





[illegible]

EQUIPMENT No. 32359.						ANCHORS.						TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS					
Number of Certificate.		Anchors.		WEIGHT, E.K. 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.			
9352	1st Bower ...	61	2	0	"	"	"	47	2	0	0	60	0	0	Taylor & Co.	Liverpool	30 Sept. 1912
9353	2nd " ...	60	0	0	"	"	"	48	7	2	0	60	0	0	"	"	"
9354	3rd " ...	50	2	4	"	"	"	42	14	0	0	50	2	0	"	"	"
	4th " ...	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
	Collective weight	172	0	4	"	"	"	"	"	"	"	170	2	0	"	"	"
9350	Stream .....	16	2	0	4	3	0	14	16	0	0	16	1	0	Ordinary	Taylor & Co.	Liverpool 30 Sept. 1912
9357	Kedge.....	7	0	14	1	3	21	9	6	0	0	7	0	0	"	"	E.W. Paine

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.	
		Fathoms.	Inches.	Tons.	Cwts.	qrs.	lbs.	Fathoms.	Inches.	Tons.	Cwts.	qrs.	lbs.					Fathoms.	Inches.	Tons.	Cwts.	qrs.	lbs.
12389	Fathom's	240	3 3/4	363	202	650	3.21	660	3.0	270	2 3/4	Steel cable	-	-	Liverpool 30. 9. 12	-	TOWLINE	120	5 1/2	44.9	120	4 1/2	44.9
	Inches	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
	Tons	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
	Cir.	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
	Steel Wire	90	4 3/4	65	"	"	"	90	4 3/4	Steel cable	-	-	-	-	-	-	"	360	8	200	8	200	8
		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"

Boats 4 life boats 24ft. x 11 ft. 6 in. length. Steering Gear, Steam Cylinder 9 x 9 Steering Gear, Hand Diameter of Barrel State whether they are in efficient working order yes  
Pumps, Number all as appeared on official plan. Capstan none  
Windlass is for steam of Clarke Chapman type  
Engine Room Skylights.—How constructed? Steel casings fitted in. What arrangements for deadlights in bad weather? canvas  
Coal Bunker Openings.—How constructed? Steel casings fitted in. How are lids secured? Lids 2 1/2' diameter Height above deck? 30 inches from top of scupper.  
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 6 scuppers and 6 freeing ports each 29" x 18" on each side  
Ceiling in Hold, thickness and material. 2 1/2 inch p.p. 40' hold forward Cargo Battsens, thickness and material 6 x 2 1/2 inch  
Cargo Hatchways.—How formed? steel casings with round corners Hatches, if strong and efficient? yes  
State size No. 1 Hatch (Forward) 9' 6" x 10' 0" No. 2 Hatch All other are No. 2 Hatches fitted over No. 1 Hatches Oil tanks  
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 904 Health 1 Shipping beam 2 3 feet and afters  
No. of Breasthooks on every longitudinal No. of Crutches steel deck  
Bulwarks, height above deck and description 48" Steel and Bulwarks The foregoing is a correct description.  
Builder's Signature (here only) HOWARD TOWERKE Surveyor's Signature Geo. Dyke & Co. Priests  
Surveyor to Lloyd's Register of British and Foreign Shipping.

