

[illegible]

EQUIPMENT No. <i>220413</i>				LETTER <i>B T</i>				ANCHORS.				TONNAGE U. DK. 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.	Cwts.	qrs.	lbs.			
<i>56215</i>	1st Bower ...	<i>43</i>	<i>0</i>	<i>0</i>	<i>25</i>	<i>3</i>	<i>0</i>	<i>37</i>	<i>17</i>	<i>2</i>	<i>42</i>	<i>0</i>	<i>0</i>	<i>Halls Patent</i>	<i>N. Hingley & Sons</i>	<i>28.2.06</i>
<i>56216</i>	2nd „ ...	<i>42</i>	<i>2</i>	<i>24</i>	<i>25</i>	<i>0</i>	<i>26</i>	<i>37</i>	<i>13</i>	<i>3</i>	<i>42</i>	<i>0</i>	<i>0</i>	<i>„</i>	<i>„</i>	<i>28.2.06</i>
<i>56214</i>	3rd „ ...	<i>42</i>	<i>2</i>	<i>0</i>	<i>25</i>	<i>1</i>	<i>4</i>	<i>37</i>	<i>10</i>	<i>0</i>	<i>35</i>	<i>2</i>	<i>0</i>	<i>„</i>	<i>„</i>	<i>29.2.06</i>
	4th „ ...															<i>H Green</i>
	Collective weight	<i>128</i>	<i>0</i>	<i>24</i>							<i>119</i>	<i>2</i>	<i>0</i>			
<i>56249</i>	Stream	<i>11</i>	<i>2</i>	<i>8</i>	<i>3</i>	<i>0</i>	<i>5</i>	<i>13</i>	<i>10</i>	<i>0</i>	<i>11</i>	<i>0</i>	<i>0</i>	<i>Trotmans</i>	<i>N. Hingley & Sons</i>	<i>28.2.06</i>
<i>56248</i>	Kedge.....	<i>5</i>	<i>3</i>	<i>7</i>	<i>1</i>	<i>2</i>	<i>5</i>	<i>8</i>	<i>2</i>	<i>3</i>	<i>5</i>	<i>1</i>	<i>0</i>	<i>„</i>	<i>„</i>	<i>28.2.06</i>

U Patent date Name of Patentee.

U Stocked, state Mechanical Tests.

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.		Supplied.	Per Rule.	Length.	Diam.	Length.	Diam.					Length.	Cir.		Length.	Cir.	
<i>39269</i>	<i>120</i>	<i>1 7/8</i>	<i>6325</i>	<i>88.5</i>	<i>214.2</i>	<i>0</i>		<i>120</i>	<i>1 7/8</i>	<i>Steel</i>	<i>N. Hingley & Sons</i>	<i>Netherthorpe</i>	<i>6.2.06</i>	<i>TOWLINE</i>	<i>100</i>	<i>4</i>	<i>100</i>	<i>4</i>	
<i>41167</i>	<i>120</i>	<i>1 7/8</i>			<i>212.3</i>	<i>0</i>		<i>120</i>	<i>1 7/8</i>					<i>HAWSERS & WARPS</i>	<i>120</i>	<i>2 1/2</i>	<i>120</i>	<i>2 1/2</i>	
	<i>240</i>				<i>427.1</i>	<i>0</i>		<i>240</i>							<i>120</i>	<i>2 1/2</i>	<i>120</i>	<i>2 1/2</i>	
	<i>75</i>	<i>4 1/4</i>	<i>35</i>					<i>75</i>	<i>4 1/4</i>	<i>Steel Wire</i>					<i>120</i>	<i>2 1/2</i>	<i>120</i>	<i>2 1/2</i>	

