With ~~or Without~~

Disconnected Erections.

STEEL STEAMER.

WED. 12 APR. 1916

Received at London Office

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

Date of completion of report 5-4-16 Port of Hull No. 29746

Survey held at Goole Date, First Survey 21-9-15 Last Survey 4-4-1916

On the (State if Single, ~~Twin, or Triple Screw~~) ISLAND QUEEN. Rig Schooner.

TONNAGE under Tonnage Deck	514·33
Do. between Tonnage Dk. and 3rd and 4th Dk.	✓
Total under Upper Dk.	✓
Do. of Poop	34·89
Do. of R.Q.Dk.	34·91
Do. of Bridge House	78·27
Do. of Forecastle	25·82
Do. of Houses on Dk.	40·61
Do. of excess of Hatchways	14·58
Do. above Crown of Engine Room	56·83
Gross Tonnage	803·24
Less Crew Space	33·04
Less above Crown of Engine Room	56·83
Tonnage for Fees	713·37
Less Engine Room	321·39
Less Navigation Spaces	39·56
Register Tonnage *as cut on Beam*	409·25.

CLASS 100A

	Feet.
Breadth *(greatest moulded)*	30.
Depth, *at middle of length from top of keel to top of upper deck beams at side*	13·75
Transverse Number	43·75
Length *on deck from fore part of stem to after part of stern post*	180
Longitudinal Number	7875
Depth "d," *at middle of length (See Secs. 2 & 13)*	12·42
Proportions—*Depths to Length—Upper Deck Beam at side to top of keel*	13·1
" " *Long Bridge Deck Beam at side to top of keel*	8·5

Master C. Wetherall.

Year of appointment (1) As Master in service of owner of present vessel: ~~1915~~ 1888 (2) As Master of this vessel 1916

Built at Goole.

When built 1916 Launched Oct 1915.

By whom built Goole S.B. & Rpg Co. Ld.

Owners London & Channel Islands S.S. Co. Ld.

Managers Cheesewright & Ford.

(Where necessary to be entered in Reg. Book)

Residence London

Port belonging to London

Destined Voyage London & Chan. Is. If Surveyed while Building, Afloat, or in Dry Dock B & A.

	Feet.	Inches.		Feet.	Inches.		Feet.	Inches.	
LENGTH on Deck as per Rule	180	·	**BREADTH**— Moulded	30	·	**DEPTH, ACTUAL**—Top of Floors to top of Upper Dk. Beams	13	0½	No. of Decks with flat laid one
						Do. do. do. do. Second Dk. Beams	✓	✓	No. of Tiers of Beams one

Dimensions of Ship per Register. Length 180·2 breadth 30·15 depth 13'·0". Moulded depth, ft. ✓ ins. ✓ To Bridge Dk. Moulded depth, ft. 13 ins. 9 To Upper Dk. Round of Upper Dk. Beam, Actual 7½ ins.

FRAMING.

