor's Signature Cyril B. Seamer.
Builder's Signature (here only) Jmc Govern. 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)
DIRECTOR

Workmanship. Are the butts of plating planed or otherwise fitted? BUTTS PLANED.
Is the riveted work properly closed? YES
Are the liners between the frames and plates solid single pieces? LONGITUDINAL FRAMING. 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? NO.
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 GOOD.
Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? YES State results of tests GOOD.

General Remarks (State quality of workmanship, &c.) This Vessel has been built in accordance with the approved plans, the Secy's letters of the above dates, and in conformity with the Rules for the Class contemplated, the framing of the vessel is in the Longitudinal System. The workmanship & materials are good and in every way satisfactory. All the tanks have been tested as required by the Secy's letter of the 25th July. 5-0' head above the top of the expansion trunks. Test found satisfactory. The assigned Dutch Freeboard has been cut in on the vessels sides and verified. The cargo battens fitted in this vessel. P.T.O.

Number of Cables.	LENGTH AND SIZE SUPPLIED		TEST.		WEIGHT OF CABLE.		LENGTH AND SIZE PER RULE		DESCRIPTION	WHERE AND WHEN TESTED AND SUPERINTENDENT.
	LENGTH	DIA.	STAT.	BREAKING.	SUPPLIED	PER RULE.	LENGTH	DIA.		
14908	15	1 13/16	59 1/2	82 3/4	25-3-7	24-3-12		1 13/16	"	SUNDERLAND JAN 30 th 26 J.H.B.
14937	15	1 13/16	59 1/2	82 3/4	25-0-7	24-3-12		1 13/16	"	" MAY 19 th 26 J.H.B.
	75				126-3-14	124-1-4				

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, 2-10-1916
Special Survey Fee £ 265 : 19 : 0 } Received by me, 2-11-1916
Travelling Expenses, if any £ 7 : 0 : 0 }
State whether the Vessel has been built under Special Survey YES.
I am of opinion this Vessel should be Classed + 100 A.I. CARRYING PETROLEUM IN BULK LONGITUDINAL FRAMING.
With, or without Freeboard, as condition of Class WITHOUT.
Mdb. Hpb.
Date of issue 3/11/26.
Cyril B. Seamer
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 8 OCT. 1926

Character assigned

-1- 100 A.I. on Hpe Rpt 16435

carryg. petroleum in bulk

Fitted for oil fuel 10.26 JH above 150°

Lloyds attd. + Lmc 10.26

J.D. CL.

Wmk Mdb.
(H + M)

Mdy



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