Six Life boats.
 Steering Gear, Steam *Harland & Wolff* Steering Gear, Hand *Relieving*
 Diameter of Barrel *5* State whether they are in efficient working order *Yes*
 Capstan *„*
 Room Skylights.—How constructed? *Steel Plates and angles* What arrangements for deadlights in bad weather? *Bulls eyes & shutters*
 Bunker Openings.—How constructed? *Cast Steel Rings* How are lids secured? *Locking rings* Height above deck? *Flush under Bridge*
 Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. *Four scuppers each side, Three ports 24" x 9"*
 Plating in Holds, thickness and material *2 1/2" W. Pine* Cargo Battens, thickness and material *6" x 2" W. Pine*
 Hatchways.—How formed? *Steel Plates and angles* Hatches, If strong and efficient? *Yes*
 Size No. 1 Hatch (Forward) *10'0" x 10'0"* No. 2 Hatch *14'0" x 12'0"* No. 3 Hatch *16'0" x 10'0"* No. 4 Hatch *„*
 Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *One web in No. 1, Two in No. 2, and 3, no fore and afters.*
 No. of Breasthooks *Three* No. of Crutches *Deep floors*
 Works, height above deck and description *Full height of Forecastle & Prop.* Main Rail, material and size *„*
 foregoing is a correct description.
 Surveyor's Signature *P. J. Kendall*
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case)
1st Sept. 1911, 2nd Feb. 1912.
 Workmanship. Are the butts of plating planed or otherwise fitted?
 Are the riveted work properly closed?
 Are the liners between the frames and plates solid single pieces?
 Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?
 Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces?
 Do any rivets break into or through the seams or butts of the plating?
 Are the butts of Plating, Stringers, &c., properly shifted and strapped?
 Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)?
 State results of tests
 Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)?
 State results of tests

General Remarks (State quality of workmanship, &c.)
This vessel since she was built in 1906 has been solely engaged in the regular service of the Belfast Ld. Co. between Belfast and Liverpool, and has now been submitted to the following survey with a view to classification in the Society's Register Book, with satisfactory results in all respects, the riveting and materials being found good and sound throughout, with no deterioration from the original scantlings.
Vessel placed in dry dock, bottom examined throughout, scraped and painted, rudder and pintles examined and found good, all holds and peaks cleared, examined and painted, wood ceiling lifted in holds and bunks, bilges cleaned out floors and cement examined and found good, engine and boiler room bilges cleaned out and examined; bunks cleared throughout, examined and re-coated with black varnish; all ballast tanks cleaned out, examined internally and afterwards tested by water pressure and found good.
Decks examined, chain cables ranged and examined and compared with test certificates, masts, spars, rigging and general equipment examined, hatches examined in position. *P.T.O.*
 The Surveyor should state the Number of Report and Name of any Sister Vessel.

As per Secretary's Letter dated 7-9-11
 The amount of Entry Fee £
 Special Survey Fee.... £ *37 : 10 : 0*
 Travelling Expenses, if any £
 Fees applied for, *6th June 1912*
 Received by me, *12.6.12*
 Certificate to be sent to *This Office* Date of issue *14/6/12*
 State whether the Vessel has been built under Special Survey *no*
 I am of opinion this Vessel should be Classed *100 A1*
 With, or without Freeboard, as condition of Class *"With Freeboard"*
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute
 Character assigned
 FRI. JUN. 14. 1912
100 A1
with fbd.
L.P.N. 2. 12
L.M. 6. 12
Subject.
Lloyd's A.D.B.O.
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GENERAL REMARKS—(continued).

Steering gear, quadrant, tiller, windlass, hand pumps, watertight doors, air and sounding pipes examined, tested, and found or placed in good condition.
A few rivets in frames and shell lugs in fore peak tank (fresh water) cut out and renewed.
Centre portion of boiler rack on quadrant cut off and renewed.
Tail pipe of hand pump in boiler room part renewed.

The freeboard of 2'0½" assigned by the Board of Trade has been verified and found correct, see Verification form. Certificate dated 4th October 1910.

L. Kendall

This vessel is a sister vessel of the Ed. Heroic see Belfast Report 7082

Sketches of Midship Section & Profile showing piping arrangements are enclosed herewith for reference. As these plans are the property of the Owners they will feel obliged by having same returned in due course. Duplicate plans will be obtained from the Builders in the course of a few days which may be substituted for those now forwarded.

Duplicate plans received 29/6/12
Owners' copies returned 2
Belfast Surveyors 1/7/12.

LK

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 51 ft., ^{Upper Bridge 152 ft.} Bridge 160 ft., Forecastle 76 ft.
(in feet and tenths). When the Poop is joined to the B.D. this should be distinctly stated Poop not joined to Bridge, but portable hatches fitted over fore and after wells from side to side.

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 as it should appear in the Register Book) 2 Bks (V-SH-71 WS)

Official No. 120714; Signal Letters HJDB State if Machinery is fitted aft no.

How are the surfaces preserved from oxidation? Inside Paint & Portland Cement. Outside Paint.

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	58	58	Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,		15
Double bottom, if under Engines only,	24	51	Deep tank, aft,		25
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
			(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. Reg-4

Date 25th June 1912

No. 379 in builder's yard.

DATES of Surveys held while building

1912. May 6-8-9-13-15-17-20-21-28-29-30. June 3.

Total No. of Visits 13.

Surveyor's Signature

L. Kendall



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