	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as	Inches per Rule as Approved.	Inches per Rule Approved.
FRAME, ~~Angles, or T~~ or L Bars amidships IN E & B SPACES	5½	3	·32	5½	3	·32
Do. in peaks	5	3	·32	5	3	·32
OTHER FRAMES AS PER MIDSHIP SECTION Do. in way of Double Bottoms at Solid Floors	3	3	·30	3	3	·30
" " at intermdt. Bkts.	3½	3	·32	3½	3	·32
Spacing of Frames from centre to centre amidships		22"			22"	
" " " from ¾ length to Collision bulkhead		do.			do.	
" " " " in peaks						
REVERSED FRAME, Angles	3	3	·28	3	3	·28
DOUBLE IN WAY OF E & B SPACE. Do. in way of Double Bottoms at Solid Floors	3	3	·30	3	3	·30
" " at intermdt. Bkts.						
FRAMING, depth of girder						
FLOORS, depth and thickness of Floor Plate at mid-line for ¾ length amidships		16	·32		16	·32
" in way of Engine and Boiler Spaces		36×42			36×42	
" thickness at the ends of vessel		·28			·28	
" depth at ¾ the half breadth, as per Rule	TOP OF FLOOR HORIZONTAL TO TOP OF BRACKETS					
" height extended at the Bilges						
FLOORS in **Cell. Double Bottoms**		31	·30		31	·30
" state if flanged (top & bottom)		NO			NO	
" Spacing of Solid floors		44			44	
CENTRE GIRDER, in Dbl. bottom, dpth. & thicknss.		31	38 to 32		31	38 to 32
" " Angles, Top	3	3	·36	3	3	·36
" " " Bottom						
" " " to Floors	3	3	·30	3	3	·30
" Brackets at intermdt. frmg., wdth & thknss		18	·30		18	·30
SIDE GIRDERS, number on each side & thickness		one	·28		one	·28
" " state if flanged (top and bottom)		no			no.	
" " Angles (top and bottom)	3	3	·30	3	3	·30
" " " to Floors	2½	2½	·30	2½	2½	·30
MARGIN PLATE, depth (exclusive of flange) and thickness		28	·32		28	·32
" " Angle to Outside Plating	3	3	·32	3	3	·32
" " " Floors	3	3	·30	3	3	·30
" Brackets at intermdt. frmg., wdth & thknss		21	·30		21	·30
" Height of Outside Brackets above at bilge		5"			5"	
INNER BOTTOM PLATING, breadth and thickness of **Middle Line Strake**		49	·36		49	·36
" " " in Engine and Boiler space			·32 ·34			·32 ·34
" " MAIN Remainder in Holds						
BEAMS, ~~Upper~~ **Deck,** Single Angle, ~~Bulb Angle, Plate, Tee Bulb, or Channel~~	5½	3	·34	5½	3	·34
" In way of Long Bridge						
" Spacing SEE MIDSHIP SECTION.		22			22	
BEAMS, R.Q. ~~Second~~ **Deck,** Single Angle, ~~Bulb Angle, Plate, Tee Bulb, or Channel~~	5½	3	·34	5½	3	·34
" Spacing		22			22	
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel						
" Angles on upper edge						
" Spacing						
BEAMS, Poop Deck, Angle, ~~Bulb Angle, Plate, Tee Bulb, or Channel~~	5½	3	·34	5½	3	·34
" ~~Angles on upper edge~~						
" Spacing		44			44	
BEAMS, Bridge Deck, ~~Angle~~, Bulb Angle, ~~Plate, Tee Bulb, or Channel~~	7	3	·44	7	3	·44
" ~~Angles on upper edge~~						
" Spacing		44			44	
BEAMS, Forecastle Deck, ~~Angle~~, Bulb Angle, ~~Plate, Tee Bulb, or Channel~~	7	3	·44	7	3	·44
" ~~Angles on upper edge~~						
" Spacing		44			44	

PILLARS.

	Inches. Size in Ship.	Inches. Spacing in Ship.	Inches per Rule. Or as	Inches per Rule. Approved.
PILLARS, In 'tween Deck, size and spacing	✓		✓	
" " **Hold** " "	3" ✓	44	3"	42
" **Quarter 'tween Dks.,** " "	✓		✓	
" " **in Hold** " "	✓		✓	

KEELSONS & STRINGERS.

