

With or Without  
Disconnected Erections.

STEEL STEAMER.

16 MAR 1928

Received at London Office

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

Date of completion of report *14th March 1928* Port of *Grimsby* No. *15760*  
Survey held at *Grimsby* Date, First Survey *20-12-27* Last Survey *12-3-1928*

On the (State if Single, Twin, or Triple Screw) *Single Screw Steel Steamer*

TONNAGE under  
Tonnage Deck... *210.11*  
Do. between Tonnage Dk. and 3rd and 4th Dk. *✓*  
Total under Upper Dk. *210.11*  
Do. of Poop *48.67*  
Do. of R.Q. Dk. *✓*  
Do. of Bridge House *✓*  
Do. of Forecastle *16.02*  
Do. of Houses on Dk. *6.16*  
Do. of excess of Hatchways *10.29*  
Do. above Crown of Engine Room *28.97*  
Gross Tonnage *320.22*  
*30.68*  
*119.37*  
*12.56*  
*19.36*  
*138.35*

CLASS *100A1*

FRETT.

Breadth (greatest moulded) *21.33*  
Depth, at middle of length from top of keel to top of upper deck beams at side *10.68*  
Transverse Number *32.01*  
Length on deck from fore part of stem to after part of stern post *124.5*  
Longitudinal Number *3984*  
Depth "d," at middle of length (See Secs. 2 & 13) *✓*  
Proportions—Depths to Length—Upper Deck Beam at side to top of keel *11.66*  
" " Long Bridge Deck Beam at side to top of keel *✓*

Built at *Slidrecht*

When built *1918* Launched *✓*

By whom built *Schips Baanbouw v/h T. H. de Vries*

Owners *J. C. Wilton & Co. Ltd.*

Managers *✓*  
(Where necessary to be entered in Reg. Book.)

Residence *14, Queen Victoria Street London E.C.4.*

Port belonging to *London*

Destined Voyage *Goole*

If Surveyed while Building, Afloat, or in Dry Dock *✓ on Slipway*

Feet. Inches. BREADTH—Moulded *21 4* Feet. Inches. DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams *10 13* No. of Decks with flat laid *One*  
Do. do. do. do. Second Dk. Beams *10 13* No. of Tiers of Beams *One*  
Moulded depth, ft. *10* ins. *8 1/2* To Bridge Dk. Round of Upper Dk. Beam, Actual *5 1/2* ins.  
To Upper Dk.

