

With or Without
Disconnected Erections.

STEEL STEAMER.

THU DEC 12 1912

Received at London Office

Date of completion of report

Survey held at

On the

TONNAGE under

Tonnage Deck

Do. between Tonnage Dk.

and 3rd and 4th Dk.

Total under Upper Dk.

Do. of Poop

Do. of R. Dk.

Do. of Bridge House

Do. of Forecastle

Do. of Houses on Dk.

Do. of excess of Hatchways

Do. above Crown of

Engine Room

Gross Tonnage

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

Port of

Date, First Survey

Last Survey

Rig

Master

Year of appointment

Built at

When built

By whom built

Owners

Managers

Residence

Port belonging to

CLASS 100 A1

Breadth (greatest moulded)

Depth, at middle of length from top of keel to top of

Transverse Number

Length on deck from fore part of stem to after part of

Longitudinal Number

Depth "d," at middle of length (See Secs. 2 & 13)

Proportions—Depths to Length—Upper Deck Beam at

Long Bridge Deck

Beam at side to top of keel

Destined Voyage

If Surveyed while Building, Afloat, or in Dry Dock

| Feet. | Inches. | BREADTH— | Feet. | Inches. | DEPTH, ACTUAL— | Top of Floors to top of Upper Dk. Beams | Feet. | Inches. | No. of Decks with flat laid |
|-----------------------|---------|----------|-------|---------|--|---|-------|---------|-----------------------------|
| 286 | 0 | Moulded | 43 | 3 | Do. do. do. do. | Second Dk. Beams | 21 | 2 | One |
| Moulded depth, ft. 28 | | | | | To Bridge Dk. Round of Upper 10 3/4 ins. | | | | |
| Moulded depth, ft. 21 | | | | | To Upper Dk. Dk. Beam, Actual | | | | |

