

# With or Without Disconnected Erections.

## STEEL STEAMER.

Received at London **19 MAR 19 1912**

State of Report is also sent on the Machinery of the Vessel **Yes.**

Date of completion of report **18<sup>th</sup> March 1912** Port of **Sunderland** No. **25178**  
Survey held at **Sunderland** Date First Survey **3<sup>rd</sup> October 1911** Last Survey **12<sup>th</sup> March 1912**  
On the **Steel Steam Ship** **Wynbrook** Rig **Fore & aft schooner**

<b>TONNAGE under</b>	<b>2959.68</b>
<b>Tonnage Deck...</b>	
<b>Do. between Tonnage Dk. and 3rd and 4th Dk.</b>	
<b>Total under Upper Dk.</b>	<b>2959.68</b>
<b>Do. of Poop</b>	<b>.08</b>
<b>Do. of R.Q.Dk.</b>	
<b>Do. of Bridge House</b>	
<b>Do. of Forecastle</b>	<b>50.69</b>
<b>Do. of Houses on Dk.</b>	<b>93.54</b>
<b>Do. of excess of Hatchways</b>	<b>40.16</b>
<b>Do. above Crown of Engine Room</b>	<b>13.67</b>
<b>Gross Tonnage</b>	<b>3157.82</b>
<b>Less Crew Space</b>	<b>99.44</b>
<b>Less above Crown of Engine Room</b>	<b>13.67</b>
<b>TONNAGE FOR FEES</b>	<b>3044.71</b>
<b>Engine Room</b>	<b>1010.50</b>
<b>Navigation Spaces</b>	<b>83.97</b>
<b>Water Ballast</b>	<b>13.67</b>
<b>Engine Room</b>	<b>1963.91</b>

<b>CLASS</b>	<b>100 A1</b>
<b>Breadth (greatest moulded)</b>	<b>48.42</b>
<b>Depth, at middle of length from top of keel to top of upper deck beams at side</b>	<b>24.29</b>
<b>Transverse Number</b>	<b>72.71</b>
<b>Length on deck from fore part of stem to after part of stern post</b>	<b>332</b>
<b>Longitudinal Number</b>	<b>24140</b>
<b>Depth "d," at middle of length (See Secs. 2 &amp; 18)</b>	<b>20.95</b>
<b>Proportions—Depth to Length—Upper Deck Beam at side to top of keel</b>	<b>13.65</b>
<b>" " Long Bridge Deck Beam at side to top of keel</b>	<b>10.56</b>

<b>Master</b>	<b>J M Williams</b>
<b>Year of appointment</b>	<b>(1) As Master in service of owner of present vessel—1911 (2) As Master of this vessel—1912</b>
<b>Built at</b>	<b>Sunderland</b>
<b>When built</b>	<b>1912</b>
<b>Launched</b>	<b>15<sup>th</sup> Feb<sup>y</sup> 1912</b>
<b>By whom built</b>	<b>J Blumer &amp; Co.</b>
<b>Owners</b>	<b>Brook Steamship Co. Ltd.</b>
<b>Managers</b>	<b>Miller &amp; Richards</b>
<b>Residence</b>	<b>102 Union St Glasgow</b>
<b>Port belonging to</b>	<b>Glasgow</b>

<b>Destined Voyage</b>	<b>Key West</b>
<b>Surveyed while Building, Afloat, or in Dry Dock</b>	<b>Special Survey</b>
<b>Length on Deck as per Rule</b>	<b>332 0</b>
<b>BREADTH—Moulded</b>	<b>48 5</b>
<b>DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams</b>	<b>21 10 2</b>
<b>Do. do. do. do. Second Dk. Beams</b>	<b>- - -</b>
<b>Moulded depth, ft.</b>	<b>31 ins. 3 1/2</b>
<b>To Bridge Dk.</b>	<b>Round of Upper Dk. Beam, Actual</b>
<b>Moulded depth, ft.</b>	<b>24 ins. 3 1/2</b>
<b>To Upper Dk.</b>	<b>11 1/2 ins.</b>

