

# STEEL STEAMER or MOTORSHIP.

Received at London Office 15 NOV 1933

State if Report has been sent on the Freeboard of the Vessel *no*State if Report is sent on the Machinery of the Vessel *yo*

Date of completion of report

10. 11. 33

Port of *Liverpool*No. *102978*

Survey held at

*Fleetwood*

Date First Survey

*Oct 25<sup>th</sup>*

Last Survey

*Nov. 3<sup>rd</sup>*

1933.

On the (Steam Machinery fitted Aft and

*Steel Sc. K. Lock revision*

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)

*Steam Trawler*State Type of Erections ☒

TONNAGE under Tonnage Deck...)

*246*

CLASS

*100 A1*

State if with freeboard as condition of Class

*no*

Built at

*S. Shields*

Do. of space or spaces (Dk.)

*276*

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

L

*125.4*

Breadth (greatest moulded)

B

*23.4*

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)

D

*13.6*

1st Longitudinal Number (L x D).....=

*1705*

2nd Numeral L x (B + D).....=

*4640*

Framing Depth "d," at middle of length. See Sec. 3 (1d)

Proportions—Depth to Length—Uppermost continuous deck to top of keel

Do. Long Bridge to top of keel

Draught Moulded

Launched

*1920*

Yard No.

Builders

*J.P. Remondson & Son Ltd.*

Owners

*Boston Deep Sea Fishing & Ice Co. Ltd.*

Managers

(Where necessary to be entered in Reg. Book.)

Residence

*Fleetwood*

Port of Registry

*London*

If surveyed while building, afloat, or in dry dock

*and on slipway.*

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
amidships	21	<i>Ed. H. H. H. H.</i>	Bracket Floors, Frame		
from $\frac{3}{4}$ length to Collision bulkhead	21		Reversed Frame		
in peaks	23	<i>21</i>	Vertical Struts		
Angle, $E$ or $F$	5 3 43		Centre Girder, depth and thickness amidships		
Extends up to	<i>Collision bulkhead</i>		top Angles		
Amidships, Angle			bottom Angles		
Extends up to			Side Girders, No. each side and thickness		
ing Girder	5 5		Margin Plate depth (excl. of flange) and thickness		
Uppermost Continuous 'tween Decks, Angle, $E$ or $F$			Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem		
'tween Decks, Angle, $E$ or $F$			Vertical Angle to Tank side Bracket forward $\frac{1}{2}$ len. from stem		
rd			Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem		
Angles, Angle of $F$	5 3 34		Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem		
Spacing of Rivets through frame and Shell Plating amidships	<i>Frame <math>\frac{3}{4} \times 5</math> Scams <math>\frac{3}{4} \times 3 \frac{1}{2}</math></i>		Tank Side Brackets, height above base line at toe of Frame and thickness		
Joggled	<i>yes</i>		INNER BOTTOM PLATING.		
ANGEMENTS (Sec. 7), state system and particulars	<i>3 Buff floors, flanged 3"</i>		Breadth and thickness of Middle Line Strake		
NG OF BOTTOM FOR Particulars	<i>One breadth joint at 3 frame spaces. Bottom filled in with cement.</i>		Thickness of remainder in Holds		
and thickness at mid-line in	<i>14 140 flanged 3"</i>		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?		
of Brackets at side above line at toe of frame			BEAMS.		
Keelson, on Floors, Angles, $E$ or $F$	<i>12 3 3 1/2 5</i>		Uppermost Continuous Deck, amidships in Wells, Angle, $E$ or $F$	6 3 1/2 42	
Through Plate or Intercoastal Plate			" in way of Bridge, Angle, $E$ or $F$		
Foundation Plate on Floors			Spacing	<i>all frames</i>	
Flat Plate Keel Angles			Raised 2 beams under main & Second Deck, amidships, Angle, $E$ or $F$	7 3 40	
No. each side	<i>One</i>		Spacing	42	
thickness of Intercoastal Plate			Raised Deck 1/2 beams amidships, Angle, $E$ or $F$	6 3 40	
Angles	5 3 46 40		Third Deck, amidships, Angle, $E$ or $F$		
DOUBLE BOTTOM.			Spacing	42	
Solid Floors, thickness and spacing			main		
Are Frame and Reversed Frame joggled?			Fourth Deck, amidships, Angle, $E$ or $F$	6 3 40	
Bracket Floors, breadth and thickness at middle line			Spacing	42	
breadth and thickness at margin plate			Two fore and aft girders under main		
			Poop-Deck, Angle, $E$ or $F$	6 3 40	
			Which are under main mast		
			Spacing		
			Bridge Deck, Angle, $E$ or $F$		
			Spacing		
			Forecastle Deck, Angle, $E$ or $F$	5 3 34	
			Spacing	<i>all frames</i>	



WATER-TIGHT BULKHEADS.				FORGINGS AND CASTINGS.			
Total No. of W.T. BULKHEADS in Vessel—							
Extending to Upper Deck (Sec. 3 c) <i>2</i>							
" Deck next below <i>1</i>							
As per Rule							
		Plating Thickness.	STIFFENERS.				
			VERTICAL.		HORIZONTAL.		
			Scantlings.	Spacing.	Scantlings.	Spacing.	
MIDSHIP BULKH'D, Upper tween decks							
"	" Second "						
"	" Third "						
"	" Holds <i>Bunker</i> ... <i>2</i>	<i>.30</i>	<i>6 x 3 x 3</i>	<i>24</i> <i>28</i>	<i>✓</i>		
COLLISION	" (in Hold) .....	<i>"</i>	<i>6 x 3 x 38</i>	<i>24</i>	<i>✓</i>		
AFTER PEAK	" " .....	<i>.30</i>	<i>4 x 4 x .5</i>	<i>Single</i> <i>angle</i>	<i>✓</i>		
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) <i>✓</i>							
STEEL.							
Has the Steel been tested as required by the Rules? <i>Vessel states to have been built to British Corporation Rules.</i>							
				Casting or Forging. Scantlings. Maker's Name. Any departure from approved plans to be noted. <b>KEEL, Bar</b> <i>Bull-plate</i> <i>Forging</i> <i>7 1/2 x 1 1/8</i> <i>✓</i> <b>STEM</b> " " <i>✓</i> <b>STERN FRAME</b> { Propeller Post " <i>5 3/4 x 3 1/4</i> <i>✓</i> { Rudder " " <i>✓</i> <b>RUDDER—A x D</b> ....., <b>Speed of Vessel</b> ..... <i>10-11 knots</i> <b>RUDDER</b> mainpiece at head <i>Forging</i> <i>5 1/8</i> " " heel " <i>4 1/4</i> " how constructed " " " double or single plate <i>Single</i> coupling, vertical or <i>none</i> horizontal .....			

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Lloyd's Re  
Foundatio  
W-585 0169



GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

No plans or certificates, except Certificate of British Registry, are in the possession of the Boston Deep Sea Fishing & Ice Co. From this certificate vessels first name appears as "Patrick Donovan" and changed in 25.2.22 to "Loch Ness".

Rpt. 8.

RE

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