

Received at London Office
WED. JUN. 25. 1913

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

No. 16490
18th June 1913

Port of Greenock
Date, First Survey 6th November 1912 Last Survey

CLASS \star 100 A1		FEET.
Breadth (greatest moulded).....		35.62
Depth, at middle of length from top of keel to top of upper deck beams at side.....		17.62
Transverse Number.....		53.24
Length on deck from fore part of stem to after part of stern post.....		229
Longitudinal Number.....		12191.96
Depth "d," at middle of length (See Secs. 2 & 13)....		14.79
Proportions—Depths to Length—Upper Deck Beam at side to top of keel.....		12.99
" " Long Bridge Deck Beam at side to top of keel.....		10.66

Rig Schooner
 Master Charles Gaunter ?
 Year of appointment (1) As Master in service of owner of present vessel:—1913
 (2) As Master of this vessel 1913
 Built at Lampheltown
 When built 1913 Launched 7/5/13
 By whom built Lampheltown SBC
 Owners Union SBC of NZ Ltd
 Managers ✓
 (Where necessary to be entered in Reg. Book.)
 Residence Dunedin
 Port belonging to Dunedin

Destined Voyage Dunedin ^{9.3} If Surveyed while Building & Afloat, or in Dry Dock

LENGTH on Deck as per Rule	Feet. 229	Inches. 0	BREADTH— Moulded	Feet. 35	Inches. 7½	DEPTH, ACTUAL— Top of Floors to top of Upper Dk. Beams do. do. do. do. Second Dk. Beams	Feet. 15	Inches. 6½	No. of Decks with flat laid one No. of Tiers of Beams one
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Dimensions of Ship per Register, Length 229.5 breadth 35.85 depth 15.6

	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.
FRAMING.					
FRAME, Angles, or E or L Bars amidships	6½	3	42	6½	3
Do. in peaks	5½	3	38	5½	3
Do. in way of Double Bottoms at Solid Floors.....	7½	3	46	7½	3
" " at intermt. Bkts.	6	3	43	6	3
Spacing of Frames from centre to centre amidships }	23	-	23		
" " length to Collision bulkhead }					
" " in peaks.. ..					
REVERSED FRAME, Angles.....					
Do. in way of Double Bottoms at Solid Floors....	3	3	32	3	3
" " at intermt. Bkts.	6	3	38	6	3
FRAMING, depth of girder	6½	7½	-	6½	7½
FLOORS, depth and thickness of Floor Plate) at mid-line for 1 length amidships.....	6	32	8	6	32
" in way of Engine and Boiler Spaces					
" thickness at the ends of vessel					
" depth at ¼ the half breadth, as per Rule ...					
" height extended at the Bilges					
FLOORS & BRACKETS in Cell Dble Bottoms			32		32
" state if flanged (top & bottom)	23 apart - fwd of 3 ft. at after end, and at 8 ft. 46 elsewhere				
" Spacing	34	42	34	42	
CENTRE GIRDER, in Dbl. bottom, dpth. & thicknss.	4	4	48	4	48
" Angles, Top	6	6	64	6	64
" Bottom.....	5½	5½	38	5½	38
" to Floors	one	3	one	3	
SIDE GIRDERS, number on each side & thickness					
" state if flanged (top and bottom)	3	3	32	3	32
" Angles (top and bottom)	2½	2½	32	2½	32
" to Floors.....	24	36	24	36	
MARGIN PLATE, depth (exclusive of flange)) and thickness.....	3½	3½	36	3½	36
" Angles to Outside Plating.....	3	3	32	3	32
" Floors	14	-	14		
" Height of Brackets above at bilge	34	40	34	40	
INNER BOTTOM PLATING, breadth and) thickness of Middle Line Strake)	8	36	8	36	
" in Engine and Boiler space					
" Remainder in Holds.....					
BEAMS, Upper Deck, Single Angle, Bulb) Angle, Plate, Tee Bulb, or Channel}	6	3	4	6	3
" Angles on upper edge					
" In way of Long Bridge	6	3	38	6	3
" Spacing	23	-	23		
BEAMS, Second Deck, Single Angle, Bulb) Angle, Plate, Tee Bulb, or Channel}	6	3	43	6	3
" Angles on upper edge					
" Spacing	23	-	23		
BEAMS, Third and Fourth Deck, Single Angle,) Bulb Angle, Plate, Tee Bulb, or Channel}					
" Angles on upper edge					
" Spacing					
BEAMS, Peep Deck, Angle, Bulb Angle, Plate,) Tee Bulb, or Channel					
" Angles on upper edge					
" Spacing					
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate,) Tee Bulb, or Channel	5½	3	4	5½	3
" Angles on upper edge					
" Spacing	23	-	23		
BEAMS, Forecastle Deck, Angle, Bulb Angle,) Plate, Tee Bulb, or Channel.....	7½	3	42	7½	3
" Angles on upper edge					
" Spacing	46	-	46		

PILLARS

PILLARS, In between Deck, size and spacing

" Hold "

" Quarter tween Dks., "

" in Hold "

KEELSONS & STRINGERS.

CENTRE LINE KEELSON, Vertical Plates above floors, Through Plate, or Intercoastal Plate }

" Rider Plate.....

" Flat Plate Keel Angles

" Horizontal Plates on Floors

" Angles or Bulb Angles

SIDE KEELSONS, Number

" Angles or Bulb Angles

" Plate above floors, for length

" Intercoastal Plate, for length

" Attached to outside Plating with Angle

BILGE KEELSON, Angles

" Intercoastal Plate for length

" Attached to outside Plating with Angle

SIDE STRINGERS, Number

" Angle

" Intercoastal Plate, for length

" Attached to outside plating with Angle

Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge) }

" " " " br'dth & thickness (in way of Bridge) }

" " Angle (clear of Bridge)

" Tie Plate at sides of Hatchways

" Deck * Iron or Steel, for whole lng.

