

With or Without
Disconnected Erections.

STEEL STEAMER.

30 APR 1925

Received at London Office

State if Report is also sent on the Machinery of the Vessel Yes.

Date of completion of report April 18th 1925. Port of Aberdeen. No. 13882.
Survey held at Aberdeen. Date, First Survey October 8th 1924. Last Survey April 17th 1925.

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

SINGLE SCREW

"CARRICKMORE"

33438

Rig Schooner.

TONNAGE under	400.29.
Tonnage Deck	
Do. between Tonnage Dk. and 2nd and 4th Dk.	
Total under Upper Dk.	
Do. of Poop	
Do. of R.Q.Dk.	76.30.
Do. of Bridge House	15.95.
Do. of Forecastle	19.21.
Do. of Houses on Dk.	16.47.
Do. of excess of Hatchways	29.58.
Do. above Crown of Engine Room	23.57.
Gross Tonnage	581.37.
Less Crew Space	43.65.
Less above Crown of Engine Room	
Tonnage on Deck	
Less Engine Room	238.72.
Less Navigation Spaces SEC. 79.	29.85.

CLASS	100.A.1.
Breadth (greatest moulded)	26.875.
Depth, at middle of length from top of keel to top of upper deck beams at side	13.208.
Transverse Number	40.083.
Length on deck from fore part of stem to after part of stern post	164.58.
Longitudinal Number	6596.
Depth "d," at middle of length (See Secs. 2 & 13)	10.73.
Proportions—Depths to Length	
Upper Deck Beam at side to top of keel	9.85.
Upper Long Bridge Deck Beam at side to top of keel	12.46.

Master	
Year of appointment	
Built at	Aberdeen.
When built	1925. Launched 26.3.25.
By whom built	J. Lewis & Sons Ltd.
Owners	John Kelly Ltd.
Managers	
Residence	Belfast.
Port belonging to	Belfast.

Register Tonnage as cut on Beam 269.15. Destined Voyage Coasting. If Surveyed while Building, Afloat, or in Dry Dock First Entry.

LENGTH on Deck as per Rule	164	Feet.	7	Inches.	BREADTH—Moulded	26	Feet.	10	Inches.	2	Do.	Do.	Do.	Do.	Do.	Do.	Do.	No. of Decks with flat laid	one.	No. of Tiers of Beams	one.
Moulded depth, ft. 13 ins. 4. To Bridge Dk. Round of Upper Dk. Beam, Actual 7 ins.																					

FRAMING.										PILLARS.										KEELSONS & STRINGERS.									
AT UPPER DECK										In 'tween Deck, size and spacing										CENTRE LINE KEELSON, Vertical Plates above floors, Through Plate, or Intercoastal Plate									
FRAME, Angles, or Bars amidships	L	4 1/2	3	36	4 1/2	3	36			PILLARS	In 'tween Deck, size and spacing	2 1/2	4 1/2	2 1/2	4 1/2			CENTRE LINE KEELSON, Vertical Plates above floors, Through Plate, or Intercoastal Plate	2 1/2	4 1/2	2 1/2	4 1/2							
Do. in peaks	L	4 1/2	3	30	4 1/2	3	30			"	"	Hold BRIDGE & F.C.L.E.	2 1/2	4 1/2	2 1/2	4 1/2			"	"	Hold BRIDGE & F.C.L.E.	2 1/2	4 1/2						
Do. in way of Double Bottoms at Solid Floors.	L	3	3	28	3	3	28			"	"	Quarter 'tween Dks.	2 1/2	4 1/2	2 1/2	4 1/2			"	"	Quarter 'tween Dks.	2 1/2	4 1/2						
" " " R.Q.D. AT OPEN FLOORS.	L	5 1/2	3	36	5 1/2	3	36			"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
" " " at intermdt. Bkts	L	5 1/2	3	32	5 1/2	3	32			"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
" " " REMAINDER.	L	5 1/2	3	32	5 1/2	3	32			"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
Spacing of Frames from centre to centre amidships										"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
" " " length to Collision bulkhead										"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
" " " in peaks.										"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
INTERMEDIATE FRAMES " FORWARD 1/2 L.	L	4 1/2	3	30	4 1/2	3	30			"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
REVERSED FRAME, Angles.	L	3	3	28	3	3	28			"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
Do. in way of Double Bottoms at Solid Floors.	L	3	3	28	3	3	28			"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
" " " at intermdt. Bkts										"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
FRAMING, depth of girder										"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships.										"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
" " " in way of Engine and Boiler Spaces										"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
" " " thickness at the ends of vessel										"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
" " " depth at 1/2 the half breadth, as per Rule										"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
" " " height extended at the Bilges										"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
FLOORS in Cell. Double Bottoms.										"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
" " " state if flanged (top & bottom).										"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
" " " Spacing of Solid floors										"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
CENTRE GIRDER, in Dbl. bottom, dpth & thcknss.										"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
" " " Angles, Top										"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
" " " Bottom										"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
" " " to Floors										"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
" " " Brackets at intermdt. frmg. with & thcknss										"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
SIDE GIRDERS, number on each side & thickness										"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
" " " state if flanged (top and bottom)										"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
" " " Angles (top and bottom)										"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
" " " to Floors										"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
MARGIN PLATE, depth (exclusive of flange) and thickness										"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
" " " Angle to Outside Plating										"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
" " " Floors										"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
" " " Brackets at intermdt. frmg. with & thcknss										"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
" " " Height of Outside Brackets above at bilge										"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake										"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
" " " in Engine and Boiler space										"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
" " " Remainder in Holds										"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel										"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
" " " In way of Long Bridge HATCH ENDS										"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
" " " HALF BEAMS										"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
" " " Spacing										"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel										"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
" " " Spacing										"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel										"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
" " " Spacing										"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel										"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
" " " Spacing										"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel										"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
" " " Spacing										"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel										"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						
" " " Spacing										"	"	"	2 1/2	4 1/2	2 1/2	4 1/2			"	"	"	2 1/2	4 1/2						