FRAMING.				PILLARS.			
Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship
<b>FRAME, Angles, or E or L Bars amidships</b>	<b>7.5</b>	<b>9</b>	<b>3 1/2</b>	<b>6.4</b>	<b>9</b>	<b>3 1/2</b>	<b>6.4</b>
<b>Do. in peaks</b>	<b>6 1/2</b>	<b>3 1/2</b>	<b>4.0</b>	<b>6 1/2</b>	<b>3 1/2</b>	<b>4.0</b>	<b>6 1/2</b>
<b>Do. in way of Double Bottoms at Solid Floors</b>	<b>3 1/2</b>	<b>3 1/2</b>	<b>3.6</b>	<b>3 1/2</b>	<b>3 1/2</b>	<b>3.6</b>	<b>3 1/2</b>
<b>B angle, (Skeleton, Floors) at intermdt. Bkts.</b>	<b>7</b>	<b>3</b>	<b>4.2</b>	<b>7</b>	<b>3</b>	<b>4.2</b>	<b>7</b>
<b>Spacing of Frames from centre to centre amidships</b>	<b>24 1/2</b>	<b>1</b>	<b>24 1/2</b>	<b>24 1/2</b>	<b>1</b>	<b>24 1/2</b>	<b>24 1/2</b>
<b>" " length to Collision bulkhead</b>	<b>24 1/2</b>	<b>1</b>	<b>24 1/2</b>	<b>24 1/2</b>	<b>1</b>	<b>24 1/2</b>	<b>24 1/2</b>
<b>" " in peaks</b>	<b>7</b>	<b>3</b>	<b>4.2</b>	<b>7</b>	<b>3</b>	<b>4.2</b>	<b>7</b>
<b>REVERSED FRAME, Angles</b>	<b>3 1/2</b>	<b>3 1/2</b>	<b>3.6</b>	<b>3 1/2</b>	<b>3 1/2</b>	<b>3.6</b>	<b>3 1/2</b>
<b>Do. in way of Double Bottoms at Solid Floors</b>	<b>6 1/2</b>	<b>3</b>	<b>4.2</b>	<b>6 1/2</b>	<b>3</b>	<b>4.2</b>	<b>6 1/2</b>
<b>B angle (Skeleton, Floors) at intermdt. Bkts.</b>	<b>7</b>	<b>3</b>	<b>4.2</b>	<b>7</b>	<b>3</b>	<b>4.2</b>	<b>7</b>
<b>FRAMING, depth of girder</b>	<b>3.6</b>	<b>3.4</b>	<b>3.6</b>	<b>3.4</b>	<b>3.6</b>	<b>3.4</b>	<b>3.6</b>
<b>FLOORS, depth and thickness of Floor Plate</b>	<b>4.0</b>	<b>7</b>	<b>4.0</b>	<b>7</b>	<b>4.0</b>	<b>7</b>	<b>4.0</b>
<b>in Tanks at mid-line for 1 length amidships</b>	<b>4.0</b>	<b>7</b>	<b>4.0</b>	<b>7</b>	<b>4.0</b>	<b>7</b>	<b>4.0</b>
<b>in way of Engine and Boiler Spaces</b>	<b>3.8</b>	<b>1</b>	<b>3.8</b>	<b>1</b>	<b>3.8</b>	<b>1</b>	<b>3.8</b>
<b>thickness at the ends of vessel</b>	<b>3.6</b>	<b>3.4</b>	<b>3.6</b>	<b>3.4</b>	<b>3.6</b>	<b>3.4</b>	<b>3.6</b>
<b>depth at 1/2 the half breadth, as per Rule</b>	<b>3.6</b>	<b>3.4</b>	<b>3.6</b>	<b>3.4</b>	<b>3.6</b>	<b>3.4</b>	<b>3.6</b>
<b>height extended at the Bilges</b>	<b>3.6</b>	<b>3.4</b>	<b>3.6</b>	<b>3.4</b>	<b>3.6</b>	<b>3.4</b>	<b>3.6</b>
<b>FLOORS &amp; BRACKETS in Cell Dble Bottoms</b>	<b>4.0</b>	<b>4.8</b>	<b>3.8</b>	<b>4.0</b>	<b>4.8</b>	<b>3.8</b>	<b>4.0</b>
<b>state if flanged (top &amp; bottom)</b>	<b>4.9</b>	<b>1</b>	<b>4.9</b>	<b>1</b>	<b>4.9</b>	<b>1</b>	<b>4.9</b>
<b>Spacing</b>	<b>4.9</b>	<b>1</b>	<b>4.9</b>	<b>1</b>	<b>4.9</b>	<b>1</b>	<b>4.9</b>
<b>CENTRE GIRDER, in Dbl. bottom, dpth. &amp; thickness</b>	<b>4.0</b>	<b>4.8</b>	<b>3.8</b>	<b>4.0</b>	<b>4.8</b>	<b>3.8</b>	<b>4.0</b>
<b>Angles, Top</b>	<b>4</b>	<b>4</b>	<b>5.8</b>	<b>4</b>	<b>4</b>	<b>5.8</b>	<b>4</b>
<b>Bottom</b>	<b>4</b>	<b>4</b>	<b>5.8</b>	<b>4</b>	<b>4</b>	<b>5.8</b>	<b>4</b>
<b>to Floors</b>	<b>3 1/2</b>	<b>3 1/2</b>	<b>3.6</b>	<b>3 1/2</b>	<b>3 1/2</b>	<b>3.6</b>	<b>3 1/2</b>
<b>SIDE GIRDERS, number on each side &amp; thickness</b>	<b>Two</b>	<b>3.6</b>	<b>3.4</b>	<b>Two</b>	<b>3.6</b>	<b>3.4</b>	<b>Two</b>
<b>state if flanged (top and bottom)</b>	<b>3 1/2</b>	<b>3 1/2</b>	<b>3.6</b>	<b>3 1/2</b>	<b>3 1/2</b>	<b>3.6</b>	<b>3 1/2</b>
<b>Angles (top and bottom)</b>	<b>3</b>	<b>3</b>	<b>3.6</b>	<b>3</b>	<b>3</b>	<b>3.6</b>	<b>3</b>
