

# STEEL STEAMER.

State if Report is also sent on the Machinery of the Vessel **REPORT N<sup>o</sup> 7050 SENT 19-1-21**

No. 7055

1921.

Right *Yucca macrocarpa* Engelm.

CLASS 100 A/✠

FEET.

*Master*

H. Banks

Year of appointment { (1) As Master in service of owner of present vessel:—19 18  
(2) As Master of this vessel:—19 21

*Built at*

Dublin

When built 1924

Launched 27<sup>th</sup> Nov. 1920

By whom built The Dublin Dockyard Co. Ltd.

### Owners

Michael Murphy & Co

## Managers

G. O. Dowd

(Where necessary to be entered in Reg. Book.

Residence 3, Beresford Place, Dublin.

Port belonging to

bardill

Destined Voyage *Coastwise*

If Surveyed while Building, <sup>9</sup> Afloat, or in Dry Dock... *Yes*

<b>GTH</b> on Deck per Rule . . .	Feet. 200	Inches. 0	<b>BREADTH</b> — Moulded . . .	Feet. 30	Inches. 6	<b>DEPTH, ACTUAL</b> —Top of Floors to top of Upper Dk. Beams Do. do. do. do. Second Dk. Beams	Feet. 12	Inches. 9 7/8	No. of Decks with flat laid <b>ONE</b>
							+	-	No. of Tiers of Beams

nsions of Ship per Register, Length 200.00 breadth 30.80 depth 13.20.

Moulded depth, ft. - ins. - To Bridge Dk. Round of Upper  
Moulded depth, ft. 15 ins. 3½ To Upper Dk. Dk. Beam, Actual 7½ ins.

[illegible]

\* 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. Or as Approved.	Inches per Rule. Or as Approved.	Inches in Ship.	Inches per Rule. Or as Approved.		
<b>WEB-FRAMES, In Fore Body, No. and spacing</b>				<b>KEEL, Bar, depth and thickness</b>	7x2 1/4	7x2 1/4	
" " " brdth. & thickness				<b>STEM, moulding and thickness</b>	7x2 1/4	7x2 1/4	
" No. of Side Stringers " "				<b>STERN-POST for Rudder do. do.</b>	6x4 1/2	6x4 1/2	
<b>WEB-FRAMES, In E. &amp; B. Space, No. &amp; spacing</b>				" for Propeller	6 1/2 x 4 1/2	6 1/2 x 4 1/2	
" " " brdth. & thickness				<b>RUDDER—A x D</b> Table 22. Speed 10-11 KNOTS	116	116	
" " " brdth. & thickness				" Main-Piece, diameter at head	5 3/4	5 1/2	
" No. of Side Stringers " "				" " " at heel	4 1/4	4 1/4	
" Size of Face Angles to Web-Frames.....							
<b>BRACKET PLATES to Stringers between Web Frames, depth and thickness.....</b>							

BULKHEADS.	Number.		Thickness.  Inches.	STIFFENERS.				Single or Double Frames.	Height up, state deck.
	Vessel.	Per Rule.		Horizontal.		Vertical.			
				Size.	Spacing	Size.	Spacing		
			Inches.	Inches.	Inches.	Inches.	Inches.		
W.T.BULKHEADS	3	3							
A. PEAK BULKHEAD.			60 TO 26			5 1/2 x 30	24	SINGLE R.Q.D.	
B. HEAD AFTER END HOLD.			30 TO 26			7 x 30	30	" R.Q.D.	
" COLLISION "			26 UPPER 30 LOWER			6 x 3 x 32 R. 5 1/2 x 3 x 30 R.	24	" UPPER D.	
PARTITION IN HOLD			26			3 x 3 x 30 R.	30	" R.Q.D.	
<del>PEAK BULKHEAD</del> GUNKER B.HEAD			26			3 x 3 x 30 R.	30	" R.Q.D.	