[illegible]

EQUIPMENT No. 7305.				LETTER H.				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.
58303.	1st Bower ...	13	0	7	Stockless			14	15	0	0	12	2	0.	"Taylor's Type"	N. Bloomer & Sons	T. 29.7.24. W.A. Rupdale
58301.	2nd „ ...	12	1	0	"			14	1	3	14	12	2	0.	"	"	"
28358.	3rd „ ...	10	2	14	"			12	10	3	21	10	2	0.	"Byers" Stockless	_____	S. 12.8.24. Liebricht
✓	4th „ ...	✓	✓	✓	✓			✓	✓	✓	✓	✓	✓	✓	✓		
	Collective weight.	35	3	21	✓							35	2	0.	✓		
58352.	Stream	4	0	6	1	0	4	6	7	2	0	4	0	0.	Ordinary	N. Bloomer & Sons	T. 13.8.24. Rupdale
	Kedge	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

U of Patent state Name of Patentee

Stockless, state Mechanical tests.

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

1st Bower	✓
2nd "	✓
3rd "	✓
4th "	✓

CHAIN CABLES.										HAWERS 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.		Remarks.
	Length.	Diam.		Supplied.	Per Rule.	Length.	Diam.	Length.	Diam.					Length.	Cir.		Length.	Cir.	
59094	195 1/2	1 1/8	3	127.3.22	126.1.0	195	1 1/8	195	1 1/8	Stud.	N. Bloomer & Sons	T. 20.8.24. Rupdale	TOWLINE	75	2 1/4	152	75	2 1/4	
													HAWERS & WARPS	90	2 1/4	92	90	2 1/4	
Iron Stream Chain or Steel Wire	60	2 1/4	✓	✓	✓	60	2 1/4	60	2 1/4	S. W.	Head Hagger	Nels 1.7.24.	" "						

Boats 2 Life Boats and 1 Dinghy. Steering Gear, Steam and Steering Gear, Hand combined (RED)
Pumps, Number four. Diameter of Barrel 4 1/2" for d. State whether they are in efficient working order Yes.
Windlass is Steam by "Clarke Chapman". 6 1/2" dia x 8" stroke. Capstan Steam by "Clarke Chapman" 5" dia x 6" stroke.
Engine Room Skylights.—How constructed? S. Plates & angles. C. I. Flaps. What arrangements for deadlights in bad weather? Strong "Bulls' eyes".
Coal Bunker Openings.—How constructed? S. Plates & angles. How are lids secured? Cleats & Batten. Height above deck? 7' 6".
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. Main Deck = 2 Scuppers and 3 Portholes 30" x 12". R. Q. Deck = 3 Scuppers and 3 Portholes 28" x 16".
Ceiling in Holds, thickness and material. 2 1/2" White Wood right across. Cargo Battens, thickness and material. Close ceiled 2" W. Wood. 6" bottom of Deck. Battens 1 1/2" up to Deck.
Cargo Hatchways.—How formed? Steel Plates & angles. Hatches, If strong and efficient? Yes. 2 1/2" W. Wood.
State size No. 1 Hatch (Forward) 26' 7" x 13' 7". No. 2 Hatch 28' 7" x 13' 7". No. 3 Hatch. No. 4 Hatch.
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 3 Web plates and 3 Fore & Afters to each Hatch. Centre 7' x 7" Oak. Webs = 15 plates 17" x 36". Angles 3" x 3" x 4 1/2". Solid copes 3" x 12". No. of Breasthooks Two. No. of Crutches Deep Floors.
Bulwarks, height above deck and description. Upper Deck = 4' 6". R. Q. Deck = 3' 4". Main Rail, material and size. Bull angles 6" x 3" x 35".
The foregoing is a correct description. JOHN LEWIS & SONS, Ltd. Surveyor's Signature J. Richardson
Builder's Signature (here only) C. W. Wilson 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) E. 28.3.24. E. 4.4.24. M. 2.4.25. 9.4.25. G.L.S. 4.4.24. 8.4.24. H.M. 24.4.24. MANAGER

