

# With or Without Disconnected Erections.

## STEEL STEAMER.

Received at London Office 23 SEP 1924

Date of completion of report 27<sup>th</sup> Sept. 1924 Port of Sunderland  
Survey held at Sunderland Date, First Survey 31<sup>st</sup> March 1924 Last Survey 21<sup>st</sup> September 1924  
Motor Vessel "VINEMOOR" Rig Schooner

On the (State if Single, Twin, or Triple Screw)

TONNAGE under  
Tonnage Deck...  
Do. between Tonnage Dk. and 3rd and 4th Dk.  
Total under Upper Dk. 4069.68  
Do. of Poop  
Do. of R.Q.Dk.  
Do. of Bridge House  
Do. of Forecastle  
Do. of Houses on Dk. 50.42  
Do. of excess of Hatchways 181.37  
Do. above Crown of 24.33  
Engine Room 42.75  
Gross Tonnage 4368.55  
Less Crew Space 161.24  
Less above Crown of Engine Room  
TONNAGE FOR FEES...  
Less Engine Room 1397.94  
Less Navigation Spaces 163.41

CLASS T 100 A-1 Complete  
Superstructure with Freeboard  
Breadth (greatest moulded) 52.31  
Depth, at middle of length from top of keel to top of upper deck beams at side 36.31  
Transverse Number  $1 \times D = 3\frac{1}{2} \times 36.31$  13616  
Length on deck from fore part of stem to after part of stern post 375  
Longitudinal Number 33232  
Depth "d," at middle of length (See Secs. 2 & 13) 24.13  
Proportions—Depths to Length—Upper Deck Beam at side to top of keel 10.32  
" " Long Bridge Deck Beam at side to top of keel

Master  
Year of appointment (1) As Master in service of owner of present vessel: 19  
(2) As Master of this vessel: 19  
Built at Sunderland  
When built 1924 Launched 30<sup>th</sup> July 1924  
By whom built Messrs Wm Duxford & Sons Ltd  
Owners Moor Line Ltd  
Managers W. Runciman & Co  
Residence Pilgrim St. Newcastle  
Port belonging to London

Register Tonnage 2645.66 Destined Voyage North Pacific If Surveyed while Building, Afloat, or in Dry Dock Yes

LENGTH on Deck as per Rule 375 0 BREADTH—Moulded 52 3/4 DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams 33 10 1/2 No. of Decks with flat laid 2  
Do. do. do. do. Second Dk. Beams 25 10 1/2 No. of Tiers of Beams 2  
Moulded depth, ft. 28 ins. 3 To Bridge Dk. Round of Upper 12 3/4 ins.  
Moulded depth, ft. 36 ins. 3/4 To Upper Dk. Dk. Beam, Actual