	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as	Inches per Rule as Approved.	Inches per Rule Approved.
CENTRE LINE KEELSON, Vertical ~~Plate above floors~~, Through Plate, ~~or Intercostal Plate~~	✓	20	·36		20	·36
" Rider Plate		✓				
" Flat Plate Keel Angles		✓				
" Horizontal Plates on Floors	✓	12	·36		12	·36
" Angles ~~or Bulb Angles~~	4 ✓	3	·34	4	3	·34
SIDE KEELSONS, Number		2 ✓			2	
" Angles ~~or Bulb Angles~~	6 ✓	3	·50	6	3	·50
" Plate above floors, for length		19 ✓	·32		19	·32
" Intercostal Plate, for E & B SPACE length	2½	2½	·32	2½	2½	·32
" Attached to outside Plating with Angle						
BILGE KEELSON, Angles						
" Intercostal Plate for length						
" Attached to outside Plating with Angle						
SIDE STRINGERS, Number						
" " Angle						
" Intercostal Plate, for length						
" Attached to outside plating with Angle						
~~MAIN Upper~~ **Deck Stringer Plate,** br'dth & thickness (clear of Bridge)		44	·44		44	·44
" " " " br'dth & thickness (in way of Bridge)		42	·34		42	·34
" " " " Angle (clear of Bridge)	3½×3½		·48	3½×3½		·48
" " Tie Plate at sides of Hatchways						
" Deck.* ~~Iron or~~ Steel, for SEE PLAN lng.			·30			·30
" " Thickness (clear of Bridge)			·28			·28
" " " (in way of Bridge)			✓			✓
" Wood Deck. Material & thickness			·38			·38
R.Q. ~~Second~~ **Deck Stringer Plate,** br'dth & thickness	3×3		·40	3×3		·40
" Angles on ditto, No.	✓			✓		
" Tie Plates outside Hatchways			·28			·28
" Deck.* ~~Iron or~~ Steel, for SEE PLAN lng.	✓			✓		
" Wood Deck. Material & thickness		✓	·26			·26
BOAT ~~Third~~ **Deck Stringer Plate,** br'dth & thickness	2½×2½		·26	2½×2½		·26
" Angles on ditto, No.						
" Tie Plates, outside Hatchways	2½			2½		
" Deck.* Material and thickness PP.						
Fourth and Fifth Deck Stringer Plate, breadth & thickness						
" " " Angles on ditto, No.						
" " " Tie Plates outside Hatchways						
" " Deck. Material & thickness						
Poop Deck Stringer Plate, breadth & thickness		17	·26		17	·26
" Angle on ditto	3×3		·26	3×3		·26
" Tie Plates		7"	·26		7	·26
" Deck. Material and thickness	PP 2¾"	✓		PP 2¾"		
Bridge Deck Stringer Plate, br'dth & thickness		36	·38		36	·38
" Angle on ditto	3×3		·40	3×3		·40
" Tie Plates		10	·38		10	·38
" Deck. Material and thickness	PP 2¾	✓		PP 2¾		
Forecastle Deck Stringer Plate, b'dth & th'kns		24	·26		24	·26
" Angle on ditto	3×3		·26	3×3		·26
" Tie Plates		7	·26		7	·26
" Deck. Material and thickness	PP 2¾	✓		PP 2¾		

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

Form No. 1A.—1m,7,14. T.

W 394-0244(1/2)

WED. 12 APR. 1916

WEB FRAMES.	Inches in Ship.	Inches in Ship.	Inches per Rule. Or as Approved.	Inches per Rule. Or as Approved.
WEB-FRAMES, In Fore Body, No. and spacing				
„ „ „ brdth. & thickness				
„ No. of Side Stringers „ „				
WEB-FRAMES, In E. & B. Space, No. & spacing				
„ „ „ brdth. & thickness				
WEB-FRAMES, In After Body, No. and spacing				
„ „ „ brdth. & thickness				
„ No. of Side Stringers „ „				
„ Size of Face Angles to **Web-Frames**				
BRACKET PLATES to Stringers between Web Frames, depth and thickness				

FORGINGS or CASTINGS.	Inches in Ship.	Inches per Rule Or as Approved.
KEEL, Bar, depth and thickness	✓7"×2"	7"×2"
STEM, moulding and thickness	6¼×1¾	6¼"×1¾"
STERN-POST for Rudder do. do.	✓6¼"×4¼	6¼×4¼"
„ for Propeller	✓5¾"×4¼	5¾"×4¼
RUDDER—A×D* Table 22. Speed 10 KNTS	141.	
„ **Main-Piece,** diameter at head	5¾ DIA	5¾" DIA
„ „ „ at heel	4¼ „	4¼ „