| FRAMING. | | | | PILLARS. | | | |
|---|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| Inches in Ship. | Inches in Ship. | Inches in Ship. | Inches in Ship. | Inches in Ship. | Inches in Ship. | Inches in Ship. | Inches in Ship. |
| Angles, or E or L Bars amidships | 9 | 3 1/2 | 52 | 9 | 3 1/2 | 52 | |
| Peaks | 6 | 3 | 38 | 6 | 3 | 38 | |
| Way of Double Bottoms at Solid Floors | 3 1/2 | 3 1/2 | 34 | 3 1/2 | 3 1/2 | 34 | |
| " at intermdt. Bkts. | | | | | | | |
| Frames from centre to centre amidships | 24 | | | 24 | | | |
| " from # | 24 | | | 24 | | | |
| " length to Collision bulkhead | 24 | | | 24 | | | |
| " in peaks | | | | | | | |
| RED FRAME, Angles | 3 1/2 | 3 1/2 | 34 | 3 1/2 | 3 1/2 | 34 | |
| Way of Double Bottoms at Solid Floors | 3 1/2 | 3 1/2 | 34 | 3 1/2 | 3 1/2 | 34 | |
| " at intermdt. Bkts. | | | | | | | |
| G, depth of girder | 39 | | | 39 | | | |
| depth and thickness of Floor Plate | | | | | | | |
| at mid-line for # length amidships | | | | | | | |
| Way of Engine and Boiler Spaces | | | | | | | |
| Thickness at the ends of vessel | | | | | | | |
| Depth at 1/2 the half breadth, as per Rule | | | | | | | |
| Height extended at the Bilges | 39 | | | 39 | | | |
| BRACKETS in Cell Dble Bottoms | 39 | | | 39 | | | |
| " state if flanged (top & bottom) | | | | | | | |
| " Spacing | 24 | | | 24 | | | |
| GIRDER, in Dbl. bottom, dpth. & thickness | 39 | | | 39 | | | |
| " Angles, Top | 3 1/2 | 3 1/2 | 34 | 3 1/2 | 3 1/2 | 34 | |
| " Bottom | 3 1/2 | 3 1/2 | 34 | 3 1/2 | 3 1/2 | 34 | |
| " to Floors | 3 1/2 | 3 1/2 | 34 | 3 1/2 | 3 1/2 | 34 | |
| ORDERS, number on each side & thickness | 3 1/2 | 3 1/2 | 34 | 3 1/2 | 3 1/2 | 34 | |
| " state if flanged (top and bottom) | | | | | | | |
| " Angles (top and bottom) | 3 1/2 | 3 1/2 | 34 | 3 1/2 | 3 1/2 | 34 | |
| " to Floors | 3 1/2 | 3 1/2 | 34 | 3 1/2 | 3 1/2 | 34 | |
| PLATE, depth (exclusive of flange) | 3 1/2 | 3 1/2 | 34 | 3 1/2 | 3 1/2 | 34 | |
| " and thickness | 3 1/2 | 3 1/2 | 34 | 3 1/2 | 3 1/2 | 34 | |
| " Angles to Outside Plating | 3 1/2 | 3 1/2 | 34 | 3 1/2 | 3 1/2 | 34 | |
| " Floors | 3 1/2 | 3 1/2 | 34 | 3 1/2 | 3 1/2 | 34 | |
| " Height of Brackets above at bilge | 33 | | | 33 | | | |
| BOTTOM PLATING, breadth and | 55 | | | 55 | | | |
| thickness of Middle Line Strake | 55 | | | 55 | | | |
| " in Engine and Boiler space | 55 | | | 55 | | | |
| " Remainder in Holds | 55 | | | 55 | | | |
| Upper Deck, Single Angle, Bulb | 5 1/2 | 3 | 40 | 5 1/2 | 3 | 40 | |
| Angle, Plate, Tee Bulb, or Channel | 5 1/2 | 3 | 40 | 5 1/2 | 3 | 40 | |
| Angles on upper edge | 5 1/2 | 3 | 40 | 5 1/2 | 3 | 40 | |
| In way of Long Bridge | 24 | | | 24 | | | |
| Spacing | 24 | | | 24 | | | |
| Second Deck, Single Angle, Bulb | 5 1/2 | 3 | 40 | 5 1/2 | 3 | 40 | |
| Angle, Plate, Tee Bulb, or Channel | 5 1/2 | 3 | 40 | 5 1/2 | 3 | 40 | |
| Angles on upper edge | 5 1/2 | 3 | 40 | 5 1/2 | 3 | 40 | |
| Spacing | 24 | | | 24 | | | |
| BEAMS, Third and Fourth Deck, Single Angle, | 5 1/2 | 3 | 40 | 5 1/2 | 3 | 40 | |
| Bulb Angle, Plate, Tee Bulb, or Channel | 5 1/2 | 3 | 40 | 5 1/2 | 3 | 40 | |
| Angles on upper edge | 5 1/2 | 3 | 40 | 5 1/2 | 3 | 40 | |
| Spacing | 24 | | | 24 | | | |
| BEAMS, Poop Deck, Angle, Bulb Angle, Plate, | 5 1/2 | 3 | 40 | 5 1/2 | 3 | 40 | |
| Tee Bulb, or Channel | 5 1/2 | 3 | 40 | 5 1/2 | 3 | 40 | |
| Angles on upper edge | 5 1/2 | 3 | 40 | 5 1/2 | 3 | 40 | |
| Spacing | 24 | | | 24 | | | |
| BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, | 5 1/2 | 3 | 40 | 5 1/2 | 3 | 40 | |
| Tee Bulb, or Channel | 5 1/2 | 3 | 40 | 5 1/2 | 3 | 40 | |
| Angles on upper edge | 5 1/2 | 3 | 40 | 5 1/2 | 3 | 40 | |
| Spacing | 24 | | | 24 | | | |
| BEAMS, Forecastle Deck, Angle, Bulb Angle, | 5 1/2 | 3 | 40 | 5 1/2 | 3 | 40 | |
| Plate, Tee Bulb, or Channel | 5 1/2 | 3 | 40 | 5 1/2 | 3 | 40 | |
| Angles on upper edge | 5 1/2 | 3 | 40 | 5 1/2 | 3 | 40 | |
| Spacing | 24 | | | 24 | | | |

