
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			
" " " " breadth & thickness				STEM, moulding and thickness			
" " " " No. of Side Stringers				STERN-POST for Rudder do. do.			
WEB-FRAMES, In E. & B. Space, No. & spacing				" " " " for Propeller			
" " " " breadth & thickness				RUDDER-A x D Table 22. Speed			
WEB-FRAMES, In After Body, No. and spacing				" " " " Main-Piece, diameter at head			
" " " " breadth & thickness				" " " " " " at heel			
" " " " No. of Side Stringers							
" " " " Size of Face Angles to Web-Frames							
BRACKET PLATES to Stringers between							
Web-Frames, depth and thickness							
BULKHEADS.				RUDDER, how constructed			
Number, Thickness, Horizontal, Vertical, Single or Double Frames, Height up, state deck.				Thickness of Plate or Single Plate			
Aft Peak No. 9				Can the Rudder be unshipped afloat?			
W.T. BULKHEADS				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.?			
No. 31				Steel Company of Scotland.			
No. 48 - 51				Open hearth process.			
No. 62				Has the Steel been tested as required by the Rules?			
No. 85							
No. 106							
No. 133							
PARTITION							
LONGITUDINAL							
Are the outside Plates doubled two spaces of Frames in length?							
Are the Staircase and Watertight Doors in efficient working order?							
PLATING.				RIVETING.			
AS IN SHIP.				EDGES, Ordinary or Joggled?			
PER RULE OR AS APPROVED.				BUTTS.			
STRAKES.				Single or Double.			
Breadth, Thickness, Forward, Aft.				Breadth of Lap, Rivets, Double or Treble and for what Length, Rivets, Straps, If Lapped.			
FLAT PLATE KEEL				Double			
GABBOARD OF A STRAKE				do			
B				do			
C				do			
D				do			
E				do			
F				do			
G				do			
H				do			
J				do			
K				do			
L				do			
Long Bridge				do			
Sheerstrake				do			
O				do			
P				do			
Q				do			
R				do			
S				do			
T				do			
U				do			
V				do			
W				do			
THICKNESS OF STRAKE				Double			
CLEAR OF LONG BRIDGE				do			
DO. OF STRAKE BELOW				do			
DECK OF FLAT PLATE KEEL				do			
Sheerstrake				do			
Length and thickness				do			
POOP SIDES				do			
SHORT BRIDGE SIDES				do			
FORECASTLE SIDES				do			
Upper Deck				Butts, Treble riveted for full length midship.			
Stringer Plate				Straps, single double overlapped for full length midship.			
Second Deck				Butts, Treble riveted for full length midship.			
Stringer Plate				Straps, single double overlapped for full length midship.			
Bridge Deck Stringer				Butts overlapped & Treble riveted full ten			
3rd Deck Stringer (ford)				do do double do			
FRAMES extend in one length from				Keel to bilge & from bilge to Upper Deck Bridge & poop decks State if ordinary or joggled			
REVERSED FRAMES on floor and frames extend from				Centre girder to margin & from 18" below top of tank side brackets to underside of 2nd deck except in No. 1-2 holds where they extend to underside of lower deck beams State if ordinary or joggled			
At Recess Top in No. 4 hold				To underside beam at Recess & underside of 2nd deck beams alternately			
Reversed frames doubled in Engine space and under Boiler				MASTS, SPARS, &c.			
Material, Total Length, At Partners, Head, Round, Head, No. of Plates in round, Number, Size, Rivets, Butts.							
Fore				Steel			
Main				do			
Mizen				do			
Bowsprit				do			
Topmasts, Yards and Remainder of Spars				Galvanized S.W.R. 4 1/2			
Rigging, Material and Size, Shrouds				Stays 5", 4 1/2", 3 1/2", 3"			
Sails, One stay Sails				Sails, and the following spare sails			