<b>to Floors</b>	<b>3 1/2</b>	<b>3 1/2</b>	<b>3.6</b>	<b>3 1/2</b>	<b>3 1/2</b>	<b>3.6</b>	<b>3 1/2</b>
<b>MARGIN PLATE, depth (exclusive of flange) and thickness</b>	<b>3 1/2</b>	<b>3 1/2</b>	<b>4.2</b>	<b>3 1/2</b>	<b>3 1/2</b>	<b>4.2</b>	<b>3 1/2</b>
<b>Angles to Outside Plating</b>	<b>3 1/2</b>	<b>3 1/2</b>	<b>4.2</b>	<b>3 1/2</b>	<b>3 1/2</b>	<b>4.2</b>	<b>3 1/2</b>
<b>Floors</b>	<b>3 1/2</b>	<b>3 1/2</b>	<b>3.6</b>	<b>3 1/2</b>	<b>3 1/2</b>	<b>3.6</b>	<b>3 1/2</b>
<b>Height of Brackets above at bilge</b>	<b>22</b>	<b>1</b>	<b>22</b>	<b>1</b>	<b>22</b>	<b>1</b>	<b>22</b>
<b>INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake</b>	<b>4.0</b>	<b>4.8</b>	<b>3.8</b>	<b>4.0</b>	<b>4.8</b>	<b>3.8</b>	<b>4.0</b>
<b>in Engine and Boiler space</b>	<b>3.8</b>	<b>3.4</b>	<b>3.8</b>	<b>3.4</b>	<b>3.8</b>	<b>3.4</b>	<b>3.8</b>
<b>Remainder in Holds</b>	<b>3.8</b>	<b>3.4</b>	<b>3.8</b>	<b>3.4</b>	<b>3.8</b>	<b>3.4</b>	<b>3.8</b>
<b>BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel</b>	<b>9</b>	<b>8 1/2</b>	<b>5.0</b>	<b>9</b>	<b>8 1/2</b>	<b>5.0</b>	<b>9</b>
<b>Angles on upper edge</b>	<b>8 1/2</b>	<b>3</b>	<b>4.6</b>	<b>8 1/2</b>	<b>3</b>	<b>4.6</b>	<b>8 1/2</b>
<b>In way of Long Bridge</b>	<b>8 1/2</b>	<b>3</b>	<b>4.6</b>	<b>8 1/2</b>	<b>3</b>	<b>4.6</b>	<b>8 1/2</b>
<b>Bull angle Half beams</b>	<b>7</b>	<b>3</b>	<b>4.0</b>	<b>7</b>	<b>3</b>	<b>4.0</b>	<b>7</b>
<b>Spacing</b>	<b>24 1/2</b>	<b>1</b>	<b>24 1/2</b>	<b>1</b>	<b>24 1/2</b>	<b>1</b>	<b>24 1/2</b>
<b>BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel</b>	<b>9</b>	<b>8 1/2</b>	<b>5.0</b>	<b>9</b>	<b>8 1/2</b>	<b>5.0</b>	<b>9</b>
<b>Angles on upper edge</b>	<b>8 1/2</b>	<b>3</b>	<b>4.6</b>	<b>8 1/2</b>	<b>3</b>	<b>4.6</b>	<b>8 1/2</b>
<b>Spacing</b>	<b>24 1/2</b>	<b>1</b>	<b>24 1/2</b>	<b>1</b>	<b>24 1/2</b>	<b>1</b>	<b>24 1/2</b>
<b>BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel</b>	<b>9</b>	<b>8 1/2</b>	<b>5.0</b>	<b>9</b>	<b>8 1/2</b>	<b>5.0</b>	<b>9</b>
<b>Angles on upper edge</b>	<b>8 1/2</b>	<b>3</b>	<b>4.6</b>	<b>8 1/2</b>	<b>3</b>	<b>4.6</b>	<b>8 1/2</b>
<b>Spacing</b>	<b>24 1/2</b>	<b>1</b>	<b>24 1/2</b>	<b>1</b>	<b>24 1/2</b>	<b>1</b>	<b>24 1/2</b>
<b>BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel</b>	<b>6</b>	<b>3</b>	<b>4.0</b>	<b>6</b>	<b>3</b>	<b>4.0</b>	<b>6</b>
<b>Angles on upper edge</b>	<b>6</b>	<b>3</b>	<b>4.0</b>	<b>6</b>	<b>3</b>	<b>4.0</b>	<b>6</b>
<b>Spacing</b>	<b>24 1/2</b>	<b>1</b>	<b>24 1/2</b>	<b>1</b>	<b>24 1/2</b>	<b>1</b>	<b>24 1/2</b>
<b>BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel</b>	<b>8</b>	<b>3</b>	<b>4.4</b>	<b>8</b>	<b>3</b>	<b>4.4</b>	<b>8</b>
<b>Angles on upper edge</b>	<b>6 1/2</b>	<b>3</b>	<b>4.0</b>	<b>6 1/2</b>	<b>3</b>	<b>4.0</b>	<b>6 1/2</b>
<b>Spacing</b>	<b>24 1/2</b>	<b>1</b>	<b>24 1/2</b>	<b>1</b>	<b>24 1/2</b>	<b>1</b>	<b>24 1/2</b>
<b>BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel</b>	<b>9</b>	<b>8 1/2</b>	<b>5.0</b>	<b>9</b>	<b>8 1/2</b>	<b>5.0</b>	<b>9</b>
<b>Angles on upper edge</b>	<b>8 1/2</b>	<b>3 1/2</b>	<b>3.4</b>	<b>8 1/2</b>	<b>3 1/2</b>	<b>3.4</b>	<b>8 1/2</b>
<b>Spacing</b>	<b>24 1/2</b>	<b>1</b>	<b>24 1/2</b>	<b>1</b>	<b>24 1/2</b>	<b>1</b>	<b>24 1/2</b>