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

| WEB FRAMES. | | | | FORGINGS or CASTINGS. | | | |
|--|--|--|--|---|--|--|--|
| Inches in Ship. | | | | Inches in Ship. | | | |
| Inches per Rule. | | | | Inches per Rule. | | | |
| WEB-FRAMES, In Fore Body, No. and spacing | | | | KEEL, Bar, depth and thickness | | | |
| " " " " " " " " " " " " | | | | STEM, moulding and thickness | | | |
| WEB-FRAMES, In E. & B. Space, No. & spacing | | | | STERN-POST for Rudder do. do. | | | |
| " " " " " " " " " " " " | | | | " " " " " " " " " " " " | | | |
| WEB-FRAMES, In After Body, No. and spacing | | | | RUDDER-A x D* Table 22. Speed | | | |
| " " " " " " " " " " " " | | | | " Main-Piece, diameter at head | | | |
| " " " " " " " " " " " " | | | | " " " " " " " " " " " " | | | |
| BRACKET PLATES to Stringers between | | | | RUDDER, how constructed | | | |
| Web Frames, depth and thickness | | | | " Thickness of Plates or Single Plate | | | |
| Can the Rudder be unshipped afloat? | | | | 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. ? David Beville & Sons Ltd., The Steel Company of Scotland Ltd., The Glasgow Iron & Steel Co. Ltd., Deardmore & Co. Ltd., James Dunlop & Co. Ltd., Leamthorpe Steel Co. Ltd., | | | | Has the Steel been tested as required by the Rules? | | | |
| Are the outside Plates doubled two spaces of Frames in length? | | | | Are the Chain Plates and Watertight Doors in efficient working order? | | | |
| PLATING. | | | | RIVETING. | | | |
| STRAKES. | | | | EDGES. | | | |
| AS IN SHIP. | | | | PER RULE OR AS APPROVED. | | | |
| AMIDSHIP. | | | | AMIDSHIP. | | | |
| Breadth. | | | | Breadth. | | | |
| Thickness. | | | | Thickness. | | | |
| Forward. | | | | Forward. | | | |
| Aft. | | | | Aft. | | | |
| Breadth. | | | | Breadth. | | | |
| Thickness. | | | | Thickness. | | | |
| Flat Plate Keel | | | | Garboard or A Strake | | | |
| B " | | | | C " | | | |
| D " | | | | E " | | | |
| F " | | | | G " | | | |
| H " | | | | I " | | | |
| J " | | | | K " | | | |
| L " | | | | M " | | | |
| N " | | | | O " | | | |
| P " | | | | Q " | | | |
| R " | | | | S " | | | |
| T " | | | | U " | | | |
| V " | | | | W " | | | |
| THICKNESS OF SHEET | | | | CLEAR OF LONG BRIDGE | | | |
| DO. OF STRAKE BELOW | | | | DELG. of Flat Plate Keel | | | |
| Sheerstrakes | | | | Length and thickness | | | |
| POOP SIDES | | | | SHORT BRIDGE SIDES | | | |
| FORECASTLE SIDES | | | | Butts of Side Stringers | | | |
| Butts of Side Stringers | | | | Tie Plates | | | |
| Inner Bottom Plating, riveting of Edges | | | | Centre Girder Butts, riveted | | | |
| Keelson Butts, riveted | | | | Frames, riveted through Plates with | | | |
| Rivets, state whether Iron or Steel | | | | FRAMES extend in one length from | | | |
| REVERSED FRAMES on floors and frames extend from Centre to side margin plate | | | | State if ordinary or jogged | | | |
| MASTS, SPARS, &c. | | | | DIAMETER AND THICKNESS. | | | |
| At Partners. | | | | Heel. | | | |
| Hounds. | | | | Head. | | | |
| No. of Plates in round. | | | | Angles. | | | |
| Number. | | | | Size. | | | |
| Seams. | | | | Butts. | | | |
| LOWER MASTS | | | | Fore | | | |
| Main | | | | Mizen | | | |
| Bowsprit | | | | Topmasts, Yards and Remainder of Spars | | | |
| Rigging, Material and Size, Shrouds | | | | Stays | | | |
| Sails, Mast, Masthead, Masthead, Masthead | | | | Sails, and the following spare sails | | | |

