





WEB FRAMES.				Inches in Ship.	Inches in Ship.	Inches per Rule. Or as Approved.	Inches per Rule. Or as Approved.	FORGINGS or CASTINGS.		Inches in Ship.	Inches per Rule. Or as Approved.
WEB-FRAMES, In Fore Body, No. and spacing								KEEL, Bar, depth and thickness		Real Keel plate	
" " " brdth. & thickness								STEM, moulding and thickness		11" x 3"	11" x 3"
" " " No. of Side Stringers								STERN-POST for Rudder do. do.		10 1/2 x 9	10 1/2 x 9
WEB-FRAMES, In E. & B. Space, No. & spacing				8 on 4 1/4 frames 8 on 4 1/4 frames				" " " for Propeller		11 x 9	11 x 9
" " " brdth. & thickness				26	46	26	46	RUDDER-A x D Table 22. Speed		527	527
WEB-FRAMES, In After Body, No. and spacing								" " " Main-Piece, diameter at head		11" dia	11" dia
" " " brdth. & thickness				26	48	26	48	" " " at heel		8 1/4"	8 1/4"
" " " No. of Side Stringers				26	48	26	48				
" " " Size of Face Angles to Web-Frames				4 x 3 1/2	54	4 x 3 1/2	54				
BRACKET PLATES to Stringers between Web Frames, depth and thickness											
BULKHEADS.				Number.	Thickness.	STIFFENERS.		Single or Double Frames.	RUDDER, how constructed		
				Vessel.	Per Rule.	Horizontal.	Vertical.		" Thickness of <del>Plating</del> Single Plate		
						Size.	Size.		Can the Rudder be unshipped afloat?		
						Spacing.	Spacing.				
W.T. BULKHEADS				8	4	36 to 26	10 1/2 x 3 1/2	30	Single up and down		
COLLISION "				1	1	42	9 1/2 x 4 1/2	48	Single up and down		
PARTITION "											
LONGITUDINAL "											
Are the outside Plates doubled two spaces of Frames in length? <i>yes</i>											
Are the <del>Stitch Valves</del> Watertight Doors in efficient working order? <i>yes</i>											
PLATING.						RIVETING.					
STRAKES.						EDGES.					
AS IN SHIP.						PER RULE OR AS APPROVED.					
AMIDSHIP.						AMIDSHIP.					
Breadth.						Breadth.					
Thickness.						Thickness.					
Forward.						Forward.					
Aft.						Aft.					
Breadth.						Breadth.					
Thickness.						Thickness.					
Flat Plate Keel						Double					
Garboard or A Strake						Single					
B						Single					
C						Single					
D						Single					
E						Single					
F						Single					
G						Single					
H						Single					
J						Single					
K						Single					
L						Single					
M						Single					
N						Single					
O						Single					
P						Single					
Q						Single					
R						Single					
S						Single					
T						Single					
U						Single					
V						Single					
W						Single					
THICKNESS OF SHEER STRAKE						Double					
CLEAR OF LONG BRIDGE						Double					
DO. OF STRAKE BELOW						Double					
DELT. of Flat Plate Keel						Double					
" Sheerstrakes						Double					
Length and thickness.						Double					
POOP SIDES						Double					
SHORT BRIDGE SIDES						Double					
FORECASTLE SIDES						Double					
*Where a long bridge is fitted the thickness of Upper Deck Sheerstrake and Strake below should also be stated clear of same.											
Upper Deck						Butts of Side Stringers					
Stringer Plate						Tie Plates					
Second Deck						Inner Bottom Plating, riveting of Edges					
Stringer Plate						Centre Girder Butts					
Butts of long Poop						Frames, riveted through Plates with					
Butts of deck plating						Rivets, state whether Iron or Steel					
FRAMES extend in one length from Margin plate & Keel to Upper Bridge, Poop & Gunwale. State if ordinary or joggled											
REVERSED FRAMES on floors and frames extend from Margin plate to 2nd Deck in Hold 3, 5, 6 & 7. otherwise built framing											
double reverse angles on double bottom floors in Engine Space & Boiler Room. State if ordinary or joggled											
MASTS, SPARS, &c.											
DIAMETER AND THICKNESS.											
At Partners.											
Heel.											
Hounds.											
Head.											
No. of Plates in round.											
ANGLES.											
Number.											
Size.											
Seams.											
Butts.											
Fore											
Main											
Mizen											
Bowsprit											
Topmasts, Yards and Remainder of Spars											
Rigging, Material and Size, Shrouds											
Sails, Best best canvas											
Suit of Stay & Yards											
Sails, and the following spare sails											



