





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

8 Spaced 4 and 5 frames

14 40 14 40

2 Spaced 7 and 8 frames

14 40 14 40

one 36 x 40 L Br. Stringer

Double 3 x 3 x 34

36 on all frames

Inches in Ship.

Inches in Ship.

Inches per Rule. Or as Approved.

Inches per Rule. Or as Approved.

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

8 1/2 x 1 1/2

7 x 2 1/2

8 1/4 x 6

8 1/4 x 6

225

8 3/4 x 8 1/2

6 3/4 x 5 5/8

8 1/2 x 1 1/2

7 x 2 1/2

8 1/4 x 6

8 1/4 x 6

225

8 3/4 x 8 1/2

6 3/4 x 5 5/8

Inches in Ship.

Inches per Rule. Or as Approved.

BULKHEADS.

Number.

Thickness.

STIFFENERS.

Single or Double Frames.

Height up.

Vessel.

Per Rule.

Size.

Spacing.

Size.

Spacing.

Inches.

Inches.

Inches.

Inches.

W.T. BULKHEADS

7

5

30

5 x 3 x 40 30 Large Single VD Bulk Angle.

COLLISION "

30

5 x 3 x 40 24 Large Single VD Bulk Angle.

PARTITION "

4 Middle Line Bulkhead.

LONGITUDINAL,

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

Large Brackets.

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

Yes.

PLATING.

STRAKES.

AS IN SHIP.

PER RULE OR AS APPROVED.

AMIDSHIP.

FORWARD.

AFT.

AMIDSHIP.

Breadth.

Thickness.

Thickness.

Thickness.

Breadth.

Thickness.

FLAT PLATE KEEL

69

57

57

69

57

GARBOARD or A Strake

69

57

57

69

57

State actual thickness in way of Double Bottom.

B

69

57

57

69

57

C

66

57

57

66

57

D

61

62

57

61

62

E

63

57

57

63

57

F

67

57

57

67

57

G

57

80

44

57

80

H

41

40

44

41

40

I

51

44

44

51

44

J

42

30

30

42

30

K

54 1/2

30

30

54 1/2

30

L

M

N

O

P

Q

R

S

T

U

V

W

THICKNESS OF SHEERSTRAKE

57

90 in way of Longways

CLEAR OF LONG BRIDGE

Do. of STRAKE BELOW

DBLG. of Flat Plate Keel

" Sheerstrakes

Length and thickness.

POOP SIDES

30

30

Single

3

3/4

3

Double

3/4

2 7/8

5

SHORT BRIDGE SIDES

30

30

Single

3

3/4

3

Double

3/4

2 7/8

5

FORECASTLE SIDES

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, Double riveted for

Half

length amidship.

Stringer Plate

Straps, single, double or overlapped for

full

length amidship.

Second Deck

Butts, Double riveted for

Half

length amidship.

Stringer Plate

Straps, single or overlapped for

full

length amidship.

Butts of Side Stringers

Tie Plates

Double

Inner Bottom Plating, riveting of Edges

Double

Butts

Double

Centre Girder Butts, Double riveted

Keelson Butts, Double riveted

Frames, riveted through Plates with

7/8

in. Rivets, about

5 1/4

apart.

Rivets, state whether Iron or Steel

Iron

FRAMES extend in one length from

Keel

to

Bridge Gunwale alternate to Promenade

State if ordinary or joggled

Joggled

REVERSED FRAMES on floors and frames extend from

Middle Line to Main Deck, alternately to Forecastle Deck.

State if ordinary or joggled

Ordinary

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.

Fore

Steel

57 x 3

18 x 5/16

16 1/2 x 5/16

14 x 4/16

2

none

Single

Double

Main

59 x 3

18 x 5/16

16 1/2 x 5/16

14 x 4/16

2

Mizen

Bowsprit

Topmasts, Yards and Remainder of Spars

Pitch Pine

Rigging, Material and Size, Shrouds

Galvanized Steel Wire 3 1/2

Stays

3 1/2

Sails, and the following spare sails

none

Sails

Suit of

Lloyd's Reg



EQUIPMENT No. 22869				LETTER 26				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.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
66030	1st Bower ...	49	1	2	30	1	5	41	19	2	21	48	3	0	Halls Patent Stockless	N. Hingley & Son	Netherton 10-8-11
66031	2nd „ ...	49	0	23	30	2	2	41	18	0	14	48	3	0	- - -	- - -	- - -
66032	3rd „ ...	42	1	1	25	3	22	37	8	0	14	42	0	0	- - -	- - -	- - -
	4th „ ...																
	Collective weight	140	2	26	-							139	2	0			H. Green Supt.
66102	Stream .....	13	1	0	3	2	25	14	19	1	14	13	0	0	Trotmans	N. Hingley & Son	Netherton 21-8-11
66101	Kedge.....	6	0	2	1	2	16	8	7	2	0	5	3	0	Trotmans	- - -	- - -

If Patent State Name of Purchaser.

Stockless, state Mechanical Tests.