BULKHEADS.	Number. Vessel.	Number. Per Rule.	Thickness. Inches.	Stiffeners. ~~Horizontal~~ Size. Inches.	~~Spacing~~ Inches.	Stiffeners. Vertical. Size. Inches.	Spacing Inches.	Single ~~or Double~~ Frames.	Height up, state deck.
W.T. BULKHEADS	4	4							
Frame 50	1	1	·26	4½"×3"×·34			30	„	DECK
„ 31	1	1	·30 to ·26	6½"×3"×·4		BA.	30	„	„
„ 10	1	1	·30	5×3×·4			24	„	„
„ **COLLISION** 88	1	1	·30	5½"×3×·36		BA	24	„	W.T. FLAT
PARTITION „									
LONGITUDINAL „									

See letter 17-4-16 No

RUDDER, how constructed Single plate with 4 arms

„ Thickness of ~~Plates or~~ Single Plate ·90" ✓

Can the Rudder be unshipped afloat? yes

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

Are the ~~Sluice Valves and~~ Watertight Doors in efficient working order? yes

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.? South Durham S & I Coy Ld. Consett I. Coy. Ld.

Open Hearth process

Has the Steel been tested as required by the Rules? yes.

PLATING. / RIVETING.

STRAKES.	As in Ship. Amidship. Breadth. Inches.	As in Ship. Amidship. Thickness. Inches.	As in Ship. Forward. Thickness. Inches.	As in Ship. Aft. Thickness. Inches.	Per Rule or as Approved. Amidship. Breadth. Inches.	Per Rule or as Approved. Amidship. Thickness. Inches.	Edges, Ordinary ~~or joggled~~? yes. Single or Double.	Edges. Breadth of Lap. Inches.	Edges. Rivets. Diam. Inches.	Edges. Rivets. Spacing cr. to cr. Inches.	Butts. ~~Double or~~ Treble ~~and~~ for what Length.	Butts. Rivets. Diam. Inches.	Butts. Rivets. Spacing cr. to cr. Inches.	Butts. Straps. Breadth. Inches.	Butts. Straps. Thickness. Inches.	Butts. If Lapped. Breadth. Inches.	Butts. If Lapped. For what Length. Feet.
~~Flat Plate Keel~~ (If Bar Keel, state Riveting.)	BAR KEEL.						DOUBLE		1	5							
Garboard or A Strake	56	·46	·42	·42		·46	„	4½	¾	3⅛	½ L	¾	2⅝	✓	✓	4½ to 5	FULL
B „	54	·40	·36	·36		·40	„	4½	¾	3⅛	„	¾	2⅝	✓	✓	do	do
C „	54	·40	·36	·36		·40	„	4½	¾	3⅛	„	¾	2⅝	✓	✓	do	do
D „	54	·40	·36	·36		·40	„	5¼	⅞	3⅔	„	¾	2⅝	✓	✓	do	do
E „	55	·52	·44	·44		·52	„	5¼	⅞	3⅔	FULL	⅞	3⅛	✓	✓	9 to 6	do
F „	55	·48	·34	·34		·48	„	5¼	⅞	3⅔	½ L	¾	2⅝	✓	✓	4½ to 5	do
SHEER G „	45	·56 (INCREASED TO ·76 AT BREAK)	·40	·34		·56	„	4½	¾	3⅛	Full	⅞	3⅛	✓	✓	9	do
H „	54	·40		·34		·40	SINGLE	2½	¾	3⅛	¾ L	¾	2⅝	✓	✓	4½	aft
J „																	
K „	46	·42				·42	„	2½	¾	3⅛	„	¾	2⅝	✓	✓	4½	FULL
L „																	
M „																	
N „																	
O „																	
P „																	
Q „																	
R „																	
S „																	
T „																	
U „																	
V „																	
W „																	
Cabin Sides		·26															
Th'kness of Sh'rstrke clear of Long Bridge*	46	·76	·40	·34		·56											
Do. of Strake below	55	·48	·34	·34		·48											
Dblg. of Flat Plate Keel																	
„ Sheerstrakes, Length and thickness.																	
Poop Sides		·28															
Short Bridge Sides		·42															
Forecastle Sides		·30															

State actual thickness in way of Double Bottom.

