

EQUIPMENT TONNAGE

ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT, REQ. BY RULE.			Description of Anchor.	Makers.	Where and when tested Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Tons.	qrs.	lbs.			
26864	1st Bower	35	2	8	stockless			32	16	3	14	35	2	0	Britannic C.S. Head.	Rhykes Sons.	Bradley Heath 15/11
27250	2nd "	34	3	0	"			32	3	3	0	35	2	0	"	"	" 15/11
27727	3rd "	29	3	8	"			28	10	2	14	30	0	0	"	"	" 15/11
	Collective weight	100	0	16	✓							101	0	0			" 15/11
28606	Stream	9	1	4	2	2	24	11	6	3	14	9	1	0	Ordinary F.D.	Rhykes Sons	Bradley Heath 15/11
28663	Kedge	5	0	14	1	1	8	4	9	2	21	4	3	0	"	"	" 15/11
	2nd Kedge																" 15/11

CHAIN CABLES.

HAWSERS AND WARPS.

Number of Certificate.	Fathoms.	Size.	Test per Certificate Tons.	Weight of Chain Cable.		Fathoms and Size per Rule.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size per Rule.
				Supplied.	Per Rule.									
19907A	210	1 3/4	55 1/8	342.3	10370	1.72	2400/1 3/4	Shed R Sykes Sons	6/11 20/10/14 G. W. Tenn.	TOWLINE	120	11	90	
			44 1/8				link			HAWSER	2-90	6	2-90	
										WARP	2-90	6	2-90	
Iron Stream Chain or Steel Wire	60	1 1/2	20 3/8	42.3	0.43	1.9	45 of 1 1/2	R Sykes Sons	L. Walker 30/5/18 A Green					

Masts, Yards, &c., are in good condition, and sufficient in size and length.

Standing and Running Rigging is sufficient in size and good in quality.

Sails. nil Suit of nil Sails, and the following spare sails

Boats 2- 24 ft life and one 16 ft dinghy
Windlass, present state is efficient + steam. Capstan nil Rudder Single plate good Pumps are efficient 3" steam such to all bilges + fore peak also Downton 6" + 3" bilge to all bilges

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?
Y. Freeing ports 2-0 x 1-0 and 2 mooring pipes 1-3 x 10", each side.
Coamings on 2 1/2 x 12 continuous deck stringer forming sides. State size No 1-14-6 x 16-4; No 2-4-9 x 4-3 (2) No 3-14-2 x 16-4; No 4-10-8 x 16-4; No 5-14-4

Cargo Hatchways.—How formed? deck stringer forming sides.
If of extraordinary size, state how framed and secured? One shifting beam 18 x 18, one 6. Staffs 18 x 18, 2 S. Staffs 14 x 14 to each hatchway

What arrangement for shifting beams? One shifting beam 18 x 18, one 6. Staffs 18 x 18, 2 S. Staffs 14 x 14 to each hatchway
Hatches, themselves, whether strong and efficient? yes Main Hatchways.—State size 14-2 x 16-4

Order for Special Survey, No. 114
Date July 26th 1918
Order for Ordinary Survey, No. 3
Date in Builder's Yard.
DATES of Surveys held while building, as per Section 35.
1st. When the Frame is completed 04 30th 1918.
2nd. When the Beams are put in, &c. March 21st 1918
3rd. When completed and before the plank be painted or payed April 5th May 11th 1918

General Remarks. This vessel has been built in accordance with the app'd plans + Secretary

letters and in general conformity with the rules for the class contemplated, Seven wood bulkheads are fitted; the keelsons are composed of One Centre 24 x 20 and two Sisters 20 x 20 of Douglas Fir and one steel rider keelson box type 24 x 12, top + bottom plating 3/4". Sides 1/2", angles 6 x 6 x 1/2", secured with 4-1 1/4" galv screw bolts + nuts through keel, and side keelsons with 4-1 1/4" (B.I.) screw bolts + nuts in each frame, also edge bolted every 3 feet. The close ceiling is fastened with 2-1 1/8" clenched bolts and 2-1 1/8" headed drift bolts (B.I.) in each frame and edge bolted every 4-6, the close ceiling in Long Poop is similarly fastened. The farboards are fastened with 4-7/8 galv headed bolts in each frame and in butts also edge bolted into keel every 3 feet with galv 7/8" bolts; the bottom planking fastened with 3 treenails and two galv spikes in each frame and the remainder below 11 width with 2 treenails + 2 spikes. The whole of the framing, keelsons + deadwood also framing of ceiling coated with carbolineum and the salting carried out in accordance with the rules except the salting of beams. The cables supplied are in accordance with Cr. No 1304. The stream chain of the required length to be supplied.

Note: No record of Deep tank and peak tanks should be made in the Register Book as it has been found impossible to make same watertight at the boundaries, and in consequence the suction pipes to the deep tank has been extended through the bottom, ceiling to bilge, and the pipe blanked off at manifold and disconnected. Copy of the approved midship section + profile is herewith attached, also joining certificate.

Present condition of Caulking of Bottom good Deck good and Waterways good

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled ✓ When last done

I am of opinion this Vessel should be Classed A.1. 12 yrs "Salted + specially treated"

The Amount of the Entry Fee ... \$ 25 00
Special ... \$ 414.75
Certificate ... \$
Travelling Expenses, if any, £ 49 00
" " ✓ York \$ 4 00

Fees applied for, Oct 4th 1918
Received by me, 28/6/19
30

W. J. Stephens & Son, Surveyors to Lloyd's Register of Shipping

Committee's Minute TUE 10 DEC. 1918

Character assigned

12A1
Salted + specially treated
Lloyd's A & B.P. + L.M.B. 10/18

NULL CERTIFICATE
WRITTEN.

28/6/19
30

TUE 18 MAR. 1919

TUE 22 JUL. 1919

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