| EQUIPMENT No. 19868 | | | | LETTER S. | | | | ANCHORS. | | | | TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS | | | |
|--|--|--|--|---|--|--|--|---|--|--|--|---|--|--|--|
| Number of Certificate. | | | | WRIGHT, EX. STOCK. | | | | TEST, PER CERTIFICATE. | | | | WRIGHT REQUIRED BY TABLE 31. | | | |
| Anchors. | | | | Cwts. qrs. lbs. | | | | Tons. cwt. qrs. lbs. | | | | Description of Anchor. | | | |
| 11823 | | | | 39 0 18 | | | | 35 4 0 | | | | Bulwark (L.S. Head) | | | |
| 12298 | | | | 39 0 10 | | | | 35 4 0 | | | | do | | | |
| 39633 | | | | 32 2 0 | | | | 30 10 0 | | | | Sylva (L.S. Head) | | | |
| 39312 | | | | 110 3 0 | | | | 110 0 0 | | | | Rodgers | | | |
| 39311 | | | | 10 0 14 | | | | 12 2 0 | | | | do | | | |
| CHAIN CABLES. | | | | WRIGHT, EX. STOCK. | | | | TEST, PER CERTIFICATE. | | | | WRIGHT REQUIRED BY TABLE 31. | | | |
| Number of Certificate. | | | | Length and size supplied. | | | | Length and size supplied. | | | | Description. | | | |
| 12124 | | | | 240 1 1/2 | | | | 240 1 1/2 | | | | Towline S.W. | | | |
| 45 | | | | 44 | | | | 45 | | | | 44 | | | |
| Boats | | | | Two to fore and one dingy | | | | Steering Gear, Steam | | | | Steering Gear, Hand | | | |
| Pumps, Number | | | | Four | | | | Diameter of Barrel | | | | State whether they are in efficient working order | | | |
| Windlass is | | | | Morse Black Chapman 40° | | | | Capstan | | | | Morse Black Chapman 60° | | | |
| Engine Room Skylights | | | | How constructed? | | | | What arrangements for deadlights in bad weather? | | | | None | | | |
| Coal Bunker Openings | | | | How constructed? | | | | How are lids secured? | | | | Height above deck? | | | |
| Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. | | | | No. of Scuppers | | | | No. of Freeing Ports | | | | No. of Freeing Ports | | | |
| Ceiling in Holds, thickness and material | | | | 2 1/2 white pine | | | | Cargo Batts, thickness and material | | | | 3 white pine | | | |
| Cargo Hatchways | | | | How formed? | | | | Hatches, If strong and efficient? | | | | Yes | | | |
| State size No. 1 Hatch (Forward) | | | | 30' 0" x 30' 0" x 24' 0" | | | | No. 2 Hatch | | | | 34' 0" x 30' 0" x 24' 0" | | | |
| Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch | | | | Two steel web plates | | | | No. of Breasthooks | | | | Four | | | |
| No. of Breasthooks | | | | Four | | | | No. of Crutches | | | | Three | | | |
| Bulwarks, height above deck and description | | | | 5' 0" x 30' 0" steel | | | | Main Rail, material and size | | | | 4' 3" x 40' 0" | | | |
| The foregoing is a correct description | | | | Mackay Brothers | | | | Surveyor's Signature | | | | J. M. Anderson | | | |
| Builder's Signature (here enter) | | | | Mackay Brothers | | | | Surveyor to Lloyd's Register of British and Foreign Shipping. | | | | J. M. Anderson | | | |
| Correspondence | | | | State dates and initials of letters respecting this case | | | | Reference should be made in any correspondence connected with the case | | | | 1912 February 25th - 6th m. | | | |
| Workmanship | | | | Are the butts of plating planed or otherwise fitted? | | | | planed | | | | Is the riveted work properly closed? | | | |
| 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 facing surfaces? | | | | No | | | | 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? | | | | No | | | | Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? | | | | Yes | | | |
| Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? | | | | No | | | | State results of tests | | | | Satisfactory | | | |
| General Remarks (State quality of workmanship, &c.) | | | | The workmanship & materials are good | | | | This vessel has been built under special survey and in accordance with the approved plan of Midship | | | | Section forwarded to London on the 30th October 1912 and in conformity with the Rules | | | |
| Plans of Profile, pumping plan, bridge front bulk, forging plan & 3 forging reports are herewith enclosed. | | | | This vessel has proceeded to the North Eastern Marine Engineering Co's Works, Sunderland to receive machinery & boilers, to complete the survey for classification the following remains to be done: Chain locker to flood, trinch deck tanks to test, fresh water tanks at break of quarter deck to test, decks to flood, funnel top to flood with water, watertight doors, downer pumps & hand pumps to examine & test. Sunderland surveyors advised. | | | | The Surveyor should state the Number of Report and Name of any Sister Vessel. | | | | ✓ | | | |
| The amount of Entry Fee | | | | £ 5: 0: 0 | | | | Fees applied for, | | | | 11th Dec 1912 | | | |
| Special Survey Fee | | | | £ 80: 15: 0 | | | | Received by me, | | | | 12/3/13 | | | |
| Travelling Expenses, if any | | | | £ 7: 15: 6 | | | | State whether the Vessel has been built under Special Survey | | | | Yes | | | |
| I am of opinion this Vessel should be Classed | | | | + 100 A1 (L.A.C.P.) | | | | With, or without Freeboard, as condition of Class | | | | Without | | | |
| Committee's Minute | | | | TUE DEC 17 1912 | | | | Character assigned | | | | 100 A1 | | | |
| Lloyd's assn | | | | thmc 12.12 | | | | TUE JAN 21 1913 | | | | J. M. Anderson | | | |