This Cert. "While that neither certificate judgment, (Cert. B.) 2m,



EQUIPMENT No. <i>48840</i>				LETTER <i>47</i>				ANCHORS.				TONNAGE U. DK. OR PLATING No. FOR TRAWLERS					
Number of Certificate.	Anchors.	WEIGHT, EX. 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.			
<i>39456</i>	1st Bower ...	<i>87</i>	<i>2</i>	<i>21</i>	<i>Stockless</i>			<i>62</i>	<i>5</i>	<i>0</i>	<i>0</i>	<i>85</i>	<i>2</i>	<i>0</i>	<i>Greenough Grip</i>	<i>Green</i>	<i>Lepton 23 July 1912</i>
<i>39456</i>	2nd " ...	<i>82</i>	<i>3</i>	<i>21</i>	"	"		<i>60</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>85</i>	<i>2</i>	<i>0</i>	" " "	"	" " " "
<i>39475</i>	3rd " ...	<i>74</i>	<i>3</i>	<i>14</i>	"	"		<i>56</i>	<i>5</i>	<i>0</i>	<i>0</i>	<i>73</i>	<i>2</i>	<i>0</i>	" " "	"	" " " "
	4th " ...				"	"									" " "	"	" " " "
	Collective weight	<i>245</i>	<i>2</i>	<i>10</i>								<i>244</i>	<i>2</i>	<i>0</i>			
<i>9265</i>	Stream .....	<i>25</i>	<i>0</i>	<i>0</i>	<i>6</i>	<i>1</i>	<i>0</i>	<i>24</i>	<i>15</i>	<i>0</i>	<i>0</i>	<i>25</i>	<i>0</i>	<i>0</i>	<i>Common</i>		<i>Cardiff 11 August 1912</i>
<i>9266</i>	Kedge.....	<i>12</i>	<i>0</i>	<i>4</i>	<i>3</i>	<i>0</i>	<i>14</i>	<i>13</i>	<i>18</i>	<i>0</i>	<i>0</i>	<i>12</i>	<i>0</i>	<i>0</i>	" "		<i>Supt. " G. W. Perrie</i>

It Patent Name of Anchor.

HAWSERS AND WARPS

It Stockless, steel, Mechanical Tests.

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.		Tons.	Fathoms.
	Length.	Diam.	Statio- tory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.		
12169	300	2 3/4	116 7/8	163 3/8	991.3.21	989.0.0	300	2 3/4	Steel link		Cardiff 29 June 1912 G. W. Perrie Supt.	TOWLINE	120	5 1/2	88	120	5 1/2	100	2 1/2
												HAWSERS & WARPS	100	2 1/2	18.2	100	2 1/2		
												Special	100	2 1/2	18.2	100	2 1/2		
												Special	100	2 1/2	18.2	100	2 1/2		

**Boats** 4 life 25 ft x 4 ft 3 in. 3 ft 3 in. 19 ft 3 in. 6 ft 6 in. 2 ft 4 in.  
**Pumps**, Number 2, 25 ft x 4 ft 3 in. 3 ft 3 in. 19 ft 3 in. 6 ft 6 in. 2 ft 4 in.  
**Windlass** is for steam of the Clark Chapman type.  
**Engine Room Skylights**.—How constructed? Steel fitted on Friday 8 ft 6 in. 6 in. 2 ft 4 in.  
**Coal Bunker Openings**.—How constructed? Steel fittings.  
**Number of Scuppers**, and numbers and dimensions of **Freeing Ports, &c.** 2. Scupper, and 1 a. 3 ft 6 in. x 1 ft 6 in. 2 a. 3 ft 0 in. x 1 ft 6 in. rounded ends.  
**Ceiling in Holds**, thickness and material 2 1/2 pine.  
**Cargo Hatchways**.—How formed? Steel coamings with round corners 30" above deck 60".  
**State size No. 1 Hatch (Forward)** 23 ft 6 in. x 19 ft 11 in. **No. 2 Hatch** 25 ft 2 in. x 19 ft 11 in. **No. 3 Hatch** 18 ft 5 in. x 19 ft 11 in. **No. 4 Hatch** 21 ft 0 in. x 19 ft 11 in.  
**Number of Web Plates, Shifting Beams and Bars** and **Attaches** to each Hatch No. 1, 4, 5, 6 & 7 each 3 ft 6 in. plates. No. 2 & 3 each 5 ft 6 in. plates.  
**Hatch covers** 3" no fire & afters fitted.  
**No. of Breasthooks** 5 **No. of Crutches** steel etc.  
**Bulwarks**, height above deck and description 60 inches of Bridge Deck plating thick. Main Rail, material and size 6 x 3 x 50.  
The foregoing is a correct description.  
Builder's Signature **Flensburger Schiffsbau-Gesellschaft**  
Surveyor's Signature **Geo. Dykes**  
Surveyor to Lloyd's Register of British and Foreign Shipping.

