

With or Without

STEEL STEAMER.

Received at London Office... FRI. MAY 3-1918

Disconnected Erections.

State if Report is also sent on the Machinery of the Vessel.

Yes

Date of completion of report 6.5.18
Survey held at Blackthorn

Port of Middlesbrough

No. 10103

Date, First Survey 1st February 1918

Last Survey 19th April 1918

On the (State of Single, Twin, or Triple Screw) Steamer

MAINDY DENE

Rig Schooner

Tonnage under 2868.98

CLASS +100AL.

FEET.

Master

Culliford

Year of appointment

(1) As Master in service of owner of present vessel, 1918
(2) As Master of this vessel, 1918

Do. between Tonnage Dk. and 3rd and 4th Dk. 84.91

Breadth (greatest moulded) 47.75

Do. of Poop 14.11

Depth, at middle of length from top of keel to top of upper deck beams at side 24.23

Do. of Bridge House 26.44

Transverse Number 71.98

Forecastle 113.82

Length on deck from fore part of stem to after part of stern post 325

Access of Hatchways 40.80

Longitudinal Number 23393

Room 17.51

Depth "d," at middle of length (See Secs. 2 & 18) 20.98

Tonnage 3166.57

Proportions—Depths to Length—Upper Deck Beam at side to top of keel 13.41

Room 144.55

Long Bridge Deck Beam at side to top of keel 10.11

Room 17.51

Destined Voyage

Room 3004.51

Surveyed while Building, Afloat, or in Dry Dock

Room 1013.30

Y 40

Room 108.67

Y 40

Room 79

Y 40

Room 1900.05

Y 40

Room 325-0

Y 40

Room 47-9

Y 40

Room 325-0

Y 40

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DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams 22 2/4
Do. do. do. Second Dk. Beams 22 2/4
Moulded depth, ft. 32 ins. 3 To Bridge Dk. Round of Upper 15 ins.
Moulded depth, ft. 24 ins. 2 3/4 To Upper Dk. Dk. Beam, Actual

Dimensions of Ship per Register. Length 325.1 breadth 48.1 depth 22.25

FRAMING.

AME, Angles, or Bars amidships 9 3 1/2 3 1/2 52

Do. in peaks 6 1/2 3 1/2 4 6 1/2 3 1/2 4

Do. in way of Double Bottoms at Solid Floors 3 1/2 3 1/2 36 3 1/2 3 1/2 36

Do. at intermdt. Bkts. 19 3 1/2 4 7 1/2 3 1/2 38

acing of Frames from centre to centre amidships 24 1/2 24 1/2

length to Collision bulkhead 24 1/2 24 1/2

in peaks 24 1/2 24 1/2

VERSED FRAME, Angles 3 1/2 3 1/2 36 3 1/2 3 1/2 36

Do. in way of Double Bottoms at Solid Floors 7 13 38 7 3 38

at intermdt. Bkts. 7 13 38 7 3 38

depth of girder 7 13 38 7 3 38

depth and thickness of Floor Plate at mid-line for 1/2 length amidships 7 13 38 7 3 38

