

# With or Without Disconnected Erections.

## STEEL STEAMER.

Received at London Office

WED 5-JUN 1919

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

Date of completion of report *31st May 1918*

Port of *Greenock*

No. *17305.*

Survey held at *Campbeltown Greenock*

Date, First Survey *14th Feb'y, 1914,*

Last Survey *30th May, 1918.*

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

*Single Screw Steamer "ROQUELLE"*

Rig *Schooner*

TONNAGE under

CLASS *\* 100 A 1*

FEET.

Master *J. J. Joff D. Evans*

Year of appointment *(1) As Master in service of owner of present vessel: 1918*

*(2) As Master of this vessel: 1918*

Tonnage Deck...

Do. between Tonnage Dk. and 3rd and 4th Dk.

Total under Upper Dk.

Do. of Poop

Do. of R.O.D. *Chart House*

Do. of Bridge House

Do. of Forecastle

Do. of Houses on Dk.

Do. of excess of Hatchways

Do. above Crown of

Engine Room

Gross Tonnage

Less Crew Space

Less above Crown of

Engine Room

Navigation Spaces

Register Tonnage

cut on Beam

Breadth (greatest moulded)

Depth, at middle of length from top of keel to top of upper deck beams at side

Transverse Number

Length on deck from fore part of stem to after part of stern post

Longitudinal Number

Depth "d," at middle of length (See Secs. 2 & 13)

Proportions—Depths to Length—Upper Deck Beam at side to top of keel

" " Long Bridge Deck Beam at side to top of keel

Destined Voyage

*49.66*

*26.00*

*75.66*

*348*

*26329.63*

*22.66*

*13.38*

*10.38*

Built at *Campbeltown*

When built *1918* Launched *26th March 1918*

By whom built *Campbeltown S.S. Co. Ltd.*

Owners *Imperial Direct Line Ltd.*

Managers *Elder Dempster & Co. Ltd.*

Residence *Liverpool*

Port belonging to *Liverpool*

Surveyed while Building, Afloat, or in Dry Dock

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid
	348	0		49	8	Do. do. do. do. Second Dk. Beams	23	8 1/4	One

Dimensions of Ship per Register. Length	348.6	breadth	49.95	depth	23.65	Moulded depth, ft.	33	ins.	11	To Bridge Dk.	Round of Upper Dk. Beam, Actual	12 1/4	ins.
						Moulded depth, ft.	26	ins.	0	To Upper Dk.			