GENERAL REMARKS—(continued).

Rpt. 8.

REH

Date of writing Re

No. in Reg. Book. Supp

54. 07

TONNAGE

GROSS 28

UNDER DEK 18

NET 10

Surveyed A

WB=Cell D

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If the resu of the tanks exam girders, and of th

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PARTICULARS FOR RECORD in the REGISTER BOOK. Length of Poop ☒ ft., R.Q.D. 108.66 ft., Bridge 61.44 ft., Forecastle 32.0 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) One deck steel on tier of beam State if Machinery is fitted aft no. Outside. Paint. Official No. 132844; Signal Letters. How are the surfaces preserved from oxidation? Inside Paint + cement

PARTICULARS OF WATER BALLAST. State whether the Double bottom is constructed on the cellular system or with girders on floors cellular system Deep tank aft.

| Where Fitted. | Length. Feet. | Water Capacity. Tons. | Where Fitted. | Length. Feet. | Water Capacity. Tons. |
|---|---------------|-----------------------|--|---------------|-----------------------|
| Double bottom, aft, | 48.0 | 154 | Fore peak tank, | 25 | 136 |
| Double bottom, under Engines and Boilers, | | | After peak tank, | 12 | 25 |
| Double bottom, if under Engines only, | | | Deep tank, aft, | 80 | 524 |
| Double bottom, if under Boilers only, | 102.0 | 290 | Deep tank, forward, | | |
| Double bottom, forward, | | | Other tanks, if fitted, | | |
| | | | (If necessary, furnish further information by sketch.) | | |
| | | | State whether the above have been tested as required by the Rules <u>Yes</u> | | |

* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 943

Date 30th November, 1911

No. 18 in builder's yard.

DATES of Surveys held while building

1912 February 23-29 March 8-15-22-29 April 4-10-17-24-31 June 4-11-18-25 July 5-11-19-26 August 2-9-16-23-30 September 20-27-24 October 2-9-16-23-30

Total No. of Visits 36

Surveyor's Signature

M. Anderson

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Lloyd's Register Foundation

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