Correspondence.—State dates and initials of letters respecting this case (References should be made in any correspondence connected with the case)  
M. 16, 25, 30 Nov. 6, 7, 18 Dec 1911, March 21, April 29, June 18, July 2nd October 1912, 23 - 1912  
Workmanship. Are the butts of plating planed or otherwise fitted? planed  
Is the riveted work properly closed? yes  
Are the liners between the frames and plates solid single pieces? Liner in after peak only solid 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 facing 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 All overlapped according to the flat keel plate  
Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? yes State results of tests found tight  
Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? yes State results of tests found tight  
General Remarks (State quality of workmanship, &c.) This steel screw steamer has been built with longitudinal framing in accordance with the approved plans, and Rule requirements, with a view to obtain the Society's highest class for carrying Petroleum in Bulk. The workmanlike throughout is of the best description, all parts conforming well with each other and carefully & efficiently riveted. The peaks, forepeak tank also double bottom off have been tested with water to height of upper deck & found tight. The cofferdams filled with water to height of tops of hatchways on upper deck, and found tight. Oil fuel bunker off and all compartments for carrying oil in bulk, filled & tested with water pressure 8 ft above highest point of their expansion tanks. Deep tank tested with water pressure to height of upper deck & found tight. All pumps tested & found in good working order. The steel materials used in the construction of this vessel have been manufactured at works approved by the Committee and tested by the Society's surveyors as required by the Rules. Wireless telegraphy has been fitted in the Telefunken system.

The Surveyor should state the Number of Report and Name of any Sister Vessel. No 13341 "Tecumseh"

The amount of Entry Fee		Fees applied for,	
Mk 105:-	Special Survey Fee Mk 3116:-	15 Jan 1913	Received by me,
Mk 340 :-	Travelling Expenses, if any Mk 90	31. 7. 13	13

State whether the Vessel has been built under Special Survey I am of opinion this Vessel should be Classed 100A1 carrying petroleum in bulk  
With, or without Freeboard without Freeboard

Committee's Minute Character assigned 100A1  
Carrying petroleum in bulk  
Filled for oil fuel 7.13 FP above 150° F  
Home 7.13 Lloyd's Assoc

Geo. Dyke & Co. Priests  
Surveyor to Lloyd's Register of British and Foreign Shipping.



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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 Decks Steel (not sheathed) 2 Tiers of Beams*

Official No. \_\_\_\_\_; Signal Letters \_\_\_\_\_ State if Machinery is fitted aft *Yes*

How are the surfaces preserved from oxidation? Inside *emailed clear of oil tanks & oil paints* Outside *with painted & oil paints*

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

Where Fitted.	*Length.	Water Capacity.	Where Fitted.	*Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,			Fore peak tank,	30	169
Double bottom, under Engines and Boilers,			After peak tank,	24	66
Double bottom, if under Engines only,	34.4	74	Deep tank, aft,		
Double bottom, if under Boilers only,	39.6	144	Deep tank, forward, <i>in No. 1 Hold.</i>	30.6	480
Double bottom, forward,			Other tanks, if fitted,		
	Total capacity of double bottom	221	(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

Order for Special Survey No. 21

Date 12 Nov 1911

No. 564 in builder's yard.

## DATES of Surveys held while building

5. Nov. 5 Dec. 13 Feb. 8 March 18 April. 6 May. 22 June. 16 July. 25 Aug. 28 Sept.  
10. 23. 30 Oct. 4. 16. 22. 28 Nov 5. 18 Dec 1912. 4. 21. 28. Jan 3. 18. 24 Feb.  
10. 18. 26. 31 March 5. 9. 18. 25 April. 14. 9. 16. 20. 24. 27. 29 May 2. 6. 9.  
12. 21. 24. + 30 June. 14 + 16 July 1913.