EQUIPMENT No. 36388			LETTER Z		ANCHORS.		TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS		
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK	WEIGHT OF STOCK	TEST, PER CERTIFICATE	WEIGHT REQUIRED BY TABLE 21.	Description of Anchor.	Makers.	Where and when tested and Superintended.	
85704	1st Bower	63 3 16	STOCKLESS	50 10 0	63 3 0	Halls (C.S. head)	N Hingley & Sons L.P.H. Neth	31/3/22 Green	
85726	2nd "	63 2 7	Do	50 7 2	63 3 0	Do Do	Do	L.P.H. Neth 11/4/22 Green	
85718	3rd "	55 0 0	Do	45 7 2	57 2 0	Do Do	Do	L.P.H. Neth 31/3/22 Green	
	4th "								
	Collector weight	182 1 23			182 0 0				
85628	Stream	18 0 23	4 2 22	19 4 1 14	17 2 0	Rodgers	N Hingley & Sons L.P.H. Neth	6/3/22 Green	
85623	Kedge	7 2 14	1 3 18	9 15 3 21	- - -	Rodgers	Do	L.P.H. Neth 7/3/22 Green	
Particulars of Drop Test of Cast Steel Anchors, viz.:-		1st Bower	36 - 1 - 14	W.A.D.	N° 683	14 : 3 : 22.			
Weight, Surveyor's Initials, Number of Certificate, Date of Test.		2nd "	38 - 1 - 21	W.A.D.	N° 688	16 : 3 : 22.			
		3rd "	32 - 3 - 0	W.A.D.	N° 679	23 : 2 : 22.			
		4th "							

CHAIN CABLES.

HAWSERS AND WARPS.

CHAIN CABLES.												HAWSERS AND WARPS.						
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and Size per Table 21.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and size supplied.		Breaking Test of Steel Wire Twine.		Length and Size per Table 21.	
	Length.	Diam.	Stalls.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.	Length.	Cir.		
	Fathoms.	Inch.	Tons.	Tons.	Cwt. qrs. lbs.	Cwt. qrs. lbs.	Fathoms.	Inch.					Fathoms.	Inch.	Tons.	Fathoms.	Inch.	
24620	270	2 1/2	9 1/8	127 5/8	701-0-0	682-1-11	270	2 1/2	STUD	Brown Lenox	L.P.H. Cardiff	TOWLINE S.N.R.	120	5	59	120	5	
										C. L.T.	23/3/22. G. Jones	HAWSERS & WARPS	200	8	-	200	8	
Iron-Shipworm Resistance-7 Steel Wire	90	4 3/4	47				90	4 3/4				-	200	7	-	200	7	
			TONS									-	100	6	-			
									Wire by R. S. Newell & Sons Ltd.									

Boats 9 Skel boats & 1 motor boat. 26 x 8-0 x 8-25 Steering Gear, Steam Efficient. Hawse Steering Gear, Hand S.W. Relieving Tackle. Pumps, Number Two: 1 to fore peak & 1 to fore peak. Diameter of Barrel 4" 2 1/2. State whether they are in efficient working order. Yes. Windlass is Efficient. Clarke Chapman & Co. Ltd. (9 1/2 x 12-0) Capstan Steam Clarke Chapman & Co. Ltd. (20 x 10) Capstan. Engine Room Skylights.—How constructed? Plates & Angles. What arrangements for deadlights in bad weather? Square lights & tarpaulin. Coal Bunker Openings.—How constructed? Steel plates & Angles. How are lids secured? Wood covers & Height above deck? 30" above wood etc. Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. Three freeing ports each side in fore & aft wells 42" x 19" 2 Scuppers each. Ceiling in Holds, thickness and material 2 1/2" Baltic Pine. Cargo Batts, thickness and material 6 x 2 W.P. holds & (8 x 5) side. Cargo Hatchways.—How formed? Steel plates & Angles. Hatches, If strong and efficient? Yes. State size No. 1 Hatch (Forward) 20'-8" x 16'-0" No. 2 Hatch 23'-4" x 16'-0" No. 3 Hatch 23'-4" x 16'-0" No. 4 Hatch 20'-5" x 16'-0" Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch N° 1 Three beams N° 2 Four beams N° 3 Four beams N° 4 Three beams. Hatch on boat deck One beam No. of Breasthooks Three No. of Crutches Deep floors. Bulwarks, height above deck and description Steel 30 thick 4'-0" above shoulder Main Rail, material and size 7 x 3 1/2 x 38 Bulbangle. The foregoing is a correct description. ALEXANDER STEPHENSON & SONS, LTD. Surveyor's Signature Geo. M. Shaw & Chisholm. Builder's Signature (three only) J. M. Shaw & Chisholm. Secretary 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). See Secretary's letters of various dates.