FRAMING.				PILLARS.			
FRAME, Angles, or E or L Bars amidships	Inches in Ship	Inches in Ship	Inches per Rule or as Approved	PILLARS in 'tween Deck, size and spacing	Inches in Ship	Inches in Ship	Inches per Rule or as Approved
Do. in peaks	12 1/2	3 1/2	66	" " Hold	3 1/4	7 1/2	3 1/4
Do. in way of Double Bottoms at Solid Floors	6 1/2	3 1/2	42	" " Quarter 'tween Dks.	4	36	4
" " at intermdt. Bkts.	3 1/2	3 1/2	36	" " in Hold			
Spacing of Frames from centre to centre amidships	36		36	KEELSONS & STRINGERS.			
" " from 1/2 length to Collision bulkhead	25		25	CENTRE LINE KEELSON, Vertical Plates above	Inches in Ship	Inches in Ship	Inches per Rule or as Approved
" " in peaks	22 1/2		22 1/2	Across, Through Plate, or Intercoastal Plate			
REVERSED FRAME, Angles	24		24	Rider Plate			
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	36	Flat Plate Keel Angles			
" " at intermdt. Bkts.				Horizontal Plates on Floors			
FRAMING, depth of girder				Angles or Bulb Angles			
FLOORS, depth and thickness of Floor Plate				SIDE KEELSONS, Number			
at mid line for 1/2 length amidships	1.36	1.46	2.36	Angles or Bulb Angles			
" in way of Engine and Boiler Spaces				Plate above floors, for length			
thickness at the ends of vessel				Intercoastal Plates, for length			
depth at 1/2 the half breadth, as per Rule				Attached to outside Plating with Angle			
height extended at the Bilges				BULGE KEELSON, Angles			
FLOORS in Cell, Double Bottoms	1.36		36	Intercoastal Plates, for length			
state if flanged (top & bottom)				Attached to outside Plating with Angle			
Spacing of Solid floors	36		36	SIDE STRINGERS, Number			
CENTRE GIRDER, in Dbl. bottom, dpth. & thickness	40	48	40	" " Angle			
" " Angles, Top	4	4	58	Intercoastal Plate, for length			
" " " Bottom	4	4	58	Attached to outside plating with Angle			
" " " to Floors	5	5	50	Upper Deck Stringer Plate, br'dth & thickness	56	62	56
Brackets at intermdt. frng., width & thickness	2		36	(clear of Bridge)			
SIDE GIRDERS, number on each side & thickness				br'dth & thickness (in way of Bridge)	4 1/2	4 1/2	66
state if flanged (top and bottom)				Angle (clear of Bridge)	3 1/2	3 1/2	40
Angles (top and bottom)	3 1/2	3 1/2	36	" " Plate at sides of Hatchways	ine	04	014
" " to Floors	3 1/2	3 1/2	36	Deck " " Steel, for whole lng.			
MARGIN PLATE, depth (exclusive of flange) and thickness	34		46	Thickness (clear of Bridge)	50	32	50
Angle to Outside Plating	3 1/2	3 1/2	42	(in way of Bridge)	36		36
" " Floors	5	3 1/2	36	Wood Deck, Material & thickness			
Brackets at intermdt. frng., width & thickness				Second Deck Stringer Plate, br'dth & thickness			
Height of Outside Brackets above at bilge	22		22	Angles on ditto, No.			
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	40	46	40	Tie Plates outside Hatchways			
" " in Engine and Boiler space	2.50	3.54	2.50	Deck " " Iron or Steel, for lng.			
" " Remainder in Holds		44	44	Wood Deck, Material & thickness			
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	10	3 1/2	54	Third Deck Stringer Plate, br'dth & thickness			
" " In way of Long Bridge	9	3 1/2	52	Angles on ditto, No.			
" " Spacing	36		36	Tie Plates, outside Hatchways			
BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel				Deck " " Material and thickness			
" " Spacing				Fourth and Fifth Deck Stringer Plate, br'dth & thickness			
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel				Angles on ditto, No.			
" " Angles on upper edge				Tie Plates outside Hatchways			
" " Spacing				Deck, Material & thickness			
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	6 1/2	3 1/2	40	Poop Deck Stringer Plate, breadth & thickness	25	34	25
" " Angles on upper edge				Angle on ditto	3 1/2	3 1/2	34
" " Spacing	24		24	Tie Plates			
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	9	3	52	Deck, Material and thickness	Steel	25	25
" " Angles on upper edge				Bridge Deck Stringer Plate, br'dth & thickness	50	52	50
" " Spacing	36		36	Angle on ditto	4 1/2	4 1/2	56
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	10	3 1/2	52	Tie Plates			
" " Angles on upper edge				Deck, Material and thickness	Steel	38	38
" " Spacing	50		50	Forecastle Deck Stringer Plate, br'dth & thickness	25	34	25
				Angle on ditto	3 1/2	3 1/2	34
				Tie Plates			
				Deck, Material and thickness	Steel	25	25

\* 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.			
WEB FRAMES, In Fore Body, No. and spacing				STEM, moulding and thickness			
No. of Side Stringers				STERN-POST for Rudder do. do.			
WEB FRAMES, In E. & B. Space, No. & spacing				" for Propeller			
WEB FRAMES, In After Body, No. and spacing				RUDDER—A x D Table 22. Speed			
No. of Side Stringers				Main-Piece, diameter at head			
Size of Face Angle to Web-Frames				" at heel			
BULKHEADS.				RUDDER, how constructed			
STIFFENERS, BA				Thickens of Plates or Single Plate			
W.T. BULKHEADS				Can the Rudder be unshipped afloat?			
" COLLISION "				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.			
PARTITION "				Hallide, Port Talbot, Scottish, Lanarkshire			
LONGITUDINAL "				Balzell, Glasgow			
Are the outside Plates doubled two spaces of Frames in length?				Has the Steel been tested as required by the Rules?			
Are the Staircase and Watertight Doors in efficient working order?							
PLATING.							
RIVETING.							
STRAKES.							
FLAT PLATE KEEL							
GIRDERS OF A STRAKE							
State actual thickness in way of Double Bottom.							
THICKNESS OF STRAKE							
CLEAR OF LONG BRIDGE							
DO. OF STRAKE BELOW							
DEG. OF PLATE KEEL							
Sheerstrakes							
Length and thickness							
POOP SIDES							
SHORT BRIDGE SIDES							
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							
Stringer Plate							
Second Deck							
Stringer Plate							
FRAMES extend in one length from							
REVERSED FRAMES on floors and frames extend from							
MASTS, SPARS, &c.							
LOWER MASTS							
Fore							
Main							
Masts							
Topmasts, Fore and Remainder of Spars							
Rigging, Material and Size, Shrouds							
Sails							
Stays							
Stays, and the following spars							

