

STEEL STEAMER MOTORSHIP.

Received at London Office 4 JUL 1936

State if Report has been sent on the Freeboard of the Vessel *No*State if Report is sent on the Machinery of the Vessel *Yes*Date of completion of report *18 JUNE 27th 1936* Port of *MIDDLESBROUGH* No. *15737*Survey held at *SOUTH BANK MIDDLESBROUGH* Date First Survey *6 January* Last Survey *26 June* 1936On the *(State if Machinery fitted Aft and of Single, Twin or Triple Screw)* *SINGLE SCREW STEEL TRAWLER "LOCK MONTEITH"*State Type *(Full Scantling, Complete Superstructure)* *FULL SCANTLING* State Type of Erections *R.Q.D. & F.C.E.*TONNAGE under Tonnage Deck... *470.80* CLASS *100 A.I. STEAM TRAWLER* State if with freeboard as condition of Class *No.* Built at *SOUTH BANK MIDDLESBROUGH*Do. of space or spaces between Tonnage Dk. and Upper Dk. Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 168.75* Launched *MAY 19th 36* Yard No. *1003*Total *470.80* Breadth (greatest moulded) *B 28.00* Builders *MESSRS SMITH'S DOCK & C^o LTD.*Gross Tonnage *530.71* Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 16.00* Owners *LOCK FISHING CO OF HULL LIMITED.*Register Tonnage *194.84* 1st Longitudinal Number (L x D) = *2700* Managers *(Where necessary to be entered in Reg. Book.)*REGISTERED DIMENSIONS. FEET. Framing Depth "d," at middle of length. See Sec. 3 (1d) *16.00* Residence *ST ANDREWS DOCK HULL.*Length *170.75* Proportions—Depth to Length—Uppermost continuous deck to top of keel *✓* Port of Registry *HULL*Breadth *28.15* Do. Long Bridge to top of keel *✓* If surveyed while building, afloat, or in dry dockDepth *14.85* Draught Moulded *✓* *SURVEYED WHILE BUILDING & AFLOAT.*

