

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			
" " " brdth. & thickness						STEM, moulding and thickness		10 1/2 x 2 3/4	10 1/2 x 2 3/4
" " " No. of Side Stringers						STERN-POST for Rudder do. do.		9 x 8	9 x 8
WEB-FRAMES, In E. & B. Space, No. & spacing						" for Propeller		10 1/2 x 8	10 1/2 x 8
" " " brdth. & thickness						RUDDER-A x D* Table 22. Speed 10 1/4		147.2 x 3.26 = 479.8	
WEB-FRAMES, In After Body, No. and spacing						" Main-Piece, diameter at head		10	10
" " " brdth. & thickness						" at heel		7 1/2	7 1/2
" " " No. of Side Stringers									
" " " Size of Face Angles to Web-Frames									
BRACKET PLATES to Stringers between									
Web Frames, depth and thickness									

BULKHEADS.	Number.	Vessel.	Per Rule.	Thickness.	STIFFENERS.		Single or Double Frames.	Height up, state deck.
					Horizontal.	Vertical.		
				Inches.	Size.	Spacing.	Inches.	Inches.
W.T. BULKHEADS	7	7		40-36	12 x 3 1/2 x 60 2 1/4			2 1/2
	2			36-30	12 x 3 1/2 x 56 30			
	3			40-36	12 x 3 1/2 x 58 2 1/4			
	4			40-36	12 x 3 1/2 x 58 2 1/4			
" COLLISION "	5			36-30	11 x 3 1/2 x 58 30			
PARTITION	6			40	12 x 3 1/2 x 60 30			
LONGITUDINAL	7			42-30	8 x 3 1/2 x 44 4 1/8	12 x 3 1/2 x 56 2 1/4		S. 8 1/2

RUDDER, how constructed	Rolled Steel
" Thickness of Plates or Single Plate	1.08
Can the Rudder be unshipped afloat?	Yes
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, Plating, &c.?	
Riemann, Martin, Openheart, Longt Dunham & Co. Ltd., Palmers & Co. Ltd., Dorman Long & Co. Ltd.	
Has the Steel been tested as required by the Rules?	
Yes	

Are the outside Plates doubled two spaces of Frames in length? *approved lines*

Are the Sluice Valves and Watertight Doors in efficient working order? *Yes*

STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				RIVETING.				
	AMIDSHIP.		FORWARD.		AFT.		Ordinary or Joggled?		BUTTS.		BUTTS.		BUTTS.		
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Single or Double.	Breadth of Lap.	RIVETS.	Double or Treble and for what Length.	RIVETS.	STRAPS.	LAPPED.		
FLAT PLATE KEEL.....	48	1.04	.72	.72	48	1.04	dbl	6	1	4	Quad.	1	4	14	full
GARBOARD OR A Strake		.66	.48	.48		.68		5 1/4	7/8	3 3/8		7/8	3 1/2	12	1/2
State actual thickness in way of Double Bottom.	B	.66	.48	.48		.68									
C	.66	.48	.48		.68										
D	.68	.48	.48		.68										
E	.68	.48	.48		.68										
F	.68	.46	.46		.68										
G	.68	.46	.46		.68										
H	.68	.46	.46		.68										
J	81	.68	.46	.46		.68									
K	84	.72	.46	.46		.72									
L															
M															
N															
O															
P															
Q															
R															
S															
T															
U															
V															
W															

*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, riveted for	full	length amidship.	Butts of Side Stringers		riveted.
Stringer Plate	Straps, single, double or overlapped for	full	length amidship.	" Tie Plates		riveted.
Second Deck	Butts, riveted for	full	length amidship.	Inner Bottom Plating, riveting of Edges	Pl. & dbl	Butts, riv.
Stringer Plate	Straps, single or overlapped for	full	length amidship.	Centre Girder Butts, riv.	Yes	Keelson Butts, riv.
				Frames, riveted through Plates with	1 7/8 in.	Rivets, about 6 x 5 1/4 apart.
				Rivets, state whether Iron or Steel	iron.	

FRAMES extend in one length from *Kal* to *funnel* State if ordinary or joggled

REVERSED FRAMES on floors and frames extend from *hills to hills* State if ordinary or joggled

MASTS, SPARS, &c.