in way of Engine and Boiler Spaces 7 13 38 7 3 38

thickness at the ends of vessel 7 13 38 7 3 38

depth at 1/2 the half breadth, as per Rule 7 13 38 7 3 38

height extended at the Bilges 7 13 38 7 3 38

LOORS in Cell. Double Bottoms 7 13 38 7 3 38

state if flanged (top & bottom) 7 13 38 7 3 38

Spacing of Solid floors 7 13 38 7 3 38

ENTRE GIRDER, in Dbl. bottom, dpth. & thcknss. 7 13 38 7 3 38

Angles, Top 7 13 38 7 3 38

Bottom 7 13 38 7 3 38

to Floors 7 13 38 7 3 38

Brackets at intermdt. frmng., wdth & thcknss 7 13 38 7 3 38

IDE GIRDEES, number on each side & thickness 7 13 38 7 3 38

state if flanged (top and bottom) 7 13 38 7 3 38

Angles (top and bottom) 7 13 38 7 3 38

to Floors 7 13 38 7 3 38

MARGIN PLATE, depth (exclusive of flange) 7 13 38 7 3 38

and thickness 7 13 38 7 3 38

Angle to Outside Plating 7 13 38 7 3 38

Floors 7 13 38 7 3 38

Brackets at intermdt. frmng., wdth & thcknss 7 13 38 7 3 38

Height of Outside Brackets above at bilge 7 13 38 7 3 38

INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake 7 13 38 7 3 38

in Engine and Boiler space 7 13 38 7 3 38

Remainder in Holds 7 13 38 7 3 38

BEAMS, Upper Deck, Single Angle, Bulb 7 13 38 7 3 38

Angle, Plate, Tee Bulb, or Channel 7 13 38 7 3 38

In way of Long Bridge 7 13 38 7 3 38

Spacing 7 13 38 7 3 38

BEAMS, Second Deck, Single Angle, Bulb 7 13 38 7 3 38

Angle, Plate, Tee Bulb, or Channel 7 13 38 7 3 38

Spacing 7 13 38 7 3 38

BEAMS, Third and Fourth Deck, Single Angle, Bulb 7 13 38 7 3 38

Angle, Plate, Tee Bulb, or Channel 7 13 38 7 3 38

Angles on upper edge 7 13 38 7 3 38

Spacing 7 13 38 7 3 38

BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel 7 13 38 7 3 38

Angles on upper edge 7 13 38 7 3 38

Spacing 7 13 38 7 3 38

BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel 7 13 38 7 3 38

Angles on upper edge 7 13 38 7 3 38

Spacing 7 13 38 7 3 38

BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel 7 13 38 7 3 38

Angles on upper edge 7 13 38 7 3 38

Spacing 7 13 38 7 3 38

BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel 7 13 38 7 3 38

Angles on upper edge 7 13 38 7 3 38

Spacing 7 13 38 7 3 38

BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel 7 13 38 7 3 38

Angles on upper edge 7 13 38 7 3 38

Spacing 7 13 38 7 3 38

BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel 7 13 38 7 3 38

Angles on upper edge 7 13 38 7 3 38

PILLARS.

PILLARS, In 'tween Deck, size and spacing 23 1/4 49 23 1/4 49

Hold 43 1/4 43 1/4

Quarter 'tween Dks., 43 1/4 43 1/4

in Hold 43 1/4 43 1/4

KEELSONS & STRINGERS.

CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate 6 4 62 6 1/2 3 1/2 56

Rider Plate 6 4 62 6 1/2 3 1/2 56

Flat Plate Keel Angles 6 4 62 6 1/2 3 1/2 56

Horizontal Plates on Floors 6 4 62 6 1/2 3 1/2 56

Angles or Bulb Angles 6 4 62 6 1/2 3 1/2 56

SIDE KEELSONS, Number 6 4 62 6 1/2 3 1/2 56

Angles or Bulb Angles 6 4 62 6 1/2 3 1/2 56

Plate above floors, for length 6 4 62 6 1/2 3 1/2 56

Intercoastal Plate, for length 6 4 62 6 1/2 3 1/2 56

Attached to outside Plating with Angle 6 4 62 6 1/2 3 1/2 56

BILGE KEELSON, Angles 6 4 62 6 1/2 3 1/2 56

Intercoast

WEB FRAMES.				FORGINGS or CASTINGS.				Inches in Ship.				Inches per Rule.			
WEB FRAMES, in Fore Body, No. and spacing				KEEL, Bar, depth and thickness				9 1/2 x 2 1/2				9 1/2 x 2 1/2			
No. of Side Stringers				STEM, moulding and thickness				8 1/2 x 6 1/2				8 1/2 x 6 1/2			
WEB FRAMES, in E. & B. Space, No. and spacing				STERN-POST for Rudder do. do.				9 1/2 x 6 1/2				9 1/2 x 6 1/2			
brdth. & thickness				for Propeller				20 3/80 under 10 knots							
WEB FRAMES, in After Body, No. and spacing				RUDDER-A x D Table 22. Speed				8 1/2				8 1/2			
brdth. & thickness				Main-Piece, diameter at head				6 1/2				6 1/2			
No. of Side Stringers				at heel											
Size of Face Angles to Web-Frames				RUDDER, how constructed				Arms at Right Keel Comp 3							
BRACKET PLATES to Stringers				Thickness of Plates or Single Plate				1. Arms spaced 5 1/2							
WEB FRAMES, depth and thickness				Can the Rudder be unshipped afloat?				Yes							
BULKHEADS.				STIFFENERS.				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, Plating, &c.				Chin Heath.			
W.T. BULKHEADS				Single or Double Frames				South Durham, Bolton Vaughan				Cargo Red, Consett, Borman Long.			
COLLISION PARTITION				Longitudinal				Has the Steel been tested as required by the Rules?				Yes			
Are the outside Plates doubled two spaces of Frames in length?				Bracket											
Are the Staircase and Watertight Doors in efficient working order?				Yes											
PLATING.				RIVETING.											
AS IN SHIP.				PER RULE OR AS APPROVED.				EDGES.				BUTTS.			
STRAKES.				AMIDSHIP.				Ordinary or Joggled?				RIVETS.			
Breadth.				Thickness.				Single or Double.				Diam.			
Inches.				Inches.				Inches.				Inches.			
Flat Plate Keel				48 1/2				Double				1 1/2			
Garboard of A Strake				68 1/2				Single				7/8			
B				62				Double				1 1/2			
C				58				Single				7/8			
D				54				Double				1 1/2			
E				50				Single				7/8			
F				46				Double				1 1/2			
G				42				Single				7/8			
H				38				Double				1 1/2			
J				34				Single				7/8			
K				30				Double				1 1/2			
L				26				Single				7/8			
M				22				Double				1 1/2			
N				18				Single				7/8			
O				14				Double				1 1/2			
P				10				Single				7/8			
Q				6				Double				1 1/2			
R				2				Single				7/8			
S								Double				1 1/2			
T								Single				7/8			
U								Double				1 1/2			
V								Single				7/8			
W								Double				1 1/2			
THICKNESS OF STRIKE				.88				6				1 1/2			
CLEAR OF LONG BRIDGE				.66				2				7/8			
DO. OF STRAKE BELOW				.66				2				7/8			
DELG. of Flat Plate Keel				Inch and in thickness				20 ft apart				20 ft apart			
Sheerstrakes				7 1/2				3 1/4				3 1/4			
Length and thickness				134				Single				3 1/4			
POOP SIDES				.88				Single				3 1/4			
SHORT BRIDGE SIDES								Double				1 1/2			
FORECASTLE SIDES								Single				3 1/4			
Upper Deck				Butts riveted for				Full				length amidship.			
Stringer Plate				Straps, single or overlapped for				length amidship.							
Second Deck				Butts riveted for				length amidship.							
Stringer Plate				Straps, single or overlapped for				length amidship.							
FRAMES extend in one length from				Centre girder to margin, from bracket to hull				State if ordinary or joggled				Joggled in CB			
REVERSED FRAMES on floors and frames extend from				Straight across				State if ordinary or joggled							
MASTS, SPARS, &c.															
LOWER MASTS				Fore				35' 0"				At Partners			
Main				24' 0"				24' 0"				16' 0"			
Mizen				14' 0"				14' 0"				11' 0"			
Bowsprit				14' 0"				14' 0"				11' 0"			
Topmasts, Yards and Remainder of Spars				14' 0"				14' 0"				11' 0"			
Rigging, Material and Size, Shrouds				S.S.W. 4"				Stays				S.S.W. 2 3/4"			
Sails				None				Sails, and the following spare sails							