Write "Bridge Sheer Strake" and "Upper Deck Sheer Strake" opposite the corresponding letter.

* Where a long bridge is fitted the thickness of Upper Deck Sheerstrake and Strake below should also be stated clear of same.

Upper Deck Stringer Plate — **Butts,** TREBLE riveted for ½ LENGTH. length amidship. ~~Straps, single, double or~~ overlapped for FULL length amidship.

Second Deck Stringer Plate — **Butts,** ✓ riveted for ✓ length amidship. **Straps,** single or overlapped for ✓ length amidship.

Butts of Side Stringers ✓ riveted.

„ **Tie Plates** DOUBLE riveted.

Inner Bottom Plating, riveting of **Edges** Single **Butts** D & S.

Centre Girder Butts, Treble riveted **Keelson Butts,** Treble riveted.

Frames, riveted through Plates with ¾" in. Rivets, about 5¼" ✓ apart.

Rivets, state whether Iron or Steel Iron.

FRAMES extend in one length from Keel to Gunwale State if ordinary ~~or joggled~~ Ordinary

REVERSED FRAMES on floors ~~and frames extend from~~ Bilge to Bilge State if ordinary or joggled ✓

MASTS, SPARS, &c.

	Material.	Total Length.	Diameter and Thickness. At Partners.	Heel.	Hounds.	Head.	No. of Plates in round.	Angles. Number.	Angles. Size.	Riveting. Seams.	Riveting. Butts.
Lower Masts — Fore	P. PINE	65'-6"	15"	14"	14½"	4"					
Lower Masts — ~~Main~~											
Lower Masts — Mizen	P. PINE	59'-0"	15"	15"	14½	4"					
Bowsprit	✓										

Topmasts, Yards and Remainder of **Spars** ✓

Rigging, Material and Size, **Shrouds** 3 shrouds 2¾" Galv wire **Stays** FORE MAST. 3¼ MIZEN MAST 3¼" (Galv wire)

Sails. one Suit of Fore & Aft. Sails, and the following spare sails

Form No. 1A.

EQUIPMENT No. 8738 **LETTER** J. **ANCHORS.** TONNAGE U. DK. OR PLATING No. FOR TRAWLERS

Number of Certificate.	Anchors.	Weight, Ex. Stock. Cwts.	qrs.	lbs.	Weight of Stock. Cwts.	qrs.	lbs.	Test, per Certificate. Tons.	cwts.	qrs.	lbs.	Weight ~~Required by Table 31~~ Approved. Cwts.	qrs.	lbs.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
20914	1st Bower	17	-	22				18	8	3	-	16	3	-	Stockless	JOHN GREEN	Cradley Heath 17-12-15. S. C. Paul
20915	2nd „	15	3	-				17	3	-	14	16	3	-	do	do	do
20916	3rd „	15	2	22				17	3	-	14	14	2	-	do	do	do
	4th „																
	Collective weight.	48	2	16								48	-	-			
45593	Stream	5	-	-	1	1	3	7	7	2	-	4	3	-	Iron Stock	do	Tipton 14-12-15. J. H. Pursall
45592	Kedge	2	1	3		2	-	4	15	-	-	2	1	-	do	do.	do.

If Patent state Name of Patentee. If Stockless, state Mechanical Tests.

CHAIN CABLES.

Number of Certificate.	Length and size supplied. Length. Fathoms.	Diam. Ins.	Test per Certificate. Statutory. Tons.	Breaking. Tons.	Weight of Chain Cable. Supplied. Cwts. qrs. lbs.	Per Rule. Cwts. qrs. lbs.	Length and Size per Table 31. Length. Fathoms.	Diam. Ins.	Description.	Makers of Cables.	Where and when tested, and Superintendent.
47615.	210⅓	1¼	28⅛	42⅛	173-2-0.	168-0-0	210	1 4/16	Stud Link	JOHN GREEN	Tipton 15-12-15. J. H. Pursall.
~~Iron~~ Stream ~~Chain~~ or Steel Wire	60	Cir. 3	18				60	Cir. 3			

HAWSERS AND WARPS.