FRAMING										PILLARS.									
60 and 60 IN ENGINE SPACE AND DEEP TANK																			
FRAME, Angles, or Bars amidships										PILLARS In 'tween Deck, size and spacing									
Do. in peaks										" " Hold									
Do. in way of Double Bottoms at Solid Floors										" Quarter 'tween Dks.,									
" " at intermdt. Bkts.										" in Hold									
Spacing of Frames from centre to centre amidships										KEELSONS & STRINGERS.									
" " length to Collision bulkhead										CENTRE LINE KEELSON, Vertical Plate above									
" " "Tween Deck Frames										floors, Through Plate, or Intercoastal Plate									
REVERSED FRAME, Angles										" Rider Plate									
Do. in way of Double Bottoms at Solid Floors										" Flat Plate Keel Angles									
" " at intermdt. Bkts.										" Horizontal Plates on Floors									
FRAMING, depth of girder										" Angles or Bulb Angles									
FLOORS, depth and thickness of Floor Plate										SIDE KEELSONS, Number									
at mid-line for 1/2 length amidships										" Angles or Bulb Angles									
" in way of Engine and Boiler Spaces										" Plate above floors, for length									
" thickness at the ends of vessel										" Intercoastal Plate, for length									
" depth at 1/2 the half breadth, as per Rule										" Attached to outside Plating with Angle									
" height extended at the Bilges										BILGE KEELSON, Angles									
FLOORS in Cell. Double Bottoms										" Intercoastal Plate for length									
" state if flanged (top & bottom)										" Attached to outside Plating with Angle									
" Spacing of Solid floors										SIDE STRINGERS, Number									
CENTRE GIRDER, in Dbl. bottom, dpth. & thknss.										" Angle									
" Angles, Top										" Intercoastal Plate, for length									
" Bottom										" Attached to outside plating with Angle									
" to Floors										Upper Deck Stringer Plate, br'dth & thickness									
" Brackets at intermdt. frmg., wdth & thknss										(clear of Bridge)									
SIDE GIRDERS, number on each side & thickness										" " " " br'dth & thickness									
" state if flanged (top and bottom)										(in way of Bridge)									
" Angles (top and bottom)										" " Angle (clear of Bridge)									
" to Floors										" Tie Plate at sides of Hatchways									
MARGIN PLATE, depth (exclusive of flange)										Deck. * Iron or Steel, for Full lng.									
and thickness										" Thickness (clear of Bridge)									
Angle to Outside Plating										" (in way of Bridge)									
" Floors										Wood Deck, Material & thickness									
" Brackets at intermdt. frmg., wdth & thknss										Second Deck Stringer Plate, br'dth & thickness									
Height of Outside Brackets above at bilge										" Angles on ditto, No.									
INNER BOTTOM PLATING, breadth and										" Plates outside Hatchways									
thickness of Middle Line Strake										Deck. * Iron or Steel, for Full lng.									
" in Engine and Boiler space										Wood Deck, Material & thickness									
" Remainder in Holds										Third Deck Stringer Plate, br'dth & thickness									
BEAMS, Upper Deck, Single Angle, Bulb										" Angles on ditto, No.									
Angle, Plate, Tee Bulb, or Channel										" Tie Plates, outside Hatchways									
In way of Long Bridge										" Deck. * Material and thickness									
" Spacing										Fourth and Fifth Deck Stringer Plate, br'dth & thickness									
BEAMS, Second Deck, Single Angle, Bulb										" Angles on ditto, No.									
Angle, Plate, Tee Bulb, or Channel										" Tie Plates outside Hatchways									
" Spacing										" Deck. Material & thickness									
BEAMS, Third and Fourth Deck, Single Angle, Bulb										Poop Deck Stringer Plate, breadth & thickness									
Angle, Plate, Tee Bulb, or Channel										" Angle on ditto									
" Angles on upper edge										" Tie Plates									
" Spacing										" Deck. Material and thickness									
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel										Bridge Deck Stringer Plate, br'dth & thickness									
" Angles on upper edge										" Angle on ditto									
" Spacing										" Tie Plates									
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel										" Deck. Material and thickness									
" Angles on upper edge										Forecastle Deck Stringer Plate, br'dth & th'kns									
" Spacing										" Angle on ditto									
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel										" Tie Plates									
" Angles on upper edge										" Deck. Material and thickness									
" Spacing										2 1/2 P.P. over Accommodation									
										4" P.P. under Windlass									



WEB FRAMES.

WEB-FRAMES, In Fore Body, No. and spacing

brdth. & thickness

No. of Side Stringers

WEB-FRAMES, In E. & B. Space, No. & spacing

brdth. & thickness

WEB-FRAMES, In After Body, No. and spacing

brdth. & thickness

No. of Side Stringers

Size of Face Angles to Web-Frames

BRACKET PLATES to Stringers between Web Frames, depth and thickness

Inches in Ship.

Inches in Ship.

Inches per Rule.

Inches per Rule.

3 4 spaces

39 54 39 54

3 39 x 54 Face bar 4 x 3 1/2 x 54

NONE Main Frames increased to 60 & 60 in lieu

NONE

Panting Stringers as above & as approved.

BULKHEADS.

Number.

Per Vessel.

Thickness.

STIFFENERS.

Single or Double Frames.

Height up, state deck.

Horizontal.

Vertical.

Size.

Spacing.

Size.

Spacing.

Inches.

Inches.

Inches.

Inches.

Inches.

Inches.

W.T.BULKHEADS

7 6

Please see page 4 for Scantlings of bulkheads

COLLISION PARTITION LONGITUDINAL.

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

1/5

Are the Stance Valves and Watertight Doors in efficient working order?

Yes

FORGINGS or CASTINGS.

