

DECKS
ALL

96 Top

06204

STEEL SAILING SHIP BARGE

No. 90,002

Port of London

Date of completion of Report 27 April 1926

Received at London Office

Survey held at London

Date of First Survey 8 February

Last Survey 27 April 1926

On the Steel Sailing Barge

WILFRED
CLASS +100A1

Rig Spritsail

DISCLOSED

Master Robert Patton

BOX 96 Top

Year of Appointment

(1) As master in service of owner of present vessel - 1906
(2) As master of this vessel - 19

Built at Greenwich

When built 1926 Launched 1st March 1926

By whom built J.R. Piper

Owners J. Scholey & Co. Ltd.

Dawson's Wharf

Managers

E. Greenwich

(Where necessary to be entered in Reg. Book.)

Residence

Port belonging to London

TONNAGE under Tonnage Deck

Do. of Poop

Do. of raised Or Deck

Do. of Bridge House

Do. of Forecastle

Do. of Houses on Deck

Do. of excess of Hatchways

Gross Tonnage

Less Crew Space

TONNAGE FOR FEES

Less Navigation spaces

Register Tonnage as cut on Beam

Breadth (greatest moulded)

FEET.

21.0

Depth, at middle of length, from top of keel to top of Upper Deck Beam, at side

7.25

Transverse Number

28.25

Length, on deck from fore part of stem to after part of sternpost

87.75

Longitudinal Number

2479

Depth "d" at middle of length. (See Secs. 2 & 13.)

5.75

Proportions, Depths to length, Upper Deck beam at side to top of keel

12.1

Destined Voyage

If Surveyed while Building, Afloat, or in Dry Dock Building

LENGTH on deck as per rule	Feet.	Inches.	BREADTH Moulded	Feet.	Inches.	DEPTH Top of Floors to Upper Deck Beams	Feet.	Inches.	No. of Decks with Flat laid	No. of Tiers of Beams
87	9		21	0		5	9		1	none

Dimensions of Ship per Register, Length, breadth, depth, Moulded depth, ft. 7 in. 3 Round up of Beam 12 ins.

FORGINGS AND CASTINGS.

Inches in Ship.

Inches per Rule. Or as Approved.

KEEL, Bar, depth and thickness

none

STEM, moulding and thickness

6" x 1 1/2"

STERN-POST, do. do.

9" x 9" oak

RUDDER-A x D* Table 22

Oak Rudder

Main Piece, diameter at head

Post 14" x 16"

heel

RUDDER, how constructed

Oak Log bolted together

Is in accordance with usual practice and is considered

Satisfactory

Can the Rudder be unshipped afloat?

Yes

FRAMING.

Inches in Ship. Inches in Ship. Inches in Ship. Inches in Ship. Inches in Ship. Inches in Ship.

FRAME, Angles, [C or L] Bars, amidships

4 2 1/2 3/8 4 2 1/2 3/8

in peaks

3 1/2 3 1/2 3/8 3 1/2 3 1/2 3/8

Spacing of Frames from centre to centre, amidships

21"

in peaks

21" with intermediate frames forward

REVERSED FRAME, Angles, amidships

21" with extra frames forward

in peaks

none

FRAMING, depth of girder

4"

FLOORS, depth and thickness of Floor Plate

4" x 3 1/2" x 3/8"

at mid line for 1/2 length amidships

6" x 3 1/2" x 3/8"

thickness at the ends of vessel

with 18" x 3/8" plate

depth at 1/2 the half breadth, as per Rule

Level

height extended at the Bilges

Level

BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate or Tee Bulb

3 2 1/2 3/8 3 2 1/2 3/8

Angles on Upper Edge

21"

Average space

21"

BEAMS, Second or Lower Deck, Plate, Tee Bulb or Channel

5 5 2 1/2 3/8 5 2 1/2 3/8

Angles on Upper Edge

21"

Average space

21"

BEAMS, Third or Orlop Deck, Plate, Tee Bulb or Channel

Angles on Upper Edge

Average space

BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel

Angles on Upper Edge

Average space

BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel

Angles on Upper Edge

Average space

BEAMS, Forecastle Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel

Angles on Upper Edge

Average space

PILLARS, In 'tween Decks, Size and spacing

Hold Between Hatchways

Quarter 'tween Decks

in Holds

in fore peak

in after peak

Web Frames, Number and spacing

Breadth and thickness

No. of Side Stringers, breadth and thickness

Size of Face Angles to Web Frames

PARTIAL BULKHEADS, as per Sketch, page 147, No.