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	<i>21</i>	<i>✓</i>	Bracket Floors, Frame	<i>7</i>	<i>✓</i>
" " from $\frac{1}{2}$ length to Collision bulkhead	<i>18</i>	<i>✓</i>	" " Reversed Frame		
" " in peaks	<i>A. 21" F. 18"</i>	<i>✓</i>	" " Vertical Struts		<i>✓</i>
SIDE FRAMING.			Centre Girder, depth and thickness amidships		
Frame Amidships, Angle, <i>45°</i> <i>38'</i> in accordance with approved plans			Side Girders, No. each side and thickness		
Extends up to <i>UPPER DECK</i> conformity with the Rules and regulations for the class			Margin Plate depth (excl. of flange) and thickness		
Reversed Frame Amidships, Angle <i>45°</i> <i>40'</i> EVERY 4 th FRAME			Vertical Angle to Tank side		
Extends up to <i>UPPER DECK</i> side rails in accordance with approved plans			Bracket abaft $\frac{1}{2}$ len. from stem		
Depth of Framing Girder <i>55'</i> Watertight deck has been tested to			Vertical Angle to Tank side		
Frames in Uppermost Continuous 'tween Decks, Angle, <i>E</i> or <i>F</i> with "satisfactory results"			Bracket forward $\frac{1}{2}$ len. from stem		
" " Second 'tween Decks, Angle, <i>E</i> or <i>F</i> "steering gear" Windlass			Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem		
" " Third " <i>45°</i> <i>38'</i> <i>42°</i> <i>38'</i> Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem			Tank Side Brackets, height above base line at toe of Frame and thickness		
Framing in Peaks, Angle <i>E</i> or <i>F</i> <i>F. 5</i> <i>3</i> <i>40'</i> <i>42°</i> <i>38'</i>			INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>34</i> <i>54</i>		Breadth and thickness of Middle Line Strake		
State if Frame Joggled	<i>No</i>	<i>✓</i>	Thickness of remainder in Holds		
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>SIDE KEELSON AND LOWER DECK BEAMS.</i>		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?		
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>SHELL PLATING MIDSHIP. 1 THICKNESS TO COLLISION 130.</i>		BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships	<i>76</i> <i>3</i> <i>40'</i>	
Floors, Depth and thickness at mid-line in Holds	<i>19</i> <i>38'</i>		" " in way of Bridge, Angle, <i>E</i> or <i>F</i>		
Height of Brackets at side above base line at toe of frame			Spacing	<i>ALTERNATE.</i>	
Middle Line Keelson, on Floors, Angle, <i>E</i> or <i>F</i> <i>CHANNELS.</i>	<i>10</i> <i>33</i> <i>35</i> <i>50</i>		Second Deck, amidships, Angle, <i>E</i> or <i>F</i>		
" " Through Plate or Intercoastal Plate			Spacing		
" " Foundation Plate on Floors			Third Deck, amidships, Angle, <i>E</i> or <i>F</i>		
" " Flat Plate Keel Angles			Spacing		
Side Keelsons, No. each side	<i>ONE</i> <i>5</i> <i>4</i> <i>48'</i>		Fourth Deck, amidships, Angle, <i>E</i> or <i>F</i>		
" " thickness of Intercoastal Plate			Spacing		
" " Angles			<i>R.Q.D.</i> <i>UNDER TINEH. 2.97.</i> <i>7</i> <i>8</i> <i>32</i> <i>50'</i>		
DOUBLE BOTTOM.			Peep Deck, Angle, <i>E</i> or <i>F</i>	<i>7</i> <i>6</i> <i>3</i> <i>43'</i>	
Solid Floors, thickness and spacing			Spacing	<i>ALTERNATE.</i>	
" " Are Frame and Reversed Frame joggled?			Bridge Deck, Angle, <i>E</i> or <i>F</i>		
Bracket Floors, breadth and thickness at middle line			Spacing		
" " breadth and thickness at margin plate			Forecastle Deck, Angle, <i>E</i> or <i>F</i>	<i>7</i> <i>6</i> <i>3</i> <i>40'</i>	
			Spacing	<i>ALTERNATE.</i>	

PILLARS AND DECKS.

	INCHES IN SHIP.				Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.				Any Departure from Approved Plans to be Noted.
PILLARS , No. of Rows.....	2 Rows in Fish Room										
" in 'tween Decks, Size and Spacing.....		✓									
" " " " " "		✓									
" in Holds " "		✓									
" " " " " "		✓									
Centre Line Bulkhead.											
Stiffeners and Spacing.....	ALTERNATE 6'3" x 3' - 38 CHANNELS										
Plating, thickness of	30"										
STRINGERS AND DECKS.											
Uppermost Continuous Deck.											
Stringer Plate, breadth and thickness in Wells	36' 50' / 38'										
" " " " in way of Bridge											
" Angle in Wells	32 32 50 3 x 3 x 38										
Thickness of Plating abreast Deck openings in way of Wells											
Thickness of Plating abreast Deck openings in way of Bridge		✓									
Thickness of Plating within line of openings...											
If Sheathed, material and thickness	5'3" P.P.										
Second Deck.											
Stringer Plate, breadth and thickness in Wells...		✓									
Stringer Plate, breadth and thickness in way of Bridge											
Thickness of Plating abreast Deck openings in way of Wells											
Thickness of Plating abreast Deck openings in way of Bridge		✓									
Thickness of Plating within line of openings...											
If Sheathed, material and thickness	5'3" P.P.										
Third Deck.											
Stringer Plate, breadth and thickness.....											
If Plated, state thickness.....											
Fourth Deck.											
Stringer Plate, breadth and thickness.....											
If Plated, state thickness											
Poop Deck.											
Stringer Plate, breadth and thickness											
Plating, Sheathing, material and thickness ...											
Bridge Deck.											
Stringer Plate, breadth and thickness.....											
Plating, Sheathing, material and thickness ...											
Forecastle Deck.											
Stringer Plate, breadth and thickness.....											
Plating, Sheathing, material and thickness ...											

