

## WOOD SHIP.

89050

No. *25* Survey held at *Rochester* Date, First Survey *25<sup>th</sup> February 1915* Last Survey *10<sup>th</sup> June 1925*  
 on the *Wood Motor Vessel ROCHESTER CASTLE* Master *R. G. Buckingham*

TONNAGE under Tonnage Deck *141.26*  
 Ditto of Spar Deck, or Awaiting Deck  
 Ditto of Poop, or Raised Qr. Dk.  
 Ditto of Houses on deck  
 Ditto of Forecastle  
 Gross Tonnage *167.07*  
 Crew Space, as per Rule  
 Register Tonnage, cut on Beam  
 Engine Room  
 Register Tonnage, as a Steamer, cut on the Beam *94.03*

Built at *Rochester* When built  
 Launched *31<sup>st</sup> May 1923*

By whom built *Messrs Short Bros* Owners *The Channel Coastway & Trading Co.*

Port belonging to *Rochester* Destined Voyage

Surveyed while Building, Afloat, or in Dry Dock *On Block*

Length as per Section 39	Feet. Inches.	Extreme Breadth Outside	Feet. Inches.	Depth of Hold	Feet. Inches.	No. of Decks with Flat laid
Length of Keel	<i>94 6</i>	Round of Beam	<i>23 0</i>	Depth from timber-strakes to under side of lower deck beam	<i>8 0</i>	No. of Tiers of Beams

SCANTLINGS OF TIMBER.	IN SHIP.			REQUIRED PER RULE, OR AS APPROVED.			OUTSIDE PLANK.	THICKNESS.		Dimensions of Ship per Register.
	SIDED.	MOULDED.		SIDED.	MOULDED.			In Ship.	Per Rule, or as Approved.	
	Ins.	Middle.	Ends.	Ins.	Middle.	Ends.		Ins.	Ins.	
Beam and Space <i>(21")</i>	<i>7</i>	<i>6</i>	<i>6</i>				Garboard Strakes	<i>3 1/2</i>		Length <i>95.35</i> breadth <i>23.3</i> depth <i>8.8</i>
Side Stringers <i>(21")</i>	<i>8</i>	<i>6 1/2</i>	<i>6 1/2</i>				Garboard to Bilge	<i>3 1/2</i>		
Side Keelson	<i>13</i>	<i>3 1/2</i>					Bilge Planks	<i>4</i>		
	<i>17</i>	<i>8 1/2</i>					Bilge to Wales	<i>2" 0 1/2</i>		
Timbers							Wales	<i>4</i>		
No. <i>42</i>	<i>7</i>	<i>7</i>					Topsides	<i>2" 1 1/2</i>		
Beams, length amidships <i>10 x 8 Oak</i>							Sheer Strakes <i>INWALE</i>	<i>4</i>		
No. <i>3</i> Average <i>8-6"</i>							Plank Sheers			
Beams, length amidships <i>20" 9"</i>							Water Upper Deck	<i>3</i>		
	<i>4 1/2</i>	<i>12</i>					Ways Lower Deck			
Planks of Ditto <i>12</i>							Ditto, faying surface against Timbers			
Keelson <i>1L 10 x 3 1/2 x .525</i>							Upper deck	<i>3</i>		
Planks of Ditto <i>Strapped</i>										