Total No. of Visits.....49

Surveyor's Signature *Geo. D. Ke*

L. Priess

Foundation



Port

HAMBURG

non-corrosive

If

W1263-0179 2/2

## PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.			AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.					
			In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.	Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Brackets to Bulkheads.			
			Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam. Speng.	Inches.	Number.	Diameter.		
			Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Inches.	Number.	Diameter.		
Framing of $\frac{1}{2}$ L $\frac{1}{2}$ $\frac{1}{2}$ .....			6 1/2	3	34	6 1/2	3 1/2	34	6 1/2	3	34	6 1/2	3	34	3/4	1 1/2				
Frames in Bridge 'tween Decks ...			7	3 1/2	40	7	3 1/2	36	7	3 1/2	40	7	3 1/2	36	7/8	5 1/4	5 1/4 Spacing	6	7/8	
Frames from Uppermost Continuous Deck			No. 1	7	3 1/2	40	7	3 1/2	36	7	3 1/2	40	7	3 1/2	36	"	"	"	"	
Framing from Awning, Shelter or Upper Deck to Margin Plate.			" 2	7	3 1/2	40	7	3 1/2	36	7	3 1/2	40	7	3 1/2	36	"	"	"	"	
			" 3	8	3 1/2	40	7 1/2	3 1/2	40	8	3 1/2	40	7 1/2	3 1/2	40	"	"	"	"	
			" 4	8	3 1/2	44	8	3 1/2	40	8	3 1/2	44	8	3 1/2	40	"	"	"	"	
			" 5	8 1/2	3 1/2	46	8 1/2	3 1/2	44	8 1/2	3 1/2	46	8 1/2	3 1/2	44	"	"	9 Rivets spaced 4"	"	"
			" 6	9	3 1/2	46	9	3 1/2	44	9	3 1/2	46	9	3 1/2	44	"	"	"	"	
			" 7	9 1/2	3 1/2	46	9 1/2	3 1/2	44	9 1/2	3 1/2	46	9	3 1/2	44	"	"	"	"	
			" 8	10	3 1/2	44	9 1/2	3 1/2	44	10	3 1/2	44	9 1/2	3 1/2	44	"	"	"	"	
			" 9	10	3 1/2	50	10	3 1/2	46	10	3 1/2	50	10	3 1/2	46	"	"	"	"	
			" 10	15	3 3/8	39	15	3 3/8	39	15	3 3/8	39	15	3 3/8	39	"	"	"	"	
			" 11																	
Spacing of Longitudinal Frames			" 12																	
			" 13																	
			" 14																	
			" 15																	
			" 16																	
Amidships .....			30						30											
At Ends .....			forward			24		30	forward			24		30						
Double Bottoms L, [ or C			Tank Top Longitudinals			Shell only	4	3 1/2	48	14	3 1/2	48								
			Bottom			at after end	4	3 1/2	42	14	3 1/2	42								
						at 2 ft. spaces														
Spacing of Longitudinals			Amidships																	
			At Ends...					30					30							
Transverses.															Rivets in Lugs to Shell Diam. Speng.					
In Bridge 'tween Decks			Depth and Thickness			14	38			14	38									
			Face Angles .....			4	3 1/2	40		4	3 1/2	40								
			Lugs to Shell			3 1/2	3 1/2	38		3 1/2	3 1/2	38			7/8	4"				
In Awning, Shelter or Upper 'tween Decks.			Depth and Thickness			18	40			18	40			18	40					
			Face Angles .....			4	3 1/2	40		4	3 1/2	40		4	3 1/2	40				
			Lugs to Shell			3 1/2	3 1/2	40		3 1/2	3 1/2	40		3 1/2	3 1/2	40	7/8 3 3/4			
			Depth and Thickness			28	46			28	46			28	46					
			Face Angles .....			6 1/2	3 1/2	58		6 1/2	3 1/2	58		6 1/2	3 1/2	58				
			Lugs to Shell			6	6	46		6	6	46		6	6	46	7/8 4"			
In Hold.			Brackets .....			Two brackets fitted to transverses & 4 ft. apart.														
Spacing of Transverse Frames .....			9 ft. 4" apart, where this spacing is exceeded the transverses & longitudinals are increased in depth.																	
			* State if joggled or liners.																	
Longitudinal Beams of L, [ or C			Bridge Deck ...			5 1/2	3	34		5 1/2	3	34				Spacing.				
			Awg. or Shltr. Dk.																	
			Upper "			7	3	36		7	3	36		7	3	36	30			
			Second "																	
			Third "																	

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.

5c, 8, 12.—T.

If stiffened with rings — Distance between rings — Working pressure by rules — End plates: Thickness — How stayed

Working pressure of end plates — Area of safety valves to superheater — Are they fitted with easing gear —

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