SHELL PLATING.

SCANTLINGS.						RIVETING.					
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if Joggled?		No. of Rows of Rivets.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.		Single or Double.	RIVETS.		Diam.	Spacing or to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.		Inches.	Inches.	
KEEL PLATE KEEL <i>BULB PLATE 7 1/2 x 1 5/8</i>					<i>7 1/2 x 1 1/2 B.O</i>						
GARBOARD STRAKE											
" DBLG. (if any) <i>A.</i>		<i>50</i>	<i>50</i>	<i>50</i>	<i>48 x 44</i>	<i>DOUBLE</i>	<i>3/4 10 IN SPACE</i>	<i>2</i>	<i>3/4</i>	<i>2 5/8</i>	<i>OVERLAPPED.</i>
BOTTOM PLATING , No. of Strakes <i>B.</i>		<i>42</i>	<i>40</i>	<i>40</i>							
BILGE PLATING , No. of Strakes <i>C.</i>		<i>42</i>	<i>38</i>	<i>50</i>							
SIDE PLATING , No. of Strakes <i>D.</i>		<i>42</i>	<i>38</i>	<i>38</i>	<i>40</i>						
UPPER DECK , Sheer-strake in Wells..... <i>F.</i>		<i>56</i>	<i>38</i>	<i>38</i>	<i>48 x 48</i>			<i>3.</i>			<i>STRAPPED.</i>
UPPER DECK , Sheer-strake in Bridge ...											
STRAKE BELOW Sheer-strake in Wells..... <i>E.</i>		<i>42</i>	<i>38</i>	<i>38</i>	<i>40</i>			<i>2.</i>			<i>OVERLAPPED</i>
STRAKE BELOW Sheer-strake in Bridge ...											
POOP SIDE PLATING											
BRIDGE SIDE PLATING ...											
FORECASTLE SIDE PLATING			<i>32.</i>		<i>28.</i>	<i>SINGLE</i>					<i>OVERLAPPED.</i>

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—						
Extending to Upper Deck (Sec. 3 c)				4		
" Deck next below				-		
As per Rule				4.		
BULKHEADS ARE WELDED EXCEPT FRAMES TO SHELL.		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks						
" " Second "						
AFTER END FISH ROOM			38'-26 1/2" 3'-32" 30"		J	
FORE END OF FISH ROOM			38'-26 5/8" 3'-34" 24"		J SEE PLAN	
COLLISION " (in Hold)			38'-26 6" 3'-36" 24"		DECK 1/2 HT.	
AFTER PEAK " "			75'-31 3/4" 3'-32" 22"		DECK FLAT.	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL , Bar <i>BULB PLATE 7 1/2 x 1 5/8</i>		<i>BUTTS E.W.</i>		
STEM <i>Do</i>				
STERN FRAME { Propeller Post	<i>FORGED</i>	<i>8'6" x 4.</i>		<i>75'6" x 4</i>
{ Rudder	<i>IRON.</i>	<i>5' x 5 3/4</i>		<i>4 1/2 x 5 3/4</i>
RUDDER—A x D <i>185</i>	<i>FORGED</i>	<i>11</i>		
Speed of Vessel <i>12 KNOTS</i>	<i>STEEL.</i>			
RUDDER mainpiece at head		<i>7 3/4</i>	✓	<i>7 1/2</i>
" " heel		<i>5 3/4</i>	✓	<i>5 1/2</i>
" how constructed		<i>ARMS SHRUNK ON & KEED TO MAIN PIECE.</i>		
" double or single plate		<i>34" E.W. TO FRAME.</i>		
" coupling, vertical or horizontal		<i>VERTICAL</i>		