CHAIN CABLES.										HAWERS AND WARPS.									
Number of Certificate.	Length and size supplied.		Test per Certificate.	WEIGHT OF CHAIN CABLE.		Length and size supplied.	Test per Certificate.	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.		Breaking Test of Steel Wire Towline.	Length and size per Table 31.	
	Length.	Diam.		Supplied.	Per Rule.							Length.	Cir.		Length.	Cir.		Length.	Cir.
48453	120	2	72	100.8	240-2-10	120	72	Stud	N. Hingley & Son	Netherton 18-8-11	TOWLINE Flexible	100	4	46.5	120	3 1/2			
48435	120	2	72	100.8	241-0-14	120	72	Stud	"	"	HAWERS & WARPS	70	3 1/2	35.5	90	2 1/2			
	240				481-2-2 for 240 fms					H. Green Supt.	"	300	2 1/2	18.2	90	2 1/2			
Iron Stream Chain or Steel Wire	75	4 1/2	52.5	Flexible S.W.		90	3 1/4	Flexible S.W.	Larnock Ritty & Co.		"	100	2 3/4	22.0	90	2 1/2			
										makes certificates examined.	"	110	2	11.7	90	2 1/2			

Boats 6 Life Boats.  
Pumps, Number Five.  
Windlass is Patent Steam Direct. J. H. Wilson & Co.  
Engine Room Skylights.—How constructed? Steel Plates & Angles. What arrangements for deadlights in bad weather? Bulls eyes & shutters.  
Coal Bunker Openings.—How constructed? Flush bulkheads. How are lids secured? Lifting Bars. Height above deck? 5  
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 3 each side  
Ceiling in Holds, thickness and material 3" American Elm. Cargo Battens, thickness and material 6" x 2" N. Pine.  
Cargo Hatchways.—How formed? Steel Plates & Angle. Hatches, If strong and efficient? Yes.  
State size No. 1 Hatch (Forward) 10'0" x 10'0" No. 2 Hatch 16'0" x 12'0" No. 3 Hatch 16'0" x 10'0" No. 4 Hatch  
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch No. 1 one Beam. No. 2 Two Beams. No. 3 Three Beams.  
no fore & afters. No. of Breasthooks Three No. of Crutches Deep Floors.  
Bulwarks, height above deck and description Longway doors full height of poop & Forecastle.  
The foregoing is a correct description. J. H. Wilson & Co. Ltd.  
Builder's Signature (here only) J. H. Wilson & Co. Ltd. Surveyor's Signature J. H. Wilson & Co. Ltd. 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 27-10-10 E 29-6-11 M 29-2-12 D 22-8-11 D 7-9-11.  
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? very 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 built in accordance with the plans approved by the Committee the Secretary's letters of the above-mentioned dates and in other respects in general conformity with the Rules, and the workmanship and materials are good throughout.  
The keel was sighted before launching and found straight.  
The approved plans three in number together with eight forging reports are enclosed herewith.

The Surveyor should state the Number of Report and Name of any Sister Vessel.  
as per Survey Letter 7-9-11  
The amount of Entry Fee £ : : Fees applied for, April 14 1912  
Special Survey Fee £ 125 : 0 : 0 Received by me, 24. 11. 1912  
Travelling Expenses, if any £ : :  
State whether the Vessel has been built under Special Survey Yes.  
I am of opinion this Vessel should be Classed 100 A.V.  
With, or without Freeboard, as condition of Class with freeboard.  
Committee's Minute  
Character assigned 100 A.V.  
with fbd  
Lloyd's Assoc  
thru 3.12  
W.

FRI. APR. 12. 1912  
J. H. Wilson & Co. Ltd.  
Surveyor to Lloyd's Register of British and Foreign Shipping.  
002151-002156-0074 2/2  
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GENERAL REMARKS—(continued).

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop 53 ft., R.Q.D. ft., Bridge 162 ft., Forecastle 76 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *Poop not joined to Bridge. Upper Bridge 146 ft.*

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) *12 Deck U.S.L. - pt W.S.F. & lower on in two 1. 2 & 41 heds*

Official No. ; Signal Letters

State if Machinery is fitted aft *no*

How are the surfaces preserved from oxidation? Inside *Paint & Portland 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,	-	-	Fore peak tank,	-	-
Double bottom, under Engines and Boilers,	-	-	After peak tank,	-	37
Double bottom, if under Engines only,	40' 0"	81	Deep tank, aft,	-	48
Double bottom, if under Boilers only,	-	-	Deep tank, forward,	-	-
Double bottom, forward,	-	-	Other tanks, if fitted,	-	-
Total capacity of double bottom		81	(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. *556*

Date *24<sup>th</sup> Decr 1910*  
*25<sup>th</sup> Jan 1912*

No. *424* in builder's yard.

DATES OF SURVEYS  
held while building

*1911. Jan 4-9-27 Feb 1-8-10-15-16-17-20-22-27-28. March 1-3-6-8-10-15-16-20-23-24-27-28-29*  
*April 5-7-12-18. May 3-11-19-22-23-24-29. June 7-8-12-14-16-20-26-29. July 7-21-28*  
*Aug 15. 1912. Feb 12-15-20-23-26. Mar 12-15-25-26-28. April 1-4.*

Total No. of Visits *61*

Surveyor's Signature

*Ed. Kendall*

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