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

Lloyd's Register  
Foundation  
601273-0120



Form No. 1A. WEB FRAMES. FORGINGS or CASTINGS. BULKHEADS. PLATING. RIVETING. FRAMES. MASTS, SPARS, &c.

EQUIPMENT No. 25234. LETTER 27. ANCHORS. TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS. CHAIN CABLES. HAWERS AND WARPS. Boats. Steering Gear, Steam. Steering Gear, Hand. Pumps. Windlass. Engine Room Skylights. Coal Bunker Openings. Number of Scuppers. Ceiling in Holds. Cargo Hatchways. Number of Web Plates. Bulwarks. Correspondence. Workmanship. Are the liners between the frames and plates solid single pieces? The amount of Entry Fee. Special Survey Fee. Travelling Expenses. State whether the vessel has been built under Special Survey. I am of opinion this Vessel should be Classed. With or without Freeboard, as condition of Class. Committee's Minute. Character assigned. Lloyd's Register of British and Foreign Shipping.



GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 28.4 ft., R.Q.D. ft., Bridge 100.62 ft., Forecastle 31.84 ft.  
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

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) 1 D<sup>4</sup> (P.S. & R.S.)  
Official No. 133023; Signal Letters State if Machinery is fitted aft No. 2  
How are the surfaces preserved from oxidation? Inside Cement & paint Outside Paint

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	118.5	334	Fore peak tank,	-	-
Double bottom, under Engines and Boilers,	94.6	90	After peak tank,	-	73.
Double bottom, if under Engines only,	136.9	422	Deep tank, aft,	-	106.
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
	Total capacity of double bottom	846	(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. 4877  
Date 2.6.1911  
No. 210 in builder's yard.  
DATES of Surveys held while building  
1911 Oct. 3, 4, 5, 10, 16, 18, 24, 27 Nov. 1, 2, 3, 7, 9, 14, 18, 21, 28 Dec. 6, 7, 11, 14, 21, 28  
1912 Jan. 4, 11, 12, 17, 20, 23, 24, 25, 26, 27, 29, 30, 31 Feb. 1, 6, 8, 9, 14, 15, 16, 19, 22, 23, 27  
Mar. 1, 6, 7, 8, 12

Surveyor's Signature J. S. Shute

Total No. of Visits 12