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
	<i>Platis. Dorman Long & Co. Consult Iron Co. Ltd.</i>
	<i>Sections. Skinning Iron Co. Ltd. Dorman Long & Co. Ltd.</i>
	Has the Steel been tested as required by the Rules? <i>Yes.</i>

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EQUIPMENT No. <u>7383</u>												LETTER <u>V.</u>		ANCHORS.	
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.			
<u>95204</u>	1st Bower ...	<u>11</u>	<u>2</u>	<u>18</u>				<u>13</u>	<u>12</u>	<u>2</u>	<u>0</u>	<u>11-1-0.</u>	<u>S. TAYLOR STOCKLESS</u>	<u>S. TAYLOR & SONS</u>	<u>NOTWORTH 22.5.36. J.A.R.</u>
<u>95182</u>	2nd „ ...	<u>10</u>	<u>2</u>	<u>0</u>				<u>12</u>	<u>8</u>	<u>3</u>	<u>0</u>	<u>10-1-0.</u>	-	-	<u>21.5.36 J.A.R.</u>
	3rd „ ...														
	Collective weight.	<u>22</u>	<u>0</u>	<u>18</u>								<u>21-2-0</u>			
<u>19094</u>	Stream	<u>4</u>	<u>0</u>	<u>10</u>	<u>1</u>	<u>0</u>	<u>11</u>	<u>6</u>	<u>10</u>	<u>0</u>	<u>0</u>	<u>4-0-0</u>	<u>COMMON IRON STOCK</u>	<u>✓</u>	<u>CRADLEY HEATH 20.3.36 L.C.P.</u>

CHAIN CABLES.												HAWSERS AND WARPS.							
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and Size per Table 53.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire.	Length and Size per Table 53.	
	Length.	Diam.	Statu-tory.	Break-ing.	Supplied.		Per Rule.		Length.	Diam.					Length.	Cir.		Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
52777	150	1 1/4	28220	42-220	120-1-14		120-0-0		150	1 1/4	STUB LINK.	✓	CRADLEY HEATH, 25.4.36. L.C.P.	TOWLINE...	60	6	MAN	60	6
														HAWSERS & WARPS	60	5 1/2	-	60	5 1/2
		Cir.								Cir.				"					
Iron Stream Chain of Steel Wire														"					