FRAMING.	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship
For Bars amidships	<i>4 3/4</i>	<i>2 1/2</i>	<i>32</i>	<i>4 1/2</i>	<i>2 1/2</i>	<i>32</i>
Double Bottoms at Solid Floors	—	—	—	—	—	—
" at intermdt. Bkts.	—	—	—	—	—	—
from centre to centre amidships	<i>22</i>	—	—	<i>22</i>	—	—
length to Collision bulkhead	<i>22</i>	—	—	<i>22</i>	—	—
" in peaks	<i>22</i>	—	—	<i>22</i>	—	—
E. Angles <i>in way of 2 1/2 x 2 1/2 x 26</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>26</i>	—	—	—
Double Bottoms at Solid Floors	—	—	—	—	—	—
" at intermdt. Bkts.	—	—	—	—	—	—
girder	<i>4 1/4</i>	—	—	<i>4 1/2</i>	—	—
thickness of Floor Plate	<i>12 x 26</i>	—	—	<i>12 x 26</i>	—	—
for length amidships	<i>30 ES. 34 BS. 30 ES. 34 BS.</i>	—	—	—	—	—
and Boiler Spaces	<i>24</i>	—	—	<i>24</i>	—	—
ends of vessel	—	—	—	—	—	—
half breadth, as per Rule	<i>25</i>	—	—	—	—	—
at the Bilges	<i>25</i>	—	—	—	—	—
Double Bottoms	—	—	—	—	—	—
angled (top & bottom)	—	—	—	—	—	—
Solid floors	—	—	—	—	—	—
in Dbl. bottom, depth & thickness	—	—	—	—	—	—
Angles, Top	—	—	—	—	—	—
" Bottom	—	—	—	—	—	—
" to Floors	—	—	—	—	—	—
intermdt. frmng., width & thkns	—	—	—	—	—	—
number on each side & thickness	—	—	—	—	—	—
flange (top and bottom)	—	—	—	—	—	—
Angles (top and bottom)	—	—	—	—	—	—
" to Floors	—	—	—	—	—	—
depth (exclusive of flange) and thickness	—	—	—	—	—	—
Angle to Outside Plating	—	—	—	—	—	—
" Floors	—	—	—	—	—	—
intermdt. frmng., width & thkns	—	—	—	—	—	—
Outside Brackets above at bilge	—	—	—	—	—	—
PLATING, breadth and thickness of Middle Line Strake	—	—	—	—	—	—
in Engine and Boiler space	—	—	—	—	—	—
Remainder in Holds	—	—	—	—	—	—
Deck, Single Angle, Bulb, Plate, Tee Bulb, or Channel	<i>4 3/4</i>	<i>2 1/2</i>	<i>28</i>	<i>4 1/2</i>	<i>2 1/2</i>	<i>28</i>
Long Bridge	—	—	—	—	—	—
"	<i>22</i>	—	—	<i>22</i>	—	—
Deck, Single Angle, Bulb, Plate, Tee Bulb, or Channel	—	—	—	—	—	—
Fourth Deck, Single Angle, Plate, Tee Bulb, or Channel	—	—	—	—	—	—
upper edge	—	—	—	—	—	—
"	<i>22</i>	—	—	<i>22</i>	—	—
Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>4</i>	<i>2 1/2</i>	<i>28</i>	<i>4</i>	<i>2 1/2</i>	<i>28</i>
upper edge	—	—	—	—	—	—
"	<i>22</i>	—	—	<i>22</i>	—	—
Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>4</i>	<i>2 1/2</i>	<i>28</i>	<i>4</i>	<i>2 1/2</i>	<i>28</i>
upper edge	—	—	—	—	—	—
"	<i>22</i>	—	—	<i>22</i>	—	—
Angles on upper edge	—	—	—	—	—	—
Spacing	<i>22</i>	—	—	<i>22</i>	—	—