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

	Copper or YM in Ship.				Copper or YM in Ship.				Copper or YM in Ship.		
	Ins.	Ins.	Size required per Rule.		Ins.	Ins.	Size required per Rule.		Ins.	Ins.	Size required per Rule.
Keel-Knee, and Deadwood abaft		<i>7/8</i>		Transoms and throats of Hooks		<i>7/8</i>		Hold Beam Waterway			
Planks of Keel, No. <i>2</i>		<i>3/4</i>		Arms of Hooks		<i>3/4</i>		Bolts in Knees		<i>3/4</i>	
Keelson Bolts through Keel at each Floor	<i>20</i>	<i>3/4</i>		Thro' Bilge and Limber Strakes		<i>3/4</i>		Bolts in Shelf or Clamp		<i>3/4</i>	
Planks through Heels of Timbers against Deadwood		<i>7/8</i>		Thickstuff over Double Floors		<i>3/4</i>		Deck Beam Waterway			
Same Bolts		<i>3/4</i>		Butt End Bolts		<i>3/4</i>		Bolts in Knees			
				Short Bolts in Ceiling <i>Spikes</i>		<i>6 x 3/8</i>		Bolts in Shelf or Clamp			
				Pintles of the Rudder <i>Half leamy</i>		<i>3 1/2</i>		Nails or Bolts in Flat of Deck		<i>6 x 3/8</i>	
								Treenails		<i>1 1/8</i> Inches	

PLANKING.—The Space between the Floor Timbers and Lower Foothooks is *English Oak* inches. The Space between the Top-Timbers is *English Oak* inches.

The Floors consist of *English Oak*. The First Foothooks of *English Oak*.

The Second Foothooks of *English Oak*. The Third Foothooks and Top Timbers of *English Oak*.

The Main Keelson is *10 x 3 1/2 x .525 1L*, and *free from all defects*. The Shifts of the First and Second Foothooks are not less than *N.B.—When less than prescribed by the Rules, state how many.*

The Rider Keelson is *free from all defects*. The rest of the Shifts of the Frame are *well*.

The Transoms, Knightheads, Hawse Timbers, & Aprons of *English Oak*, ditto. The Frame is *well* squared from First Foothook Heads upwards,

Deadwood, of *English Oak*, and *free from sap, and from thence downwards, the frame is*

The Stem, and Stern Post of *English Oak*, ditto. The *Frames* are *well* bolted together to the Gunwale.

The Deck and Hold Beams of *English Oak*. *N.B.—If not, state how bolted*

Breasthooks of *Iron English Oak*. Knees of *Iron*. The Butts of the Timbers are *well* close together; their thickness not

The Main piece of Rudder of *Iron steel*. Windlass by *Emmerson Walker*. less than *well* of the entire moulding at that place.

The Keel of *English Oak*. The Frame is *well* chocked with *well* Butt at each end of the chock.

PLANKING OUTSIDE.—From the top of the Keel to two-fifths the depth of Hold, the Plank is *English Oak*.

From the above named height to the Wales *English Oak*.

The Wales and Black strakes *English Oak*. The Topsides and Sheer-strakes *English Oak*.

The Spirketting and Plank-sheers *well*. The Water-ways *Upper Deck P. Pine, Lower Deck*

The Decks *P. Pine*. State of *Good*.

The Shifts of the Planking are not less than *Feet* *Inches*. *N.B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship.*

The Planking is wrought *well* between, and without step-buttling.

PLANKING INSIDE.—The Limber-strakes and Bilge-strakes are *P. Pine*.

The Ceiling, Lower Hold, and between Decks *Pitch Pine*. Shelf Pieces and Clamps *Oak*

FASTENINGS.—To Hold Beams *As per plan herewith enclosed (Bolts to Roachet)*.

Deck Beams *Housed on Top of wale, halved to timbers and fastened with 3/4 dunnops and with knees through fastened to wale and beam 3/4" clenched bolts;*

Number of Breasthooks *Two* Pointers *well* Crutches *well*

Butt End Bolts are of *Iron* in the Bottom *2* Bolts in each Butt End *25 spikes* through and clenched.

Bilge and Limber Strakes *Iron* bolted through and clenched. Treenails of *Oak 1 1/8* How made *Wedges*

Thickstuff over Double Floors *In Engine Room* bolted through and clenched. General quality of Workmanship *Good*

We certify that the above is a correct description of the several particulars therein given.

Surveyor's Signatures *Norman Dobson & David G. Clitheroe*

Builder's Signature *Short Bros (Rochester & Bedford) Ltd.*

Surveyor to Lloyd's Register of Shipping.