BRACKET PLATES to Stringers between Web Frames, Depth and Thickness

KEELSONS AND STRINGERS.

Inches in Ship. Inches in Ship. Inches in Ship. Inches in Ship. Inches in Ship. Inches in Ship.

CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercostal Plate

6 4 1/2 6 4 1/2

Rider Plate

attached to top of floor frames

Flat Keel Plate Angles

Horizontal Plates above floors

Angles or Bulb Angles

SIDE KEELSONS, Number one each side

6 4 1/2 6 4 1/2

Angles or Bulb Angles

attached to top of floor frames

Plate above floors for

ing.

Intercostal Plate for

ing.

Attached to outside Plating with Angle

Chine Bar

BILGE KEELSON, Angles or Bulb Angles

4 4 7/16 4 4 7/16

Plate above floors for

ing.

Intercostal Plates for

ing.

Attached to outside Plating with Angle

SIDE STRINGERS, Number

none

Angle

ing.

Intercostal Plates for

ing.

Attached to outside Plating with Angle

Upper Deck Stringer Plate, breadth and thickness

42 3/8 42 3/8

Angle on ditto

4 x 4 x 7/16 4 x 4 x 7/16

Tie Plates, fore and aft, outside Hatchways

Diagonal Tie Plates, No. of Prs.

3/8" throughout 3/8" throughout

Main Dk.* Iron or Steel for whole len.

now

Wood Deck, Material and thickness

Second or lower Deck Stringer Plate, breadth and thickness

Is the Stringer Plate attached to the Outside Plating?

Angles on ditto, No.

Tie Plates, outside Hatchways

Diagonal Tie Plates, No. of Prs.

Deck, Material and thickness

Third or Orlop Deck Stringer Plate

Is the Stringer Plate attached to the Outside Plating?

Angles on ditto, No.

Tie Plates, outside Hatchways

Poop Deck Stringer Plate, breadth & thickness

Angle on ditto

Tie Plates

Deck, Material and thickness

Bridge Deck Stringer Plate, breadth & thickness

Angle on ditto

Tie Plates

Deck, Material and thickness

Forecastle Deck Stringer Plate, brdth & thknss

Angle on ditto

Tie Plates

Deck, Material and thickness

* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.

BULKHEADS.

Number.

In Vessel.

Per Rule.

Thickness.

Horizontal.

Vertical.

Spacing.

Single or Double Frames.

After peak

W.T. BULKHEADS

1

1

3/8

none

3 x 2 1/2 x 3/8

26

single frames

COLLISION

1

1

3/8

none

3 x 2 1/2 x 3/8

26

single frames

alternately

PARTITION

1

1

3/8

none

3 x 2 1/2 x 3/8

26

single frames

alternately

Are the outside Plates doubled two spaces of Frames in length?

no.