**RUDDER, how constructed** *Built Forging.*

Thickness of ~~Plates~~ Single Plate *.60"*

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. *Glasgow Iron & Steel Co. Ltd.; Steel Company of Scotland Ltd.; J. Colville & Sons, Ltd.; Wm. Beardmore & Co. Ltd.; Motherwell Iron & Steel Co. Ltd.; The Lanarkshire Steel Co. Ltd.; Siemens Martin Process.*

Has the Steel been tested as required by the Rules? *Yes.*

Are the outside Plates doubled two spaces of Frames in length? *No - Bracketed.*

Are the Sluice Valves and Watertight Doors in efficient working order? *None*

PLATING.										RIVETING.									
STRAKES.		AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES, Ordinary or jogged? <i>ORDINARY.</i>				BUTTS.							
		AMIDSHIP.		FORWARD.	AFT.	AMIDSHIP.		Single or Double.	Breadth of Lap.	RIVETS.		Double or Treble and for what Length.	RIVETS.		STRAPS.		IF LAPPED.		
		Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.			Diam.	Spacing or. to cr.		Diam.	Spacing or. to cr.	Breadth.	Thick-ness.	Breadth.	For wha Length.	
		Inches.	Inches.	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Feet.
FLAT PLATE KEEL..... (If Bar Keel, state Riveting.)		BAR KEEL.						DOUBLE	7	1	5								
GARBOARD or A Strake		42	50	50	45	40	48	"	4 1/2	3/4	3	DOUBLE THRO.	7/8	3 1/4	11 1/4	62	7 1/2	2 L. & FOR	
State actual thickness in way of Double Bottom.		B	54	45	45	40	44	54	42	"	"	"	TREBLE 1/2 L.	3/4	2 5/8				
		C	54	45	45	40	54	42	"	"	"	"	"	"	"		"	"	
		D	54	45	45	40	44	54	42	"	"	"	"	"	"		"	"	
		E	54	45	42	40	44	54	42	"	"	"	TREBLE 1/2 L.	"	"		7 1/2	2 L.	
		F	54	48	40	40	44	54	46	SINGLE	2 1/2	3/4	3	"	"		"	"	
		G	42 1/2	48	36	40	42 1/2	46	DOUBLE	4 1/2	3/4	3	"	"	"		"	"	
UPPER D. SHEER		H	39	60	36	40	39	60	"	5 1/4, 4 1/2, 2 1/2, 7/8, 3/4, 3 1/2, 3		"	7/8, 3/4, 3 1/4, 2 5/8	16 3/4, 76 in.					
R.Q.D. SHEER		J	40	46	-	36	39	46	SINGLE	2 1/2	3/4	3	"	3/4	2 5/8	WAY OF DOUBLING			
		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																			
DBLG. of Flat Plate Keel																			
" Sheerstrakes		28'-0" x 46 AT BREAK						28'-0" x 46 AT BREAK.											
Length and thickness.																			
POOP SIDES																			
SHORT BRIDGE SIDES																			
FORECASTLE SIDES				32			28	SINGLE	2 1/2	3/4	3	DOUBLE	3/4	2 5/8			4 1/2	WHOLE	
* Where a long bridge is fitted the thickness of Upper Deck Sheerstrakes is to be taken at the ends of the bridge.																			

Upper Deck Butts *Treble* riveted for *half* length amidship.

Stringer Plate ~~Straps, single, double or overlapped~~ for *whole* length amidship.

R.Q. Deck Butts *Treble* riveted for *half* length amidship.

Stringer Plate ~~Straps, single or overlapped~~ for *whole* length amidship.

Butts of Side Stringers **DOUBLE** riveted.

" Tie Plates **DOUBLE** riveted.

Inner Bottom Plating, riveting of Edges **SINGLE** Butts **DOUBLE**

Centre Girder Butts, **TREBLE** riveted. Keelson Butts, **AS REQ.** riveted.

Frames, riveted through Plates with *3/4* in. Rivets, about *7 DIA.* apart.

Rivets, state whether Iron or Steel **IRON & STEEL.**

FRAMES extend in one length from *Keel & Tank Margin* to *Deck.*

REVERSED FRAMES on floors and frames extend from *Keel to Tank Top & R.Q. Deck alternately in After Peak and*; across top of floors in Engine Space; Mid line to tank Margin in D. Bottom.