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? Shell joggled.
to plate, &c., conform well to each other? Yes.
from the faying surfaces? Yes.
Do the holes for riveting plate to frames, butt straps, or plate
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.)
This vessel has been built under Special Survey, and in accordance with the Sec^r letters, the Rules and approved Plans, for the intended class 100.A.1.

The Materials and workmanship are good.

The Double Bottom, Peak Tanks, Weather Decks and Bulkhead have been satisfactorily tested.

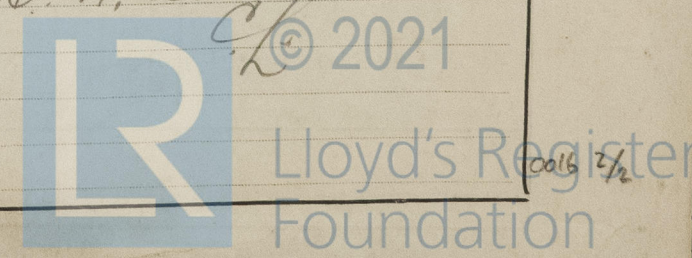
The Freeboard markings have been cut in and verified.

The following approved plans are forwarded herewith, viz.:—Profile, Section & Deck Plan. Fore end stiffening, Stern & Rudder frames and Pumping Arrangement, together with 2 Reports on Torging.

The S. S. "Donaghmore" abn. Report No. 13770 is a sister vessel.
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 £ 4 : 0 : 0 Fees applied for,
The amount of Entry Fee £ 4 : 0 : 0 April 29. 1925.
Special Survey Fee.... £ 58 : 2 : 0. Received by me,
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.1.
With, or without Freeboard, as condition of Class without.

Committee's Minute TUES. 5 MAY 1925
Character assigned + 100.A.1
Lloyd's A.C.P. + d.m.b. 4.25
J. Richardson
Surveyor to Lloyd's Register of Shipping.



GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Peep ☒ ft., R.Q.D. 94.25 ft., Bridge 11.0 ft., Forecastle 28.5 (in feet and tenths). When the Peep 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) One Deck (steel).

Official No. 148144.; Signal Letters. State if Machinery is fitted aft Yes. How are the surfaces preserved from oxidation? Inside Portland Cement and Paint 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, N ^o 2.	44.0.	60.	Fore peak tank,	18.33.	44.
Double bottom, under Engines and Boilers,	✓	✓	After peak tank,	7.82.	7.
Double bottom, if under Engines only,	✓	✓	Deep tank, aft,	✓	✓
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward,	✓	✓
Double bottom, forward, N ^o 1.	53.16.	65.	Other tanks, if fitted,	✓	✓
Total capacity of double bottom		125.	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks. 11.6 State whether the above have been tested as required by the Rules. Yes.

Order for Special Survey No. 1696

Date 18.3.24.

No. 77. in builder's yard.

DATES of Surveys held while building

1924 = Oct. 8. 10. 16. 20. 22. 27. 31. Nov. 6. 10. 14. 24. Dec. 4. 8. 11. 16. 24.
1925 = Jan. 7. 12. 21. 30. Feb. 8. 14. 5. 6. 9. 11. 16. 20. 23. 26. 27. Mar. 4. 5. 9. 25. 26. 27. 30.
Apr. 8. 12. 15. 16. 17.

Total No. of Visits 43.

Surveyor's Signature

J. Richardson

© 2021

Lloyd's Register Foundation