Material.	Length and Size supplied. Length. Fathoms.	Cir. Ins.	Breaking Test of Steel Wire Towline. Tons.	Length and Size per Table 31. Length. Fathoms.	Cir. Ins.
TOWLINE	75	2¾	15½	75	2¾
HAWSERS & WARPS	90	6		90	6
„ „	90	4		90	4
„ „					

RETAIN

Boats 2 Lifeboats & one Dinghy **Steering Gear, Steam** Donkin & Coy. **Steering Gear, Hand** yes. Steam & Hand.

Pumps, Number Six Diameter of Barrel 4½ State whether they are in efficient working order yes

Windlass is Steam by Emerson, Walker & Thompson **Capstan** none

Engine Room Skylights.—How constructed? Steel plates & bars What arrangements for deadlights in bad weather? steel flaps

Coal Bunker Openings.—How constructed? BRIDGE DK. CAST IRON / BOAT DK. PLATES & BARS How are lids secured? LOCKED. 2½" HATCHES ETC. Height above deck? FLUSH. 12"

Number of **Scuppers,** and numbers and dimensions of **Freeing Ports, &c.** 3 scuppers, 3 Freeing Ports, one 2·41×1·5 and two 2·5×1·5.

Ceiling in Holds, thickness and material 2½" Pitch Pine **Cargo Battens,** thickness and material 6"×2" W.P.

Cargo Hatchways.—How formed? Steel plates & bars **Hatches,** If strong and efficient? yes 2½" thick

State size **No. 1 Hatch** (Forward) 11'×9' **No. 2 Hatch** 18'-4"×14'-0" **No. 3 Hatch** 20'-2"×11'-0" **No. 4 Hatch** ✓

Number of **Web Plates, Shifting Beams** and **Fore** and **Afters** to each Hatch one web plate and one fore & after to No. 1. one web plate & three fore & afters to Nos 2 & 3. **No. of Breasthooks** 2 **No. of Crutches** 1.

Bulwarks, height above deck and description 3'-0" × ·26 **Main Rail,** material and size Tyzacks rail 6" broad

The foregoing is a correct description.

FOR THE GOOLE SHIPBUILDING & REPAIRING CO. LTD.

Builder's Signature (here only) H. R. Craggs *Surveyor's Signature* W. H. Roberts *Surveyor to Lloyd's Register of Shipping.*

Correspondence.—State dates and initials of letters respecting this case (*Reference should be made in any correspondence connected with the case*) M. 4-8-14, 19-8-14, 25-8-14, 28-8-14, 2-9-14. E 15-10-14, 20-10-14, H 5-2-15, 18-2-16, 1-12-15.

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 faying 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.)

This vessel has been constructed in accordance with the approved plans, 4 in number, with the secretary's letters & otherwise in general conformity with the Society's Rules.

The material and workmanship are good.

Damage alleged to have been sustained whilst shipping machinery at Messrs Earles & Coy. Ld. Hull.

Now Done. The lower part of the stem removed, faired & replaced. C stem plate port & B stem plate starbd removed, faired & replaced. C stem plate starbd faired in place. B stem plate port renewed. After above repairs were effected, the fore peak was tested and found tight. To effect the above repairs the vessel was placed in dry dock at Goole, where the bottom and rudder was examined and vessel coated.

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. ✓

		Fees applied for,
The amount of Entry Fee	£ 3 : - : -	11-4-1916
Special Survey Fee	£ 35 : 13 : -	Received by me.
Travelling Expenses, if any	£ 4 : 4 : 3	2/5-1916

3/5/16 B

Certificate to be sent to Hull *Date of issue* 3/5/16

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 without

W. H. Roberts & R. Wright. *Surveyor to Lloyd's Register of Shipping.*

Committee's Minute FRI. 14 APR. 1916

Character assigned 100 A1.

Lloyd's A & C. P. + L. M. C. 4.16

Write Hyl

W

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

W 394-0244(2/2)

GENERAL REMARKS—(continued).