PILLARS.	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship
PILLARS In 'tween Deck, size and spacing	<i>2 1/2</i>	<i>4 1/4</i>	<i>2 1/2</i>	<i>4 1/4</i>	—	—
" " Hold	<i>2 1/2-3 1/2</i>	<i>4 1/4</i>	<i>2 1/2-3 1/2</i>	<i>4 1/4</i>	—	—
" " Quarter 'tween Dks.,	—	—	—	—	—	—
" " in Hold	—	—	—	—	—	—
KEELSONS & STRINGERS.	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate	<i>16 x 28</i>	<i>26</i>	<i>16 x 28</i>	<i>26</i>	—	—
Rider Plate	—	—	—	—	—	—
Flat Plate Keel Angles	<i>double 3 1/2 x 3 1/2 x 40</i>	<i>36</i>	<i>3 1/2 x 3 1/2 x 40</i>	<i>36</i>	—	—
Horizontal Plates on Floors	—	—	—	—	—	—
Angles or Bulb Angles	<i>double 4 x 3 x 34</i>	<i>32</i>	<i>4 x 3 x 34</i>	<i>32</i>	—	—
SIDE KEELSONS, Number	<i>One</i>	—	<i>One</i>	—	—	—
Angles or Bulb Angles	<i>double 3 x 3 x 28</i>	<i>3 x 3 x 28</i>	—	—	—	—
Plate above floors, for length	—	—	—	—	—	—
Intercoastal Plate, for full length	<i>26</i>	—	<i>26</i>	—	—	—
Attached to outside Plating with Angle	<i>2 1/2 x 2 1/2 x 28</i>	<i>2 1/2 x 2 1/2 x 28</i>	—	—	—	—
BILGE KEELSON, Angles	—	—	—	—	—	—
Intercoastal Plate for length	—	—	—	—	—	—
Attached to outside Plating with Angle	—	—	—	—	—	—
SIDE STRINGERS, Number	<i>One</i>	—	<i>One</i>	—	—	—
" Angle	<i>3</i>	<i>3 x 28</i>	<i>3</i>	<i>3 x 28</i>	—	—
Intercoastal Plate, for full length	<i>26</i>	—	<i>26</i>	—	—	—
Attached to outside plating with Angle	<i>2 1/2 x 2 1/2 x 28</i>	<i>2 1/2 x 2 1/2 x 28</i>	—	—	—	—
Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)	<i>4 1/2 x 42</i>	<i>28</i>	<i>4 1/2 x 36</i>	<i>28</i>	—	—
" " " " br'dth & thickness (in way of Bridge)	<i>4 1/2 x 42</i>	<i>28</i>	<i>4 1/2 x 36</i>	<i>28</i>	—	—
" " " " Angle (clear of Bridge)	<i>3 x 3 x 36</i>	<i>3 x 3 x 36</i>	—	—	—	—
" Tie Plate at sides of Hatchways	—	—	—	—	—	—
Deck * Iron or Steel, for full length	<i>24</i>	—	<i>24</i>	—	—	—
" Thickness (clear of Bridge)	<i>24</i>	—	<i>24</i>	—	—	—
" " (in way of Bridge)	<i>24</i>	—	<i>24</i>	—	—	—
Wood Deck. Material & thickness	—	—	—	—	—	—
Second Deck Stringer Plate, br'dth & thickness	—	—	—	—	—	—
Angles on ditto, No.	—	—	—	—	—	—
Tie Plates outside Hatchways	—	—	—	—	—	—
Deck * Iron or Steel, for full length	—	—	—	—	—	—
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	—	—	—	—	—	—
Poop Deck Stringer Plate, breadth & thickness	<i>21 x 24</i>	<i>21 x 24</i>	—	—	—	—
" Angle on ditto	<i>2 1/2 x 2 1/2 x 24</i>	<i>2 1/2 x 2 1/2 x 24</i>	—	—	—	—
" Tie Plates	—	—	—	—	—	—
" Deck. Material and thickness	<i>Steel 24</i>	<i>24</i>	—	—	—	—
Bridge Deck Stringer Plate, br'dth & thickness	—	—	—	—	—	—
" Angle on ditto	—	—	—	—	—	—
" Tie Plates	—	—	—	—	—	—
" Deck. Material and thickness	—	—	—	—	—	—
Forecastle Deck Stringer Plate, br'dth & thickness	<i>24</i>	<i>24</i>	—	—	—	—
" Angle on ditto	<i>2 1/2 x 2 1/2 x 24</i>	<i>2 1/2 x 2 1/2 x 24</i>	—	—	—	—
" Tie Plates	<i>24</i>	<i>24</i>	—	—	—	—
" Deck. Material and thickness	<i>Wood 5 x 2 1/2 x 24</i>	<i>5 x 2 1/2 x 24</i>	—	—	—	—

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



[illegible]