" Thickness (clear of Bridge)

" (in way of Bridge)

Wood Deck, Material & thickness

Second Deck Stringer Plate, br'dth & thickness

" Angles on ditto, No.

" Tie Plates outside Hatchways

" Deck * Iron or Steel, for whole lng.

" Wood Deck, Material & thickness

Third Deck Stringer Plate, br'dth & thickness

" Angles on ditto, No.

" Tie Plates, outside Hatchways

" Deck * Material and thickness

Fourth and Fifth Deck Stringer Plate, breadth & thickness }

" " Angles on ditto, No.

" " Tie Plates outside Hatchways

" " Deck, Material & thickness

Peop Deck Stringer Plate, breadth & thickness

" Angle on ditto

" Tie Plates

" Deck, Material and thickness

Bridge Deck Stringer Plate, br'dth & thickness

" Angle on ditto

" Tie Plates

" Deck, Material and thickness

Forecastle Deck Stringer Plate, b'dth & th'kns

" 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.

Form No. 1A

WEB FRAMES.

WEB FRAMES, in Fore Body, No. and spacing

WEB FRAMES, in E. & B. Space, No. & spacing

WEB FRAMES, in After Body, No. and spacing

BRACKET PLATES to Stringers between Web Frames, depth and thickness

BULKHEADS.

STIFFENERS.

COLLISION PARTITION

LONGITUDINAL

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

Are the *Stitch* Valves and Watertight Doors in efficient working order? *yes*

PLATING.

AS IN SHIP.

PER RULE OR AS APPROVED.

EDGES.

RIVETING.

Butts.

IF LAPPED.

Upper Deck Stringer Plate

Second Deck Stringer Plate

FRAMES extend in one length from *middle line* to *tank margin*

REVERSED FRAMES on floors and frames extend from *middle line* to *tank margin*

MASTS, SPARS, &c.

LOWER MASTS.

Topmast, Yards and Remainder of Spars

Rigging, Material and Size, Shrouds

Sails.

Sails, and the following spare sails

17 JUN 25 1913

EQUIPMENT No. 13007 LETTER 0

ANCHORS.

TONNAGE U. D. K. OR PLATING No. FOR TRAWLERS

CHAIN CABLES.

HAWSERS AND WARPS.

Boats 2 life and one other

Pumps, Number 2 as per approved plan

Windlass is by *Emerson Walker & Thompson Bros*

Engine Room Skylights.—How constructed? *of steel plates angles*

Coal Bunker Openings.—How constructed? *of steel plates angles*

Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. *4 scuppers and 7 freeing ports on each side*

Ceiling in Holds, thickness and material *2 1/2" W.P. at hatches and angles*

Cargo Hatchways.—How formed? *of steel plates and angles*

State size No. 1 Hatch (Forward) *19-12 x 15-11* No. 2 Hatch *23-4 x 15-11* No. 3 Hatch *21-1 x 15-11* No. 4 Hatch *17-5 x 15-11*

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *4 web plates in nos 2, 3, 3 in nos 1, 4*

Hatches, If strong and efficient? *yes*

No. of Breasthooks 3 and deep floors No. of Crutches deep floors

Main Rail, material and size *6 x 3" W.P.*

Builder's Signature *Campbell & Spence* Surveyor's Signature *J. Bennett*

Correspondence.—State dates and initials of letters respecting this case (reference should be made in any correspondence connected with the case)

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? *yes*

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? *a few*

Are the butts of Plating, Stringers, &c., properly shifted and strapped? *yes*

Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? *yes* State results of tests *satisfactory*

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? *yes* State results of tests *satisfactory*

General Remarks (State quality of workmanship, &c.) *The workmanship is good and the vessel has been built in accordance with the Rules and to the approved plan (4 in number) which together with the Forgings Reports are attached hereto*

Plans

Midship Section

Longitudinal Section

Planing Plan

Rudder Plan

Subs to 88 Lauderdale Margaret, Green

16180 16314

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

The amount of Entry Fee £ 4 : 0 : 0

Special Survey Fee £ 54 : 2 : 0

Travelling Expenses, if any £ 6 : 15 : 0

Fees applied for, 9/6/1913

Received by me, 11/6/1913

State whether the Vessel has been built under Special Survey *yes*

I am of opinion this Vessel should be Classed ** 100 A1*

With or without Freeboard, as condition of Class

Committee's Minute GLASGOW 24 JUN. 1913

Character assigned ** 100 A1*

6.13

Lloyd's A+C

+ LMC 6.13

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GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. 79.42 ft., Bridge 57.5 ft., Forecastle 31.82 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)

Official No. ; Signal Letters

State if Machinery is fitted *as in ships*

How are the surfaces preserved from oxidation? Inside *by Portland cement and paint* Outside *by paint*

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	55.58	110	Fore-peak tank,		
Double bottom, under Engines and Boilers,	32.58	77	After peak tank,		85
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	101.58	208	Other tanks, if fitted,		
Total capacity of double bottom		395	(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. 2723

Date 10th Oct. 1912

No. 95 in builder's yard.

DATES of Surveys held while building

1912. Nov. 6. 20. Dec. 4. 18. 1913. Jan. 8. 22. Feb. 5. 6. 15. March. 6. 20.
April 2. 10. 24. May. 2. 13. 23. 26. 30. June 10. 18.

Total No. of Visits 21

Surveyor's Signature

J. Bennett

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