KEEL, Bar, depth and thickness

STEM, moulding and thickness

STERN-POST for Rudder do. do.

for Propeller

RUDDER-A x D Table 22. Speed

Main-Piece, diameter at head

at heel

Inches in Ship.

Inches per Rule.

Flat Plate Keel

9 1/4 x 2 1/2 9 1/4 x 2 1/2

9 x 7 1/4 9 x 7 1/4

10 1/4 x 7 1/4 10 1/4 x 7 1/4

440

9 1/2 9 1/2

7 1/4 7 1/4

RUDDER, how constructed

Thickness of Plates or Single Plate

Can the Rudder be unshipped afloat?

Forged and built

1.02 Arms closely spaced

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.?

Plates - South Durham S&I Co Dorman Long & Co Bolckow Vaughan & Co

Sections - Cargo Fleet Iron Co Dorman Long & Co Bolckow Vaughan & Co

Has the Steel been tested as required by the Rules?

Open hearth Process

Yes

PLATING.

STRAKES.

AS IN SHIP.

PER RULE OR AS APPROVED.

AMIDSHIP.

FORWARD.

AFT.

AMIDSHIP.

Breadth.

Thickness.

Thickness.

Thickness.

Breadth.

Thickness.

Inches.

Inches.

Inches.

Inches.

Inches.

Inches.

FLAT PLATE KEEL

GARBOARD OR A STRAKE

State actual thickness in way of Double Bottom.

B

C

D

E

F

G

H

J

K

L

M

N

O

P

Q

R

S

T

U

V

W

THICKNESS OF SHEER STRAKE CLEAR OF LONG BRIDGE DO. OF STRAKE BELOW DECK OF FLAT PLATE KEEL

Sheerstrakes Length and thickness.

POOP SIDES

SHORT BRIDGE SIDES

FORECASTLE SIDES

40

34

Double

6

1

3 1/4

4 R

1

3 1/2

14

Full

RIVETING.

EDGES, JOGGLED

BUTTS.

Ordinary or joggled?

RIVETS.

Double or Treble and for what Length.

RIVETS.

STRAPS.

IF LAPPED.

Single or Double.

Breadth of Lap.

Diam.

Spacing cr. to cr.

Diam.

Spacing cr. to cr.

Breadth.

Thickness.

Breadth.

For what Length.

Inches.

Inches.

Inches.

Inches.

Inches.

Inches.

Inches.

Inches.

Inches.

Feet.

Where a long bridge is fitted the thickness of Upper Deck Sheerstrake and Strake below should also be stated clear of same.

Upper Deck Stringer Plate

Butts, 3R riveted for Full length amidship.

Straps, single, double or overlapped for Full length amidship.

Second Deck Stringer Plate

Butts, 2R riveted for Full length amidship.

Straps, single or overlapped for Full length amidship.

Butts of Side Stringers riveted.

Tie Plates riveted.

Inner Bottom Plating, riveting of Edges Others 1R Butts 2R

Centre Girder Butts, 3R riveted. Keelson Butts, riveted.

Frames, riveted through Plates with 7/8 in. Rivets, about 5 1/4 apart.

Rivets, state whether Iron or Steel IRON except in deep tank, After Peak and 1/2 Fore Peak where 3/4 dia & 4 1/2 apart

FRAMES extend in one length from tank side bracket to 2nd deck thence to upper dk State if ordinary or joggled Ordinary

REVERSED FRAMES on floors and frames extend from centre girder to margin plate State if ordinary or joggled Ordinary Tank top plating joggled

MASTS, SPARS, &c.

Material.

Total Length.

DIAMETER AND THICKNESS.

No. of Plates in round.

ANGLES.

RIVETING.

At Partners.

Heel.

Hounds.

Head.

Number.

Size.

Seams.

Butts.

Lower Masts.

Bowsprit

Topmasts, Yards and Remainder of Spars

Rigging, Material and Size, Shrouds

Sails.

