



PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		Edges.	BUTTS.											
	AMIDSHIP.		FORWARD.		AFT.			RIVETS.		STRAPS.		IF LAPPED.							
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.		Diam.	Spacing.	Breadth.	Thickness.	Breadth.	For what Length.						
KEEL (Riveting) .....																			
GARBOARD OR A Strake .....	30	8/20	8/20	8/20	30	8/20	4 1/2	5/8	3 1/4	Double	5/8	2 1/4	9 3/4	7/20					
B " .....	39	6/20	5/20	5/20	39	6/20	3 3/4	5/8	2 3/4	"	5/8	2 1/4	9 3/4	6/20					
C " .....	39	6/20	5/20	5/20	39	6/20	3 3/4	5/8	2 3/4	"	5/8	2 1/4	9 3/4	6/20					
D " .....	39	6/20	5/20	5/20	39	6/20	3 3/4	5/8	2 3/4	"	5/8	2 1/4	9 3/4	6/20					
E " .....	39	6/20	5/20	5/20	39	6/20	3 3/4	5/8	2 3/4	"	5/8	2 1/4	9 3/4	6/20					
F " .....	39	6/20	5/20	5/20	39	6/20	3 3/4	5/8	2 3/4	"	5/8	2 1/4	9 3/4	6/20					
G " .....	30	7/20	5/20	5/20	30	7/20	3 3/4	5/8	2 3/4	"	5/8	2 1/4	9 3/4	7/20					
H " .....																			
J " .....																			
K " .....																			
L " .....																			
M " .....																			
N " .....																			
POOP OR R. Q. DK. SIDES .....																			
BRIDGE SIDES .....																			
FORECASTLE SIDES .....																			
LENGTHS OF PLATING .....																			

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, outside Plating, &c.? **Manufacturers - Messrs. Steffens & Hölle, of Berlin.**  
**Siemens Martin Steel**

Main Stringer Plate Butts, treble riveted for \_\_\_\_\_ length amidship.  
 Straps, single, double or overlapped for \_\_\_\_\_ whole length amidship.  
 Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted? **double**  
 Centre Girder Butts, \_\_\_\_\_ riveted. Keelsons Butts, **treble** riveted.  
 Frames, riveted through Plates with **5/8** in. Rivets, about **5** diam. apart.  
 Rivets, state whether of Iron or Steel **Steel.**

FRAMES extend in one length from **deck** to **centre of ship**  
 REVERSED FRAMES on floors and frames extend from **gunwale, on every frame in oil compartment** and **to fore and aft of d. alternately.**

MASTS AND SPARS.										RIGGING.									
MASTS, &c.	MATERIAL.	Total Length.	DIAMETER AND THICKNESS AT—				No. of Plates in Round.	ANGLES.		RIVETING.		MATERIAL.	SHEEDS.		STAYS.				
			Partners.	Heel.	Hoards.	Head.		Num-ber.	Size.	Scams.	Butts.		No.	Size.	No.	Size.			
																	Ins.	Ins.	Ins.
LOWER MASTS .....	Fore .....	40.0		14 1/2	14	10x10					Steel wire	4	2 1/2	2	1 3/4				
	Main .....	42.0		14 1/2	14	10x10						4	2 1/2	2	1 3/4				
	Mizen .....																		
	Jigger .....																		
BOWSPRIT .....	Fore .....	28.0		12x12	10 1/2	6					Chain	9/16							
	Main .....	30.0		10	8	5													
	Mizen .....	34.0		10	8	5													
	Jigger .....																		
TOPMASTS .....	Fore .....																		
	Main .....																		
	Mizen .....																		
	Jigger .....																		
YARDS .....	Fore .....	40.0	At Centre	11	At Ends	6					QUALITY	Pitch pine							
LOWER YARDS .....	Main .....		"		"														
	Crossjack .....		"		"														
	Jigger .....		"		"														
	Lower .....	32.0	"	8	"	5 1/4													
	Upper .....	24.0	"	6	"	4													
TOPSAIL YARDS .....	Lower .....		"		"														
	Upper .....		"		"														
	Lower .....		"		"														
	Upper .....		"		"														
	Lower .....		"		"														
	Upper .....		"		"														