	Material.	Total Length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Beams.	Butts.
LOWER MASTS.....	Fore	48	22 x 3 1/4	22 x 3 1/4		15 1/2 x 30	dbl			Pl. & dbl	Butts, riv.
	Main										
	Misc.										
Topmasts, Yards and Remainder of Spars	Pale topmasts										
Rigging, Material and Size, Shrouds	Calv. Pl. wire	3 1/2"									
Sails.	Suit of										

17 1913

EQUIPMENT No. 38508				LETTER A+				ANCHORS.				TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS 3					
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
14899	1st Bower	168	2	0	Stocken	52	18	3	0	168	0	0	168	0	0	Britannic (C.S. 47)	R. Lykes & Co. Ltd. 25/9/13 C. M. H. M.
14901	2nd "	167	2	0	"	52	7	2	0	168	0	0	168	0	0	"	"
14996	3rd "	158	2	0	"	47	10	0	0	158	2	0	158	2	0	"	"
	4th "															"	"
	Collective weight	194	2	0						194	2	0					"
41396	Stream	19	1	0	Ham 4	3	21	20	1	3	14	19	0	0	ordinary	R. Lykes & Co. Ltd. 25/9/13 C. M. H. M.	"
41395	Kedge	18	0	21	2	0	14	10	5	0	0	18	0	0	"	"	"

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.		
	Length.	Diam.	Stations.	Breaking.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Tons.	Fathoms.	Length.
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.										
13696	225	2 1/2	96 1/2	134 1/2	622-1-12	720-3-4	270	25	Steel Link R. Lykes & Co. Ltd.	29/9/13	C. M. H. M.	TOWLINE	120	5 1/2	65	120	5 1/2	
42823	45	2 1/2	96 1/2	134 1/2	120-2-12	720-3-4	270	25	"	"	29/9/13	HAWERS & WARPS	90	3 1/2	26	90	3 1/2	
Iron Stream Chain or Steel Wire		Cir.			720-3-4			Cir.				"	90	2 3/4	15 1/2	90	2 3/4	
	90	5		59.			90	5				"	270	2 1/2	12 1/2	270	2 1/2	

Boats Two food
Pumps, Number Two - Down and Hand Pump 6" Head
Windlass is. Emma Walker & Thompson's Plan & Hand.
Engine Room Skylights. - How constructed? Nil
Coal Bunker Openings. - How constructed? Nut plate & dangle. How are lids secured? Hatten & dangle. Height above deck? 30".
 Number of **Scuppers**, and numbers and dimensions of **Freeing Ports, &c.** 7 Scuppers and one freeing port: 24" x 12" each side.
Ceiling in Holds, thickness and material 3" R.P. Pine.
Cargo Hatchways. - How formed? Nut plates & dangle.
 State size **No. 1 Hatch** (Forward) 22-6 x 20-0 **No. 2 Hatch** 27-0 x 20-0 **No. 3 Hatch** 9-0 x 20-0 **No. 4 Hatch** 18-0 x 20-0
 Number of **Web Plates, Shifting Beams and Fore and Afters** to each Hatch 4 webs to No. 1, 2, 3 & 4 one web to No. 2, 3 webs to No. 3, 5 webs to No. 4.
Bulwarks, height above deck and description Open rails
 The foregoing is a correct description.
 Builder's Signature (here only) H. B. Downes
 Surveyor's Signature R. C. Laws
 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 26/4/12, 24/5/12, 10/10/12, 24/9/13. E 2/11/12.
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? 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 satisfactory.
 Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? Yes.
 State results of tests satisfactory.

General Remarks (State quality of workmanship, &c.)
 This vessel has been constructed in accordance with the approved Plan, herewith enclosed, the Deculamp's letter, and generally in conformity with the Society's Rules and the materials and workmanship throughout are good. The vessel is practically a sister to the same builder's No 599 - the S.S. "Papaland". The approved midship section was forwarded to London on 15th Oct 1913 for dealing with the Classification Certificate.
 This vessel was stated to have sustained damage while fitting out. (1) through breaking her moorings and drifting into the river. (2) through collision with the Quay wall in Alexandria docks on 11th October 1913.
 The following repairs have been carried out:-

(1) Permanent repairs:- on Port Side Ex. General rivets renewed and the
 The Surveyor should state the Number of Report and Name of any Sister Vessel. "Papaland" Hull Rpt. No 26337.