PLATING.						RIVETING.											
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES. Ordinary or Joggled?			BUTTS.							
	AMIDSHIP.		FORWARD.	AFT.	AMIDSHIP.		Single or Double.	Breadth of Lap.	RIVETS. Diam.	Spacing cr. to cr.	Double or Treble and for what Length.	RIVETS.		STRAPS.		IF LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.						Diam.	Spacing cr. to cr.	Breadth.	Thickness.	Breadth.	For what Length.
KEEL (Riveting)	62	3/8	3/8	3/8	62	3/8	Single	2 1/8	5/8	2 5/8	all double	5/8	2 5/8			4 1/2	full
GARBOARD OF A Strake ...	60	3/8	3/8	3/8	60	3/8	Single	2 1/8	5/8	2 5/8	all double	5/8	2 5/8			4 1/2	full
B "	47	3/8	3/8	3/8	47	3/8	Single	2 1/8	5/8	2 5/8	all double	5/8	2 5/8			4 1/2	full
C "	44	3/8	1/2	3/8	44	3/8	Single	2 1/8	5/8	2 5/8	all double	5/8	2 5/8	8 1/2	1/2		
D "																	
E "																	
F "																	
G "																	
H "																	
J "																	
K "																	
L "																	
M "																	
N "																	
POOP or R. Q. Dk. SIDES ...																	
SHORT BRIDGE SIDES																	
FORECASTLE SIDES																	

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, outside Plating, &c. *Plates by South Durham Steel & Iron Co. Ltd. Sectional material by Cargo Fleet Iron Co. Ltd. and by Huddersfield Iron & Steel Co. Ltd.*

Has the Steel been tested as required by the Rules? *Plating yes. Sectional no.*

Upper Deck Stringer Butts, *double* riveted for *full* length amidship. Straps, *single* double *or overlapped* for *full* length amidship.

Butts of Side Stringers riveted.

Butts of Tie Plates riveted.

Centre Girder Butts, riveted. Keelsons Butts, *30' beam* riveted.

Frames, riveted through Plates with *5/8* in. Rivets, about *4 1/2* apart.

Rivets, state whether of Iron or Steel *steel*.

FRAMES extend in one length from *Chine* to *upper deck*

REVERSED FRAMES on floors and frames extend from *middle line* to *alternately*.

MASTS AND SPARS.										RIGGING.						
MASTS, &c.	MATERIAL.	Total Length. Feet. Ins.	DIAMETER AND THICKNESS AT				No. of Plates in Round.	ANGLES.		RIVETING.		MATERIAL.	SHROUDS.		STAYS.	
			Foremast.	Deck.	Mizzen.	Head.		Num. ber.	Size.	Seams.	Butts.		No.	Size.	No.	Size.
LOWER MASTS	Main	42-0		12	12	12						wire	3 pair 2 3/4	-	-	
	Mizzen	14-0		8	8	6						wire	1 pair 1 1/2	-	-	
BOWSPRIT		<i>not fitted</i>														
TOPMASTS	Main	42-0		8	6	-						wire	-	1 pair 1 3/4		
	Mizzen															
YARDS.	Fore		At Centre		At Ends							QUALITY	<i>flexible steel</i>			
LOWER YARDS	Grossjack											wire by Buicks Bros.				
	Jigger	59		12		<i>9" 13p</i>						<i>hillwall</i>				
	Lower					<i>10" bottom</i>										
FORE YARDS	Upper															
	Lower															
MAIN YARDS	Upper															
	Boom	14		5		4 1/2										
	MIZEN	24		6		4										
	Upper															
	Lower															
	Upper															

Remainder of Spars

EQUIPMENT No.		LETTER		ANCHORS.		TONNAGE FOR TRAWLERS		U. Dk.														
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQ. PER RULE			Description of Anchor.			Makers.			Where and when tested and Superintendent.		
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.								
41798	1st Bower.	4	2	14	1	0	7	0	0	0					Bay Palm forged wrought iron.							
41797	2nd "	3	2	22	3	19	6	3	0	14					do.							
	3rd "																					
	Collective weight																					
41845	Kedge	1	2	6	1	22	3	18	3	0					old, forged 10.7.20							

CHAIN CABLES.						HAWSERS AND WARPS.								
Number of Certificate.	Fathoms.	Size.	Test per Certificate.	WEIGHT OF CHAIN CABLE.		Fathoms and Size Per Rule.	Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size per Rule.
			Tons.	Supplied	Per Rule.									
78667	75	3/16	15.8 Break	7.9 Supplied	30.00	2.00	14.00		34.26	Hetherington		2 1/4	10 tons	