State if ordinary or jogged *Joggled.*

State if ordinary or jogged *Joggled in D. Bottom.*

MASTS, SPARS, &c.											
		Material.	Total Length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.
				At Partners.	Heel.	Hounds.	Head.		Number.	Size.	
LOWER MASTS.....		Fore	STEEL	53'-0"	17" x 5 1/2"	15 1/8 x 7 1/2"	15 1/2 x 3 1/8"	ONE	-	-	LAP WELDED 21" AS APPROVED
		Main	"	40'-6"	17" x 5 1/2"	17 x 5 1/2"	15 1/2 x 3 1/8"	"	-	-	"
		Mizen	"						-	-	"
Bowsprit		DERRICK POST.	STEEL	25'-0" x 24 x 5 1/8"							
Topmasts, Yards and Remainder of Spars <b>TOPMASTS 8'-0" x 15" DIA.</b>											
Rigging, Material and Size, Shrouds <b>GHV 2 STEEL WIRE 2 3/4"</b>											
Sails Suit of Stays <i>3 1/2</i> BACKSTAYS <i>2 3/4</i>											
Sails, and the following spare sails											

Form No. 1A.



EQUIPMENT No. 10028-70 LETTER L ANCHORS. TONNAGE U. DK. OR PLATING No. FOR TRAWLERS

Number of Certificate	Anchors	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE			WEIGHT REQUIRED BY TABLE 31.			Description of Anchor	Makers	Where and when tested and Superintendent
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.			
35762	1st Bower	21	3	6				22	3	3	0	21	1	0	Stockless (Britannia)	R. Lykes & Son, Ltd. Bradley/Hath, 26/11/20, N. Paul
35767	2nd "	20	2	14				21	5	3	21	21	1	0	"	"
35601	3rd "	19	1	0				20	1	3	14	18	-	-	"	"
	4th "														"	"
	Collective weight	61	2	20								60	2	0		"
35608	Stream	5	2	8	1	1	14	7	18	1	21	5	3	0	Ordinary	R. Lykes & Son, Ltd. Bradley/Hath, 7/11/20, N. Paul
34849	Kedge	2	3	0	0	3	0	5	5	0	0	2	3	0	"	"

Particulars of Drop Test of 1st Bower 12- 8- 0; D.D. Williamson; N° 4058; 12/10/20.  
Cast Steel Anchors, viz.: 2nd " 12- 0- 21; D.D. Williamson; N° 4060; 12/10/20.  
Weight, Surveyor's Initials, 3rd " 11- 3- 21; D.D. Williamson; N° 3902; 7/9/20.  
Number of Certificate, Date of Test. 4th "

CHAIN CABLES. HAWSERS AND WARPS.

Number of Certificate	Length and size supplied		Test per Certificate, Statutory	Break- ing	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.	
	Fathoms.	Diam.			Supplied	Per Rule						Fathoms.	Diam.		Fathoms.	Ins.
30900	105	1 3/8	34	51	103-2-6	203-0-18	210	1 3/8	Studlink	B. Hath, 12/10/20, N. Paul	LOWLINE G.S.W.	90	3	18	90	3
30901	30	1 3/8	34	51	29-2-16				"	"	"	90	2 1/4	9 1/2	90	2 1/4
31084	75	1 3/8	34	51	73-2-23				"	R. Lykes & Son, Ltd. 29/10/20	"	90	2	7	90	2
	60	3/4	22	206-3-11			60	3/4	STEEL WIRES	W. H. Thomson, Ltd. Sunderland, 20/4/20	"					