Fore

Main

Mizen

Steel

Steel

47.6

49.0

23 1/4 x 35

23 1/2 x 35

24 x 35

24 x 35

20 x 30

20 x 30

2

2

No Heavy Lift in this Ship

Single

Treble

Treble

Pitch Pine

3 1/2 Steel Wire

Suits of

Stays 3 3/4 Steel Wire

Topmast Stay 2 1/2

Sails, and the following spare sails



EQUIPMENT No. 336607				LETTER y				ANCHORS.				TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS			
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 31.			
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	
28300	1st Bower	60	1	14	Stockless			48	12	2	0	60	0	0	Byers Improved
28299	2nd "	60	0	0	do			48	7	2	0	60	0	0	Stockless
27624	3rd "	51	0	14	do			43	1	2	4	50	2	0	Anchors
	4th "														
	Collective weight.	171	2	0								170	2	0	
86994	Stream	16	1	24	4	0	26	17	16	1	0	16	1	0	Ordinary Forged Wt Iron
	Kedge														

Particulars of Drop Test of Cast Steel Anchors, viz. :-  
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower	38.3.0	C.B.	5711.	6th June 1924
2nd "	38.3.7	C.B.	5705.	do
3rd "	30.2.14	W.M.	4947	9th Jan 1923
4th "				

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.		Tons.	Fathoms.	Ins.	Cwts.
	Length.	Diam.		Supplied.	Per Rule.						Length.	Cir.		Length.	Cir.				
75642	135	2 3/16	865	120 1/2	32 1/2	2 1/16	645-3-0	135	2 3/16	Stud.	N. Hingley & Co	Netherlon 8.7.24	H Green	90	2 3/4	15 1/2	90	2 3/4	2 3/4
75646	135	2 3/16	do	do	32 1/2	2 1/16		135	2 3/16	do	do	do	11.7.24	do	90	2 3/4	15 1/2	90	2 3/4
	90	4 1/4	47					90	4 1/4	Steel Wire					90	2 3/4	12 1/2	90	2 3/4

Boats Lifeboats 2 @ 27'0" Cutters 2 @ 16'0"  
Pumps, Number 5 Handpump to Fore Peak Tank Top  
Windlass is Emerson Walker & Thompson Bros.  
Engine Room Skylights.—How constructed? Steel plates and angles  
Coal Bunker Openings.—How constructed? No Coal Bunker  
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 6 scuppers each side 1 Freeing port each side in Tonnage well 2'6" x 1'8"  
Ceiling in Holds, thickness and material 11 x 2 1/2 W.W.  
Cargo Hatchways.—How formed? Steel plates and angles  
State size No. 1 Hatch (Forward) 31'6" x 22'0" No. 2 Hatch 33'7" x 22'0" No. 3 Hatch 28'5" x 22'0" No. 4 Hatch 33'7" x 22'0"  
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch No 1 5 Webs, No 2 6 Webs, No 3 5 Webs, Nos 4 & 5 6 Webs No 6 1 Web.  
No. of Breasthooks 5 and decks No. of Crutches Rising floors  
Bulwarks, height above deck and description 3'3 1/2 x 25 with patent moulding and sheathing  
The foregoing is a correct description of the vessel  
Builder's Signature (here only) W. Gallacher  
Surveyor's Signature A. Pickworth  
Surveyor to Lloyd's Register of Shipping.

Correspondence.—State dates and initials of letters respecting this case. (Reference should be made in any correspondence connected with the case)  
M. 8.8.23; E. 21.8.23; M. 21.8.24; E. 8.8.24

Workmanship. Are the butts of plating planed or otherwise fitted? Yes  
Is the riveted work properly closed? Yes  
Are the liners between the frames and plates solid single pieces? Yes where fitted - plating joggled  
to plate, &c., conform well to each other? Yes  
from the faying surfaces? Yes  
Are the butts of Plating, Stringers, &c., properly shifted and lapped? Yes  
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)? Yes  
State results of tests Satisfactory  
State results of tests Satisfactory

General Remarks (State quality of workmanship, &c.)  
This vessel has been constructed in accordance with the approved plans, the Secretary's Letters and the Revised Rules.  
The materials and workmanship are good.  
The vessel is propelled by Doxford's Patented Opposed Piston Oil Engine.

The approved plans (4) and forging reports (2) are forwarded herewith. Please return the plans for use in connection with a sister vessel. The detail plans were sent with report on Silvercedar

Attended satisfactory sea trials of this vessel on 25th inst.  
27.9.24

Sister Vessels: "Silverelm" Rpt No 28808, "Silverfir" No 28850 and "Silvercedar" No 28867  
The Surveyor should state the Number of Report and Name of any Sister Vessel.  
Plans to be forwarded with F.E. Report showing vessel as built.