The amount of Entry Fee £ 5: 0: 0.
 Special Survey Fee.... £ 152: 8: 0.
 Travelling Expenses, if any £ : :
 Fees applied for, 14/10 1913.
 Received by me, R. C. Laws
 Certificate to be sent to Hull
 Date of issue 21-10-13.
 Complete Cert 10-2-14.
 State whether the Vessel has been built under Special Survey Yes.
 I am of opinion this Vessel should be Classed 100A1 Chatter. Dk.
 With, or without Freeboard, as condition of Class with.

Committee's Minute TUE. OCT. 21. 1913
 Character assigned 100A1
 Checked & ok with fld subject.
 Lloyd's 206 P
 + Lm 6 1013
 F.D.

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



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 Lloyd's Register
 Foundation

M 854-0047

Hesears recanlked.

The Starboard side:— E₄ failed in place, the riveting & caulking overhauled and made good.

The Scaup on the Propeller Post rivetted, Corffect. which the aftermost plates in A Bick on each on the Port & Starboard sides, were removed; the riveting & caulking in way of propeller Post overhauled & made good and the work tested under water pressure by filling the after Peak.

The Rudder lifted & examined. The Steering gear, After Steering wheel and Quadrant examined and put in good order.

Main deck repairs effected in way of rudder quadrant.

(2) Temporary repairs:— The stem slightly bent between the 9' and 16' draught marks, and in way of same two bow plates on Port side bent. The riveting and caulking in way of damage overhauled & made good and the space between the foremast floor and stem filled in with cement in way of the damage.

Two 2 3/4" and one 3" span wire ropes of 120 fath each which were broken were renewed.

The vessel being urgently required for sea the Owners propose to stop the vessel for permanent repairs after the completion of the present voyage say in about two months time (See Secretary's letter dated 13th Oct. 1913)

Alison J. Wilson
Allison J. Wilson.

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

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 Plk (Stl) + Cheller Dh (Stl) + Pan-Lower Dh (Stl).

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

How are the surfaces preserved from oxidation? Inside Paint & Cement Outside Paint

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors Cellular

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	146.3	517	Fore peak tank,	✓	
Double bottom, under Engines and Boilers,	✓		After peak tank,	✓	113
Double bottom, if under Engines only,	29.3	129	Deep tank, aft,	36.0	1568
Double bottom, if under Boilers only,	✓		Deep tank, forward,	✓	
Double bottom, forward,	186.9	704	Other tanks, if fitted,	✓	
Total capacity of double bottom		1350	(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 —

Order for Special Survey No. 1939

Date

9/5/12

No. 1000 in builder's yard.

DATES OF SURVEYS held while building

1912: July 24. 1913: Jan 21. Feb 19. 24. 26 Mar 4. 11. 18. 27 Apr 15. 18. 15. 17. 23. 29 May 6. 8. May 17. 20. 27. Jun 10. 13. 20. 24. 27. 30. July 3. 8. 11. 16. 18. 21. 29. 31 Aug 12. 16. 18. 20 Aug 21. 23. 26. 28. Sep 1. 2. 4. 9. 15. 17. 18 29. 30 Oct 1. 2. 4. 8. 9. 10. 13. 14.

Surveyor's Signature

Alison J. Wilson

Total No. of Visits

62

Lloyd's Register Foundation

Date of work

No. in Reg. Book

Sept 14

Master

Engines m

Boilers m

Registered

Nom. Hor.

ENGINE

Dia. of Cy

Is the screw

in the prop

between the

liners are

Dia. of Tun

collars 13

No. of Fee

No. of Bilg

No. of Don

In Engine

Tank

No. of Bilg

Are all the b

Are all conn

Are they fix

Are they each

What pipes

Are all Pip

Are the Bilg

Dates of exa

Is the Screw

BOILERS

Total Heat

Working P

Can each boi

each boiler

Smallest dista

Thickness 1/4

long. seams

Per centages o

Size of compen

Length of pla

Working press

Pitch of stays

Material of sta

Material ste

Area

Thickness 1"

Diameter of tu

Pitch across

thickness of gi

Working press

separately

holes

If stiffened with

Working press