**Correspondence**.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case)  
M. 20 & 24 Dec 1911. 23 Jan. & 5 Feb 1912

**Workmanship**. Are the butts of plating planed or otherwise fitted? butts planed. Had keel plate double straps remainder overlapped.

Is the riveted work properly closed? yes  
Are the liners between the frames and plates solid single pieces? plating edges joggled 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? none

Are the butts of Plating, Stringers, &c., properly shifted and strapped and overlapped? yes  
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 in conformity with the approved amended plans, and in all other respects in conformity with the Rule requirements with a view to obtain the Society's highest class in the Register book.

The Workmanship throughout is of the best description all parts conforming well with each other and efficiently riveted.

The steel materials used in the construction of the vessel have been manufactured at works approved by the Committee and tested by the Society's Surveyors in conformity with the Rule requirements.

Peaks have been fitted with water to height of 3rd deck & upper deck and found tight. Tunnel & bulkheads in holds tested with a hose and found tight.

Box girders are fitted in No 3 lower hold as approved in lieu of pillars. Wireless Telegraphy of the Telefunken system is fitted.

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

The amount of Entry Fee ..... Mk. :105.  
Special Survey Fee.... Mk. 4350  
Travelling Expenses, if any Mk. :210  
Freight and Design. Mk. 130  
State whether the Vessel has been built under Special Survey yes  
I am of opinion this Vessel should be Classed 100A1  
With, or without Freeboard, as condition of Class without Freeboard  
Fees applied for, 3 Dec 1912  
Received by me, 6 Dec 1912  
Certificate to be sent to HAMBURG Date of issue 13/12/12.  
Surveyor to Lloyd's Register of British and Foreign Shipping.

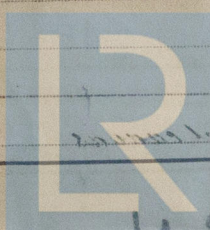
Committee's Minute  
Character assigned

FRI. DEC. 13. 1912

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Lloyd's Register

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

TEKNE

CLEAR

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DBLG.

"

Length

POOP S

SHORT

FORECA

Upper

Stringe

Secom

Stringe

FRAME

REVER

down

LOWER

Bowsprit

Topmasts

Rigging

Sails

Form No. 1A.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop <sup>joined</sup> 37.8 ft., ~~B.D.~~ ft., Bridge <sup>to</sup> ft., Forecastle 80.8 ft.  
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *The poop and bridge are joined together*

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, lower deck in Holds 1, 2 & 3*

Official No. ; Signal Letters State if Machinery is fitted aft *NO*

How are the surfaces preserved from oxidation? Inside *bottom cement otherwise oil paint* Outside *Paint & oil 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,	154.0	625	Fore peak tank,	24.0	130
Double bottom, under Engines and Boilers,			After peak tank,		
Double bottom, if under Engines only,	39.8	214	Deep tank, aft,		
Double bottom, if under Boilers only,	46.8	256	Deep tank, forward,		
Double bottom, forward,	191.0	848	Other tanks, if fitted,		
Total capacity of double bottom		1946	(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. 22

Dated 12 Dec 1911

No. 326 in builder's yard.

DATES OF SURVEYS held while building

15 March 16<sup>th</sup> April 4 & 22<sup>nd</sup> May 13 & 23 June, 3, 24, 31 July.  
9, 19, 24 Aug, 7 & 21 September 1, 11, 15, 25 October, 8, 12, 26 Nov  
2 & 5 December 1912

Total No. of Visits 23

Surveyor's Signature

Geo. Dyke  
Lloyd's Register  
Foundation



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This Certificate  
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