Boats Two lifeboats and one dinghy.  
Pumps, Number Three  
Windlass is Steam Stand by Emerson, Walker & Thompson  
Engine Room Skylights.—How constructed? Steel with hinged flaps  
Coal Bunker Openings.—How constructed? Steel hatchways  
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. Fore Deck 2 pairs Scuppers and 2 pairs wash ports 3'-3" x 1'-8"  
Ceiling in Holds, thickness and material 3" W.P.  
Cargo Hatchways.—How formed? Steel coamings 3'-3" high  
State size No. 1 Hatch (Forward) 37'-3" x 14'-3" to 17'-6" No. 2 Hatch 31'-10 1/2" x 17'-6" No. 3 Hatch — No. 4 Hatch —  
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 7 Web plates to No. 1 and 5 to No. 2 Hatch — no fore and afters  
No. of Breasthooks Two No. of Crutches Deep floors aft.  
Bulwarks, height above deck and description Upper Deck 4'-4" x 25, R.D. 4'-3" x 25" Steel Main Rail, material and size Steel 6 3/8" x 3 1/4" x 17 lbs. Vignac section.  
The foregoing is a correct description.  
Builder's Signature (here only) The Dublin Dockyard Company Ltd. Surveyor's Signature A. B. Forster.  
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 3/6/19, M 4/6/19, E 17/6/19, E 24/6/19, M 16/7/19, M 10/12/19, M 6/1/20, M 29/11/20, M 3/12/20, M 7/12/20.

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? Frames joggled.  
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.) Workmanship Good. This vessel has been constructed under Special Survey in accordance with the approved plans and Secretary's letter of the above dates.

The vessel has been towed to Glasgow where the Machinery is to be installed, the S.P. casings riveted, and a few items about the hull completed, and the Glasgow Surveyors have been advised.

On the vessel's return from Glasgow after the trial trip the equipment was completed.

This vessel is similar in many respects to the Builders N° 89 vessel - s.s. "Perga" (Dublin Rpt. N° 3673)  
The following plans are enclosed:—Midship Section; Profile Decks; Fore Peak Tank; Fore Peak Plate; Strengthening Forward; Mast & Derrick; Arrangements of Mast and Derrick; Rudder & Stern Frame; Pumping Arrangements; also Porging Report N° 1886.

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	£ 4 : 0 : 0	Fees applied for,	28-1 1921
Special Survey Fee	£ 87 : 18 : 0	Received by me,	
Travelling Expenses, if any	£ 2 : 5 : 0		1-2 1921.

State whether the Vessel has been built under Special Survey Yes.  
I am of opinion this Vessel should be Classed 100 A1  
With, or without Freeboard, as condition of Class Without.

Certificate to be sent to Dublin Office Date of issue 18/2/21

A. B. Forster  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 18 FEB. 1921  
Character assigned 100 A1  
Ld. Asst. P.  
Miss Dyl.  
Jls.



GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop — ft., R.Q.D. 128.00 ft., Bridge — ft., Forecastle 28.25 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.

Official No. 143533; Signal Letters

State if Machinery is fitted aft Machinery aft.

How are the surfaces preserved from oxidation? Inside Portland Cement, Bitumastic Enamel & Paint. Outside Paint.

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	—	—	Fore peak tank,	<u>29.5</u>	<u>122.5</u>
Double bottom, under Engines and Boilers,	—	—	After peak tank,	<u>13.125</u>	<u>49.1</u>
Double bottom, # under Engines only,	—	—	Deep tank, aft,	—	—
Double bottom, # under Boilers only, <u>in Stokhold</u>	<u>31.875</u>	<u>24.0</u>	Deep tank, forward,	—	—
Double bottom, forward, <u>from Stokhold to F.P.T.</u>	<u>101.75</u>	<u>136.5</u>	Other tanks, if fitted,	—	—
Total capacity of double bottom	<u>161.4</u>		(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.

Date 28-6-19

No. 105 in builder's yard.

DATES of Surveys held while building

1919:- SEP 23. 30. OCT. 10. 16. 27. 31. NOV. 4. 17. 26. DEC. 5. 15. 23. 30.  
1920:- JAN. 8. 13. 16. 19. FEB. 2. 6. 17. 20 MAR. 1. 5. 15. 23. 31. APRIL 7. 27. 30.  
MAY 4. 7. 21. 26. JUNE 2. 7. 15. 23. JULY 2. 6. 12. 17. 30. AUG. 6. 31. SEP. 1. 8. 17.  
OCT. 4. 15. 21. 25. 27. 28. NOV. 1. 3. 5. 9. 11. 12. 16. 18. 23. 24. 26. 27. 29. DEC. 1. 2. 3. 6. 7.  
1921:- FEB 8. 9.

Total No. of Visits 73

Surveyor's Signature

A. B. Forster

Lloyd's Register  
Foundation