EQUIPMENT No. 28254				LETTER W				ANCHORS.				TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS			
Number of Certificate.				WEIGHT, EX. STOCK				TEST, PER CERTIFICATE				Description of Anchor			
22056				1st Bower				30-3.7				1213			
22084				2nd "				30-3.26				1266			
22030				3rd "				25-2-2				1156			
48032				Stream				14-0-21				14-0-0			
25637				Kedge				6-0-12				6-0-0			
Particulars of Drop Test of Cast Steel Anchors, viz.:-				1st Bower				30-3.7				1213			
Weight, Surveyor's Initials,				2nd "				30-3.26				1266			
Number of Certificate, Date of Test.				3rd "				25-2-2				1156			
4th "															
CHAIN CABLES.															
HAWERS AND WARPS.															
Boats 2 life and 2 others															
Pumps, Number 1 as per approved plan															
Windlass is by Emerson Walker & Thompson															
Engine Room Skylights—How constructed? of steel plates and angles															
Coal Bunker Openings—How constructed? of steel plates and angles															
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c.															
Ceiling in Holds, thickness and material															
Cargo Hatchways—How formed? of steel plates and angles															
State size No. 1 Hatch (Forward)															
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch															
Balwalks, Height above deck and description															
The foregoing is a correct description.															
Builder's Signature (here only)															
Correspondence.—State dates and initials of letters respecting this case															
Workmanship. Are the butts of plating planed or otherwise fitted?															
Is the riveted work properly closed?															
Are the liners between the frames and plates solid single pieces?															
to plate, &c., conform well to each other?															
from the faying surfaces?															
Are the butts of Plating, Stringers, &c., properly shifted and strapped?															
Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)?															
Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)?															
General Remarks (State quality of workmanship, &c.)															
The requirements of the specification for carrying Fuel Oil FP above 150° F, in double bottom tanks have been complied with															
Sister vessel to 88 "Lady Charlotte" built at Glasgow 17189															
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															
Special Survey Fee															
Travelling Expenses, if any															
State whether the Vessel has been built under Special Survey															
I am of opinion this Vessel should be Classed															
With or without Freeboard, as condition of Class															
Committee's Minute															
Character assigned															
Lloyd's and															
+ L.M.C. 5.18															
Carrying Fuel Oil FP above 150° F. in D.B.															
W.M.															



GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 28.75 ft., R.Q.D. ☒ ft., Bridge 213 ft., Forecastle 36.83 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)

Official No. 140582 ; Signal Letters 1 DK (SH) Machinery is fitted amidships  
How are the surfaces preserved from oxidation? Inside by Portland cement and paint Outside by 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,	<u>111</u>	<u>351</u>	Fore peak tank,		
Double bottom, under Engines and Boilers,	<u>36</u>	<u>140</u>	After peak tank,		<u>85</u>
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	<u>152.91</u>	<u>504</u>	Other tanks, if fitted,		
Total capacity of double bottom		<u>995</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. 2890  
Date 4th August, 1916  
No. 107 in builder's yard.  
DATES of Surveys held while building (1917). Feb. 14. 28. Mar. 14. 28. May. 15. 30. June. 12. July 4. Aug. 15. 29. Oct. 5. 16. 31. Nov. 14. 28. Dec. 19. (1918). Jan. 30. Feb. 13. Mar. 6. 18. 19. May. 9. 20. 28. 30. —

Surveyor's Signature

Bennett

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Total No. of Visits 25

Lloyd's Register  
Foundation