Remainder of Spars

EQUIPMENT No. 3502 LETTER C										ANCHORS.										TONNAGE FOR TRAWLERS										U.Dk.									
Number of Certificate.		Anchors.		Weight, Ex. Stock.		Weight of Stock.		Test, per Certificate.		Weight per Rule.		Description of Anchor.		Makers.		Where and when tested and Superintendent.																							
51612	1st Bower	5	0	10	1	1	16	2	9	2	21	5	Ordinary	G. Hartshorn	Netherton	11 <sup>th</sup> May 1904																							
51613	2nd "	5	0	4	1	1	17	2	9	2	21	5	"	"	"	Thos. H. Dudley																							
	3rd "																																						
	Collective weight	10	0	14																																			
52540	Stream	1	1	13	0	1	6						Ordinary			Netherton, 26 <sup>th</sup> Oct. 1904																							
	Kedge															H. Green																							
	2nd Kedge																																						

CHAIN CABLES.										HAWSEERS AND WARPS									
Number of Certificate.	Fathoms.	Size.	Tons per Cert. plate.	WEIGHT OF CHAIN CABLE.		Fathoms and Size per Rule.	Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towing.	Fathoms and Size per Rule.					
				Supplied.	Per Rule.														
34959	135 1/2	1 1/2	17.16	45.1	16	45.3	135 1/2	Shacklin	G. Hartshorn	Netherton	11 <sup>th</sup> May 1904								
34960	45	1 1/2	11.17	7.0	18	7.1	45 9/16	Shacklin	"	"	Thos. H. Dudley								

Iron Steam Chain or Steel Wire ... **Shacklin chain, as described above 45 fms**

Boats **2 (two)**  
 Pumps, Number **2 (two)** bilge pumps  
 Windlass **One**  
 Number of Scuppers, and number and dimensions of Freeing Ports **6 scuppers - 4 freeing ports**  
 Ceiling in Holds, thickness and material **pitch pine 1/2"**  
 Cargo Hatchways.—How formed? **usual iron hatchway, wooden hatchways, hatches, if strong and efficient? Yes -**  
 State size No. 1 Hatch (Forward) **3 ft 6 in x 5 ft 6 in** No. 2 Hatch **air chamber** No. 3 Hatch **4 ft 6 in x 4 ft 6 in**  
 Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch  
 Bulwarks, height above deck and description **2.6" with brackets**  
 The above is a correct description.  
 Builder's Signature **H. P. Ryan** Surveyor's Signature **J. O. Payne**  
 Surveyor to Lloyd's Register of British and Foreign Shipping.

**Correspondence.**—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case) **14<sup>th</sup> March 1903**  
**4<sup>th</sup> May/04 12<sup>th</sup> May, 8<sup>th</sup> June, 20<sup>th</sup> & 28<sup>th</sup> Sept., 4<sup>th</sup> & 26<sup>th</sup> Oct., 10<sup>th</sup>, 15<sup>th</sup> & 21<sup>st</sup> Nov. & 16<sup>th</sup> Jan 1905, initial M- & replies sent to the Secretary**

**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? **No.**  
 Are the butts of Plating, Stringers, &c., properly shifted and strapped or lapped? **Yes. Strapped.**