W1118-0179



## EQUIPMENT TONNAGE

## ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT, REQ. BY RULE.			Description of Anchor.	Makers.	Where and when tested, and Superintendent.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Tons.	qrs.	lbs.			
✓ 54805	1st Bower .....	5	1	7				7	11	3	14				Stock less	Swright No	Sept 23 <sup>rd</sup> June 1920
✓ 54796	2nd " .....	4	3	21				7	5	0	0						
	3rd " .....																
	Collective weight																W. A. Dryden
✓ 35288	Stream .....	1	1	8	1	22	3	15	3	21					Ord. Flw Iron	Swright No	Crabby, Kent 28 <sup>th</sup> 1920 S. E. Pan
✓	Kedge .....		2	0													
✓	2nd Kedge .....	12	0	8													

## CHAIN CABLES.

## HAWSERS AND WARPS.

Number of Certificate.	Fathoms.	Size.	Test per Certificate, Tons.	Weight of Chain Cable.		Fathoms and Size per Rule.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms.	Size.	No. of Sets of Engines.
				Supplied.	Per Rule.											
70738	60	3/4	15-3-3-0	20-0-10			Steel		Nethester 16 <sup>th</sup> June	TOWLINE	75	6"				
70737	45		10-2-3-0	14-3-21					J. Green	HAWSER	90	4"				
70735	15 1/2			5-0-7						WARP	20	45	2" wire			
Iron Stream Chain or Steel Wire ...	120			100-10	3 1/2						75	2"				

Masts, Yards, &amp;c., are in

Good

condition, and sufficient in size and length.

Standing and Running Rigging.

is

sufficient in size and

Good in quality.

Sails. *By J. Mathews & The Sail*

Suit of

Canvas

Sails, and the following spare sails

None

Boats *One 14'-6" Lifeboat*

Windlass, present state is

Good

Capstan

Rudder *Steel 5 1/2'*Pumps *4 @ 6" hand pump*

Scuppers, &amp;c.—What arrangements are there, beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?

*Flush Deck*

Cargo Hatchways.—How formed?

*Wood Coamings Anti Fra*State size *Side Ends.*

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

*Shipped into Shoes on Coaming*

Hatches, themselves, whether strong and efficient?

*Ys 2 1/2" P. Pins*Main Hatchways.—State size *33'-10 x 14'-2*

Order for Special Survey, No.

Date

DATES of Surveys

1st. When the Frame is completed

1925.

Order for Ordinary Survey, No.

Date

held while building, as per Section 35.

2nd. When the Beams are put in, &amp;c.

*FEB 25 MAR 21 10 17 APR 20 MAY 5 15 20 29 30*

No. in Builder's Yard.

3rd. When completed and before the plank be painted or payed

*JUNE 5 10*

## General Remarks.

*14 VISITS*

The plans for this vessel were approved in Nov 1921 but she was not surveyed during construction. Since being launched in May 1923 she has been laid up at builders yard. At the request of the builders a survey has now been held with a view to Classification with this Society for which purpose the vessel was placed on blocks and all parts examined and found in generally good condition and in accordance with the plan approved on the above and subsequent dates. Fastenings removed as required and a number of additional bolging and hanging knees and benchmarks fitted. The stern tube chocks have been further secured by iron knees and fitting of wood chocks.

The workmanship and materials throughout are considered good and the vessel is eligible in our opinion to be classed as originally contemplated but without the distinctive mark.

Present condition of Caulking of Bottom

Good

Deck,

Good

and Waterways

Good

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled

✓

When last done

I am of opinion this Vessel should be Classed

11 A1

The Amount of the Entry Fee

Special

Certificate

Exps.

11-0-8

Fees applied for,

24 JUN 1925

Received by me,

25 JUN 1925

Travelling Expenses, if any, £

Committee's Minute

TUES. 7 JUL 1925

Character assigned

11 A1

H.T. Green  
from date of  
birth  
1874/1875

Lloyd's A &amp; B. P.

Lloyd's 625. G. G.  
oil engine

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Lloyd's Register  
Foundation