Workmanship. Are the butts of plating planed or otherwise fitted? planed & fitted.

Is the riveted work properly closed? Yes.

Are the liners between the frames and plates solid single pieces? Yes.

to plate, &c., conform well to each other? Yes.

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.) The workmanship is good. This vessel has been built in accordance with the approved plans, the Secretary's letters of various dates and in general conformity with the Rules for the Class Contemplated. The vessel is constructed and arranged for carrying oil fuel for her own use in Nos. 2, 3, and 4, double bottom tanks and in settling tanks on the Centre line at the forward end of the Boiler space. These compartments have all been tested in accordance with the Rules and the requirements of Section 49 of the Rules have been complied with. In the record for the Register Book "pt Cem" should be included. This vessel was examined in dry dock on the 25th January and was found to be in satisfactory condition. Bottom cleaned and coated.

4 Forging Reports & 25 approved plans enclosed herewith also copy of Midships Section of Vessel as built. This vessel is a sister ship to the S.S. "FAMAKA".

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.

The amount of Entry Fee £ 9 : 0 : 0 / 20 2-23 Fees applied for. Special Survey Fee £ 345 : 4 : 6 Received by me. FREE BOARD FEE £ 11 : 0 : 0 28 2-23 H. & M. Certificate sent to Glasgow Date of issue 28/2/23. State whether the Vessel has been built under Special Survey Yes. I am of opinion this Vessel should be Classed 100A1 Fitted for oil fuel. With, or without Freeboard, as condition of Class Without. F.P. above 150°F 2/23 Geo. M. Shaw & Chisholm Secretary to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 20 FEB 1923

Character assigned + 100A1

223.

Lloyd's A+C.P.

+ LMC 223 To

Fitted for oil fuel 223 F.P. above 150°F.



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GENERAL REMARKS—(continued).

Glasgow Report No. 42370.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 46.1 ft., R.Q.D. ✓ ft., Bridge 163.8 ft., Forecastle 45.8 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) 2 dks (old), upper dk oak sheathed / lower dk in N^o 1 & 2 Halls (S^{te})

Official No. 146699.; Signal Letters

How are the surfaces preserved from oxidation? Inside

State if Machinery is fitted aft ho. Bottom cemented clear of rd. Double bottom tanks cement washed. Outside Anti-rust paint. Halls Red lead; Bunkers Bitumastic Enamel.

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,	122.5	215	Fore peak tank,	25.5	69
Double bottom, under Engines and Boilers,	67.1	293	After peak tank,	18.8	135
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	150.4	445	Other tanks, if fitted, F.V. Tanks (2 off)		65 Tons
Total Length of D.B. = 340 ft.		953	(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

Yes!

Order for Special Survey No. 5503

Date 8.4.1921

No. 499 in builder's yard.

Dates of Survey held while building

1921 May 3 Sep 16 Oct 26 Nov 11 Dec 2.13.19.29 1922 Jan 13.25.31 Feb 13.29 Mar 2.7.9.21.27.28.30 Apr 7.10.13.20.27 May 3.5.7.11.14.22.23.25 Jun 6.23.29 Jul 4.7.11 Aug 7.11.18.29 Sep 5.7.11.13.15.27 Oct 2.3.5.6.9.10.13.19.24.27 Nov 2.3.6.10.11.21.22.24.27.29 Dec 1.4.11.19.26.29 1923 Jan 16.22.25 Feb 8

Total No. of Visits 82

Surveyor's Signature *Glasgow & Shaw*



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