**General Remarks** (State quality of workmanship, &c.) **All the material employed in the construction of the vessel, was, as stated, imported from Germany, supplied by Messrs. Steffens & Hölle, of Berlin, having been inspected by the Society's Surveyors at Düsseldorf, and on examination of the said material, I found same in good and sound condition, and as described in the Certificate, signed by Mr. M. Koch.**  
**The workmanship, is first class; all butts of plates having been properly planed; all rivet holes conform well to each other, and are countersunk on the plates, as required, and all the rivetting closed, to my satisfaction. The oil compartments, were subdivided, longitudinally, and the said subdivisions, or longitudinal bulkheads, as well as all other bulkheads, were properly tested & found to be watertight. The masts & spars, &c., are all of pitch pine, of good quality & sound, being free from defects, &c. The masts have been fixed in tabernacles, approved by the Committee, as per Secretary's letter of the 12<sup>th</sup> May 1904 (initial M). The rigging, both standing & running, are of good material, as also the sails. The equipment is all in good order and as required by the Rules, Table 22, except the steam anchor, which is slightly lighter, I examined the anchors and chain cables, particulars of which are given, in space reserved for this purpose, as extracted from the original Certificate, and I found same marked, also in accordance with the said Certificate, as follows:—**  
**1<sup>st</sup> Bower anchor, I.P.H.-N. 15.03. 51612-19 N.B.**

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

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop **5 3/4 ft.**, R.Q.D. or Break **8 3/4 ft.**, Bridge Dk. — ft., Forecastle **9'0"** ft. (in feet and tenths). 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) **1 Steel (Corrugated) deck - Not covered with wood - One tier of beams - (one beam to every frame)**  
 Official No. **433B** ; Signal Letters **H.F.M.P.**  
 How are the surfaces preserved from oxidation? Inside **inner plating, bare** Outside **usual paint.**

Order for Special Survey No. 1		1st. On the several parts of the frame, when in place, and before the plating was wrought	
Date	<b>29<sup>th</sup> 1/04</b>		<b>29<sup>th</sup> 1/04</b>
Order for Ordinary Survey No. —		2nd. On the plating during the process of riveting	
Date			<b>18/4/04</b>
No. <b>74</b> in builder's yard.		3rd. When the beams were in and fastened, and before the decks were laid	
			<b>14/5/04</b>
		4th. When the ship was complete, and before the plating was finally coated or cemented	
			<b>21/4/04</b>
		5th. After the ship was launched and equipped	
			<b>9/2/05</b>

The amount of Entry Fee ..... £ **1:10:-** Fees applied for, **20.2.1905**  
 Special Survey Fee .... £ **68:-** Received by me, **23.2.1905**  
 Travelling Expenses, if any £ **Call. 5:-** from London 4/5/04

I am of opinion this Vessel should be Classed **100A1 "Carrying oil in bulk"**  
 With, or without Freeboard, as condition of Class **if required, (likely).**

Committee's Minute  
 Character assigned **TUES. 14 MAR 1905**

**100A1 Steel**  
**Carrying oil in bulk**  
**Lloyds 4960**

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

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2<sup>nd</sup> Bower Anchor - I.P.H. - N. 15.03. 51613. 19 C. B & T

Stream Anchor I.P.H. - N. 15.04 52540 - 19 C. B & T

Stud Link Chain Cable - 6.13.03. I.P.H. - N. 34959 B & T. having 8 joining & 2 end shackles

Short link stream chain - 6.13.03. I.P.H. - N. 34960 B & T. having 2 joining & 1 end shackle.

The Builders' endeavours to please the Owners, and provide more oil carrying space, led them to lengthen the middle tank, by carrying it 2 frames forward, thus throwing the fore tank, 2 spaces, also forward. This caused the vessel to trim by the head, about 1 foot, when loaded for trial, as per my letter of the 14<sup>th</sup> ultimo. To remedy this, Builders have proposed to make alterations, as per plan enclosed and marked N<sup>o</sup> 6 and if same are approved by the Committee, will be effected at a convenient opportunity, as may best suit the Owners.

The vessel has been submitted to several trials, by the Port Authorities to ascertain her stability, and have proved satisfactory

I am, therefore, of opinion that the vessel is now in a good & efficient state, and eligible to be classed

100A1 in the Register Book.

All approved plans (5) are being returned per book post, together with plan N<sup>o</sup> 6 for alterations.