Boats *one, 12' 6" dinghy*

Pumps, Number *two hand pumps*

Windlass is *Hand by Seager & Faversham*

Number of Scuppers, and number and dimensions of Freeing Ports *Eight each side 6" x 3"*

Ceiling in Holds, thickness and material *3" pitch pine*

Cargo Hatchways.—How formed? *15' x 3/8" coaming plate and deck angle.*

State size No. 1 Hatch (Forward) *10' 6" x 14' 0"* No. 2 Hatch *36' 9" x 14' 0"* No. 3 Hatch *36' 9" x 14' 0"*

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *10' 2" hatch: one fixed beam, 2 shifting beams, 32 ribs for afters.*

No. 1 hatch: *3 fore and afters only & as approved.* No. of Breasthooks *one*

Bulwarks, height above deck and description *8' x 1/2" bulk plate and angle.* Main Rail, material and size *one*

The above is a correct description.

Builder's Signature (here only) *James J. Jones* Surveyor's Signature *W. H. P.*

Surveyor to Lloyd's Register of Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case) 17.2.26, 24.2.26, 2.3.26, 3.3.26, 5.3.26 Correspondence attached

Workmanship. Are the butts of plating planed or otherwise fitted? Chipped

Is the riveted work properly closed? Yes

Are the liners between the frames and plates solid single pieces? Yes

to plate, &c., conform well to each other? Yes

from the faying surfaces? Yes

Do the holes for riveting plate to frames, butt straps, or plate

Are the rivet holes well and sufficiently countersunk in the plate and punched

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 or lapped? Yes

Have all upper and weather decks been tested as required by Rules (Sec. 26, par. 20)? Yes

State results of test Satisfactory

Have all gutterways been tested as required by Rules (Sec. 26, par. 20)? Yes

State results of test Satisfactory

General Remarks (State quality of workmanship, &c.) The workmanship is satisfactory. The pillaring and

deck girders forward and aft have been arranged to the Surveyor's satisfaction. The pillar on the strong beam on frame 21 has been omitted but additional stiffening has been fitted to the strong beam & appears satisfactory.

The material of all the plating used was tested by the Society's Surveyor and the invoices have been examined and found in order. The sectional material was not tested by the Society's Surveyor but was made at approved works; it has been approved by the Committee - see Secretary's letter 24.2.26. Satisfactory bend tests have been carried out on scrap from this material.

The equipment is not in accordance with the rules but has been specially approved - see Secretary's letter of 3.3.26

The scantlings of the hatches, coamings & fore and afters has also been specially approved - see Secretary's letters 5.2.26 & 10.2.26

The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop _____ ft., R.Q.D. _____ ft., Bridge _____ ft., F'castle _____ ft.

(in feet and tenths). 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) One deck - steel.

Official No. _____; Signal Letters _____

How are the surfaces preserved from oxidation? Inside Bitumastic solution on bottom, paint on sides Outside Sheer stroke bitumastic Remains paint.

Order for Special Survey No.	Order for Ordinary Survey No.	No.	in builder's yard.	DATES of Surveys held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	2nd. On the plating during the process of riveting	3rd. When the decks were in and fastened, and before the decks were laid	4th. When the ship was complete, and before the plating was finally coated or cemented	5th. After the ship was launched and equipped	Total No. of Visits
8.2.26										21

The amount of Entry Fee £ 20 : 0 : 0
Special Survey Fee £ 20 : 0 : 0
Travelling Expenses, if any £ : :
Fees applied for, 29 APR 1926
Received by me, 4.5.1926 J.H.W.
Certificate to be sent to T.R. Piper, Dawson's Wharf, E. Greenwich, 7/5/26

I am of opinion this Vessel should be Classed + 100 A1 "Sailing Barge"
With, or without Freeboard, as condition of Class for service in R. Thames & Estuary.
Mordant M. Parker, Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 4 MAY 1926
Character assigned 100 A1 Sailing Barge
for service on River Thames & Estuary
Lloyd's A.C.P.
Mg

The Surveyor are requested not to write on or below the Committee's Minute.