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

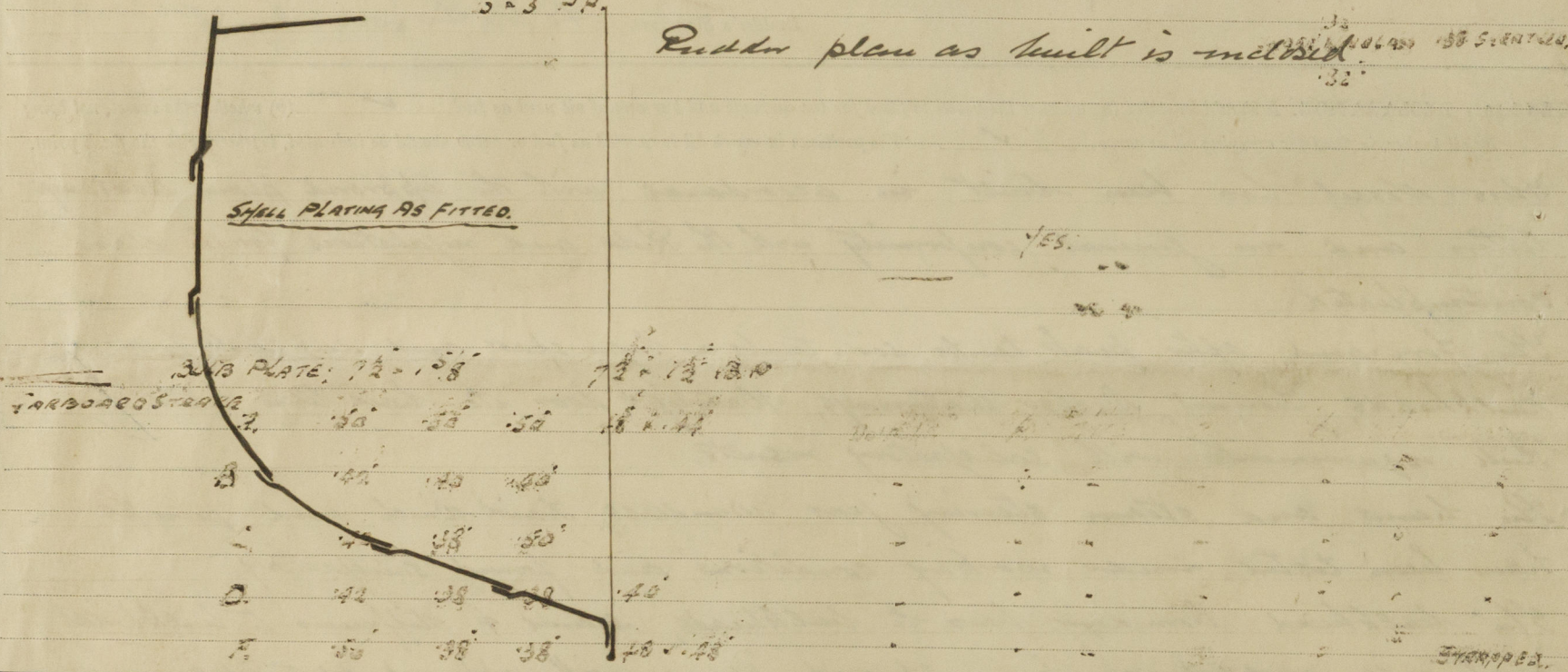
Reinforce frames have been fitted on frames. No 15 port side 52x3x42 angles.
No 12 Starboard side " "
No 23 " " "
No 35, 44, 60, 54, 58, 62, 66 Port 4x3x40 angles.

Bulk angle frames fitted on. No 15 Starboard side 8x3x50 B.A.
No 17, 23 port side " "
No 19, 21 port & Starboard " "

Side stringer in Bunker and fish Room 26 to 70 7x3x38 welded to frames & shell

Girders under transom with plate 15x40 flanged 6 on bottom 40 tripping brackets were frame.
Beams under transom with 2 off 8x3x50 B.A.
Strong beam in Engine Space 33x33x50 B.A.

The approved plans are being retained at this office while the sister vessels are being completed.



Particulars of Drop Test of Cast Steel Anchors, viz. — Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	7.3.11	J.A.R.	No 95204	22.5.36
	2nd "	6.3.0	J.A.R.	No 95182	21.5.36
	3rd "				

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. 86.0 ft., Bridge ☒ ft., Forecastle 31.75 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ☒

No. and Material of Decks (this information is to be given as it should appear in the Register Book) ☒ 1 204

Official No. 164933 ; Signal Letters Is bottom of Vessel coated with cement ☒ if not give particulars of composition

PARTICULARS OF WATER BALLAST.—

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,	8.75	8.50
Double bottom, if under Engines only,			Deep tank, aft, SIDE TANKS IN ENGINE ROOM,	5.25	10.00
Double bottom, if under Boilers only,			Deep tank, forward,	6.5	25.00
Double bottom, forward,			Other tanks, if fitted,		
			(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 1504
Date 10.3.36
Dates of Surveys held while building
1936 Jan 6, 7, 8, 9, Mar 19, Apr 17, 20, 21, 23, 27, May 2, 4, 7, 8, 11, 12, 14, 16
1938 Jan 5, 9, 11, 13, 17, 19, 20, 26