EQUIPMENT No. 24627				ANCHORS.				TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS			
Number of Certificate				Description of Anchor				Makers			
1st Bower				Byers Stockless				R.W.D. Byers			
2nd				"				"			
3rd				"				"			
4th				"				"			
Collective weight				130				"			
Stream				Common				R. Bloomer			
Kedge				"				"			
ANCHORS produced				CHAIN CABLES.				HAWERS AND WARPS.			
Number of Certificate				Description of Cable				Makers of Cables			
1st Bower				Byers Stockless				R.W.D. Byers			
2nd				"				"			
3rd				"				"			
4th				"				"			
Collective weight				130				"			
Stream				Common				R. Bloomer			
Kedge				"				"			
Boats				Steering Gear, Steam R. Hooper				Steering Gear, Hand Westmoor			
Pumps, Number				Diameter of Barrel				State whether they are in efficient working order			
Windlass is				Capstan				Steam winches			
Engine Room Skylights				How constructed?				What arrangements for deadlights in bad weather?			
Coal Bunker Openings				How constructed?				How are lids secured?			
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c.				6 scuppers, 8 ports 2' 9" x 1' 9" each				Height above deck?			
Ceiling in Holds, thickness and material				2 1/2" Mr. Haddock's only				Cargo Batts, thickness and material			
Cargo Hatchways, How formed?				Planks & angles				Hatches, If strong and efficient?			
State size No. 1 Hatch (Forward)				26' 6 1/2" x 18' 1" No. 3 Hatch 8' 3" x 18' 1"				No. 4 Hatch			
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch				20 x 12 x 1 1/2" Fine 203. One				No. of Breasthooks			
Bulwarks, height above deck and description				48' 8" x 25"				No. of Crutches			
The foregoing is a correct description of				CRAIG, TAYLOR & CO. LIMITED, Secretary				Main Rail, material and size			
Builder's Signature (here only)				John Starling				Surveyor's Signature			
Correspondence				State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case)				2 March 1917			
Workmanship				Are the butts of plating planed or otherwise fitted?				Planed			
Is the riveted work properly closed?				Yes				Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?			
Are the liners between the frames and plates solid single pieces?				Yes				Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces?			
Are the butts of Plating, Stringers, &c., properly shifted and strapped?				Yes				Do any rivets break into or through the seams or butts of the plating?			
Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)?				Yes				State results of tests			
Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)?				Yes				State results of tests			
General Remarks (State quality of workmanship, &c.)				Good							
This vessel has been built in accordance with the approved plans, the Surveyor's letters of above dates and in general conformity with the Rules for the class contemplated. Steering gear tried & found efficient.											
No cargo battens have been fitted, chocks only fitted.											
The cables have been reduced in length in accordance with circular 201305											
Two forging reports and five plans together with copies of the Mid. Sec. Profile & two bulkhead plans, as built, are forwarded herewith											
The Surveyor should state the Number of Report and Name of any Sister Vessel.				Plans to be forwarded with F.E. Report showing vessel as built.							
The amount of Entry Fee				£ 5 : 0 : 0				Fees applied for,			
Special Survey Fee				£ 100 : 2 : 6				23/4/1918			
Travelling Expenses, if any				£ : : : 0				Received by me, D.H.K.			
State whether the Vessel has been built under Special Survey				Yes				Certificate to be sent to Middlebrook of issue 14/5/18.			
I am of opinion this Vessel should be Classed				+100 A1.				D.H.K.			
With, or without Freeboard, as condition of Class				Without				Surveyor to Lloyd's Register of Shipping.			
Committee's Minute				FRI. 10 MAY. 1918							
Character assigned				100 A1.							
Lloyd's A. & B. P.											
Cargo Batts not fitted											
+ L.M.C. 4.18											

WEB-FRAME

No

WEB-FRAME

WEB-FRAME

No

BRACKET
Web Frame

BULKHEAD

W.T.BULKHEAD

COLLISION
PARTITION
LONGITUDINAL

Are the outer

Are the side

ST

FLAT PLATE
(If Bar Keel)
GARBOARDState actual
thickness in
way of Double
Bottom.THICKNESS
CLEAR OF
DO. OF
DECK OFLength of
POOP SIDE
SHORT BULKHEAD
FORECASTLEUpper
StringerSecond
StringerFRAME
REVEALLOWELL
Bowsp
Topm
Riggi
Sails

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 31 ft., R.Q.D. ☒ ft., Bridge 94 ft., Forecastle 31 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) 102 (one)

Official No. 139629; Signal Letters

State if Machinery is fitted aft 20

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

Outside Paint

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	<u>106.16</u>	<u>305</u>	Fore peak tank,		<u>101</u>
Double bottom, under Engines and Boilers,	<u>36.75</u>	<u>122</u>	After peak tank,		<u>110</u>
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	<u>136.79</u>	<u>406</u>	Other tanks, if fitted,		
Total capacity of double bottom		<u>833</u>	(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. 1227

Date 22nd Decr 1916

No. 191 in builder's yard.

DATES OF SURVEYS
held while building

1917. Feb 1. 13. 16. 22. 27. Mar 1. 8. 13. 14. 28. 30 Apr 4. 16. 18. 23. 26. 30 May 3. 7. 10. 16. 18. 21. 23. 31. June 5. 7. 8. 11. 15. 18. 20. 25. July 4. 5. 9. 12. 16. 18. 23. 24. 27 Aug 1. 7. 16. 28. Sep 5. 7. 11. 13. 17. 18. 24. 21. 24. 27 Oct 1. 5. 9. 10. 11. 16. 19. 24. 25. 26. 29. 31 Nov 2. 6. 8. 13. 14. 15. 21. 22. 26. 28. 29. Dec 3. 5. 10. 12. 14. 19. 24. 1918 Jan 7. 8. 10. 11. 15. 18. 21. 22. 23. 25. 30. 31 Feb 5. 7. 8. 12 Mar 13. 15. 20. 22. 25. 28. Apr 2. 4. 5. 8. 9. 12. 15. 16. 17. 18. 19

Total No. of Visits 122

Surveyor's Signature

Lloyd's Register
Foundation