EQUIPMENT No. 4463				LETTER				ANCHORS.				TONNAGE U.D.K. OR PLATING NO. FOR TRAWLERS			
Number of Certificate.	Anchor.	Weight, E.K. STOKR	WRIGHT OF STOCK	TEST, PER CERTIFICATE.	WRIGHT REQUIRED BY TABLE 31.	Description of Anchor.	Makers.	Where and when tested and Superintendent.							
Owts. qrs. lbs.	Owts. qrs. lbs.	Tons. cwt. lbs.	Owts. qrs. lbs.	Owts. qrs. lbs.	Owts. qrs. lbs.										
1st Bower ...	...	487 kg.	Studs	...	...	Halle Patent	Jeph... ..	...	...	...	...	...	...		
2nd " ...	...	904	"	11 2 2 0	✓			...	...	...	...	...	...		
3rd " ...	...														
4th " ...	...														
Collective weight.	...														
Stream .....	...	142 kg	36 kg	- - -											
Kedge .....	...	74 kg	19 kg												
Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.															
1st Bower ✓ 2nd " 6-1-4 KH 367+ 31 10 35 ✓ 3rd " 4th "															
CHAIN CABLES.															
Number of Certificate.	Length and size supplied.	Test per Certificate.	WRIGHT 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.				
Length. Diam.	Fathoms. Ins.	Tons. cwt. lbs.	Owts. qrs. lbs.	Per Rule.	Pathoms. Ins.				Fathoms. Ins.	Tons. cwt. lbs.	Fathoms. Ins.				
60348	15 1 18	18 27	8-1-0	✓		Stud ✓	Lipton 1332 W.A. Ryssels	TOWLINE	90 24						
3 BV	165 1 177	36570	✓			" ✓	27-8-17	HAWSERS & WARPS	120 2						
Long Stream Chain on Steel Wire	445 1 25					Cir.									
Boats. Tug lifeboats Pumps, Number Three Windlass is Steam Engine Room Skylights.—How constructed? Plates—angles Coal Bunker Openings.—How constructed? Plates—angles Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. Five scuppers each side. Ceiling in Holds, thickness and material 2 1/2" w.h. Cargo Hatchways.—How formed? Plates and angles State size No. 1 Hatch (Forward) 18'-4" x 11'-0" No. 2 Hatch 22'-0" x 11'-0" No. 3 Hatch Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch three to No. 1 and four to No. 2 No. of Breasthooks three No. of Crutches Deep frame Bulwarks, height above deck and description 3'-3" x 25" steel plate Main Rail, material and size 5' x 3" x 1/2" 13A The foregoing is a correct description. Builder's Signature there only ✓ Surveyor's Signature F.R. Palmer 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 9/4/1928 enclosing Copy letter M 5/7/1926 addressed to Mr. Lums; M 6/1/1928; 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; Several rivets removed Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? yes; Several rivets removed 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 Good. Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? yes State results of tests Good. General Remarks (State quality of workmanship, &c.) The scantlings and arrangements of this vessel are in accordance with the approved plans and the Secretary's letter referred to above. The painting arrangements, the strengthening of the bottom forward and at the break of the poop, construction of the fore and after peak bulkhead and the pilling arrangements throughout are satisfactory. The deck in way of the hatchways, side coamings of main hatchways and boiler room bulkhead have been additionally supported in accordance with the approved plans. A sufficient number of rivets now removed in various parts, the materials and workmanship examined and found of good quality. The requirements of the Rules for Special Survey 403 have been carried out. 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, and list of plans should be embodied in report. ✓															
The amount of Entry Fee ..... £ : :	Fees applied for,														
Special Survey Fee .... £ : :	Received by me,														
Travelling Expenses, if any £ : :															
State whether the Vessel has been built under Special Survey No															
In my opinion this Vessel should be Classed 100A1.															
With, or without Freeboard, as condition of Class Without															
Committee's Minute TUES. 3 APR 1928															
Character assigned See Guns rpt. & attached.															

H.M. Grimsby Office Date of issue 4/4/28  
Certificate sent to Grimsby Office  
F.R. Palmer & L.H.C. Chasley  
Surveyors to Lloyd's Register of Shipping.



GENERAL REMARKS—

A deep water ballast tank has been built in the hold extending from the Collision bulkhead to No 56 frame and full breadth of the construction and scantlings fully comply with the Rule requirements.

The certificates of tests of the port bow and stream anchors and 165 fathoms of chain cable could not be produced and the load test marks on the foregoing are indistinguishable. The late Owner stated the certificates could not be traced at the time the vessel was handed over to him and it is concluded they have been irrevocably lost.

The new Owner's Superintendent proposed that, in the circumstances and in consideration of the good and sound condition of these parts, the equipment might be accepted as satisfactory in this particular case, this proposal in our opinion, merits the approval of the Committee.

Plans of the midship section, Port Profile and Deck plan and General Arrangements are forwarded herewith.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 44.42 ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle 18.50 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ☒

No. and Material of Decks and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) 1 Dk (Stl)

Official No. 143345 : Signal Letters KCB D.

State if Machinery is fitted aft yes

If bottom of Vessel has been coated Inside Paint Outside Paint give particulars of paint or other composition ☒  
Cement

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system. Single bottom

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		13.5
Double bottom, under Engines and Boilers,			After peak tank,		14.5
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	12.83	25
Double bottom, forward,			Other tanks, if fitted,		
		Total capacity of double bottom	(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.

Date

No. in builder's yard.

DATES OF SURVEYS held while building

1927: Dec 20, 21, 22, 1928: Jan 4, 5, 10, 11, 13, 17, 19, 21, 23, 24, 27, 30, Feb 3, 6, 7, 14, 15, 16, 17, 23, Mar 3, 5, 10, 12

Total No. of Visits 27

Surveyor's Signature

F. R. Palmer

Lloyd's Register

Foundation