Freeboard Fee £ 10  
The amount of Entry Fee £ 8  
Special Survey Fee £ 298  
Travelling Expenses, if any £  
Fees applied for, 27 SEP 1924  
Received by me, H. H. H.  
State whether the Vessel has been built under Special Survey Yes  
I am of opinion this Vessel should be Classed 100A-1 Complete Superstructure with Tonnage Opening  
With, or without Freeboard, as condition of Class With Freeboard  
Surveyor to Lloyd's Register of Shipping. A. Pickworth.

Committee's Minute  
Character assigned  
FRI. 3 OCT 1924  
100A-1  
with 100  
Lloyd's Register of Shipping  
FRI. 10 OCT 1924  
+ L. H. G. J. H. C. L.  
oil engines  
Lloyd's Register of Shipping  
W. G. T. Foundation



GENERAL REMARKS—(continued).

Position	Plating	BULKHEADS			Frames Single or Double	Watertight to height of
		Horizontal	Vertical	Spacing		
After Peak	42 to 30	Recess Top	[ 8½ × 3 × 44 above recess [ 8½ × 3 × 48 below do	24 24	Single	2nd DK
After Main	40 36 to 26	✓	[ 12 × 3½ × 3½ × 46	30	Single	2nd DK
Engine Room After End	40 36 to 26	✓	[ 12 × 3½ × 3½ × 3½ & 50 and above recess [ 6 × 3 × 34 27" apart	30 31 on recess side	Single	2nd DK
Engine Room Forward End	39 35 30	✓	[ 15 × 4 × 4 × 41 & 62 with 4 × 4 × 41 OA reverse	24	Single	2nd DK
Deep Tank	39 35 30	✓	[ 15 × 4 × 4 × 41 & 62 with 4 × 4 × 41 Angle Reverse	24	Single	2nd DK
Fore Main	40 36 26	✓	[ 12 × 3½ × 3½ × 56	30	Single	2nd DK
Collision	48 to 26	2 Semi box Beams	[ 7 × 3 × 36 at Top [ 10 × 3 × 50 at bottom	24 24	Single	Upper DK
Longitudinal Bulkhead	30	See Profile approved for 582-4 for these scantlings	From 9½ × 3½ × 52 BA and double 12 × 3½ × 58 BA to 9 × 3 × 42 BA and double 10½ × 3½ × 50 BA to 6 × 3 × 40 BA and double 8 × 3½ × 40 BA AP	On Every Frame	✓	2nd DK

Plating of bulkheads increased .04 on bottom Strake & .10 at bilges ✓

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ✓ ft., R.Q.D. ✓ ft., Bridge ✓ ft., Forecastle 29.6 ft. on Upper  
(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 should appear in the Register Book) 2 Dks (Stl).

Official No. 147728; Signal Letters. State if Machinery is fitted aft No  
How are the surfaces preserved from oxidation? Inside Paint: Cement, pellets on edges and butts of  
Shell plating in tanks Cement in bilges Outside Paint

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	105.11	286	Fore peak tank,	17.7½	140
Double bottom, under Engines and Boilers,	20.8	83	After peak tank,	23.2	220
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, <sup>Oil</sup> under Boilers only, Feed Water	10.4	40	Deep tank, forward,	25.10	976
Double bottom, forward,	180.3	602	Other tanks, if fitted,		
2 Cofferdams each 31" long have been tested.	Total capacity of double bottom	1011	(If necessary, furnish further information by sketch.)		1336

\* 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.

Yes

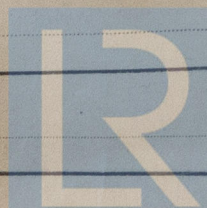
Order for Special Survey No. 5569  
Date 2.3.24  
No. 582 in builder's yard.

1924. Mch. 31. Apr. 4. 7. 10. 11. 17. 25. May 1. 8. 12. 14. 21. 23. 27. 29. June 2. 4. 6. 9. 17. 19. 23. 27. 30.  
July 1. 4. 7. 10. 11. 15. 22. 23. 30. 31. Aug. 7. 13. 28. Sep. 2. 3. 4. 9. 15. 18. 19. 24.

Surveyor's Signature

A. Pickworth.

Total No. of Visits 45



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