Anchors

20914	17 - 22	18	8	3	-	16	3	-	Stockless	John GREEN Bradley Heath 17-12-15	
20915	15 2 -	11	3	-	14	16	3	-	do	do	
20916	15 2 22	17	3	-	14	14	2			do	do
	48 2 16					48					
5593	5 - -	1	1	3	4	4	3		Iron Stock	do	Tipton 12.15 9th Parade
5592	2 1 3	2			4	2	1		do	do	do

47615. 210/3 1/4. 28 3/4 2/8 193-2-0. 168-0-0 210 1 1/16 Stud
JOHN GREEN Tipton 6-2-15.
— 60 3 16 Stud 9th Parade
60 3 — 15 — 90 — 90

2 Lifeboats & one Dinghy Davits & fly.
Sif 11/2
Stein & Thomson, Walker & Thompson yes, Steam steering
Steel plates & bars none
{BRIDGE DK. CAST IRON
{BOAT DK. PLATES & BARS
LOCKED
3 scuppers, 3 freeing ports 2 1/2" HAWSES ETC.
2 1/2" Pitch Pine
Steel plates & bars 6 x 2" H.P.
11' x 9'
13'-4" x 14'-5" 20'-2" x 11'-5" yes 2 1/2" thick
Three fore & afters to Nos 2 & 3, one web plate and one fore & after to No. 1. one web plate
3'-0" x 26 2
Tyzacks rail 6" brand

W. H. Roberts

1.4-8-14, 19-8-14, 25-8-14, 28-8-14, 2-9-14, E 15-10-14, 20-10-14, H 5-2-15, 18-2-15, 1-4-15

planed.
yes
yes
yes
yes
yes a few.
yes
yes satisfactory

This vessel has been constructed in accordance with the approved plans, 4 in number, with the Secretary's letters & otherwise in general conformity with the Society's Rules.
The material and workmanship are good.

Damage alleged to have been sustained whilst shipping machinery at Messrs Bates & Co. Ltd. Hull.
Now Done. The lower part of the stem removed, faired & replaced.
C stem plate port & B stem plate starbd removed, faired & replaced.
C stem plate starbd faired in place. B stem plate port renewed. After above repairs were effected the fore peak was tested and found tight.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 18·83 ft., R.Q.D. 34·83 ft., Bridge 56·83 ft., Forecastle 25·5 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated The poop, quarter deck and Bridge are joined

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 should appear in the Register Book*) 1 Deck (Stl)

Official No. 139121 ; Signal Letters

State if Machinery is fitted aft No

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 Cellular system

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	34'-10"	26	Fore peak tank,		48
Double bottom, under Engines and Boilers,	none		After peak tank,		41
Double bottom, if under Engines only,	none		Deep tank, aft,	✓	
Double bottom, if under Boilers only,	none		Deep tank, forward,	✓	
Double bottom, forward,	69'-8"	85	Other tanks, if fitted,	✓	
	Total capacity of double bottom	111	(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.

FULL LENGTH OF DOUBLE BOTTOM 104'5 FT. TOTAL CAPACITY OF DOUBLE BOTTOM 111 TONS. SALTWATER

Order for Special Survey No. 2102

Date 24/10/14

No. 175 in builder's yard.

DATES of Surveys held while building: 1914:- Sep 21. Oct 17. 23. 27. 29. Nov 6. 19. 23. 25. Dec 2. 5. 10. 11. 15. 17. 31 - 1915. Jan 7. 4. 8. 12. 19. 22. 26. 29. Feb 2. 10. 11. 13. 19. Mar 2. 4. 7. Jul 1. 5. 12. 21. 27. Aug 23. 31. Sep 7. 10. 16. 21. 23. 28. 29. Oct 2. 7. 8. 10. 19. 29. Nov 1. 11. 15. 20. 25. 29. Dec 7. 10. 14. 23. 29. 1916:- Jan 4. Feb 3. 11. 17. 23. 29. Mar 1. 2. 3. 6. 8. 15. 16. 17. 21 - 28. 29. 30. 31. Apr 4,

Total No. of Visits 87

Surveyor's Signature W. H. Roberts