

Lloyd's Register of 1915-1916 shows WATCHFUL as owned by The Admiralty, and her master as W. C. Lindup. She had no official number. She was shown as having an iron hull, although it undoubtedly was built of steel, and as powered by a triple expansion steam engine with cylinders 14", 23" and 38" diameter and a 27" stroke, rated at 115 Nominal Horsepower.

"Jane's Fighting Ships" of 1919 showed WATCHFUL as being of 612 tons, 154 x 25 x 11.75, 800 (Indicated) h.p. and with a speed of 11.5 knots. She had two three-pound guns, and was capable of carrying 150 tons of bunker coal. She carried a crew of 32 men.

The City of Aberdeen Archives contain considerable information concerning WATCHFUL. Her date of order was September 24, 1910, and her keel was laid on January 9, 1911. She was launched April 26th, and made her first trip (trials?) on July 4, 1911. The time to build was seven months. When launched, her mean draft was 6' 8 7/8", and her displacement was 257 tons. As a finished ship, her mean draft was 9'2", and her displacement 427 tons.

She was "Class 100A1. Under deck tonnage 356.75. Gross Tonnage 377.51. Length between perpendiculars 145'. Length overall 154'3". Moulded breadth 25'; moulded depth 16'. Diameter of cylinders 14, 23, 38". Stroke 27". One boiler with inside diameter 15'6" and mean length of 10'6". Fired by 3 welded furnaces with internal diameter of 2½ feet. Working pressure of 180 lbs. Two 2 3/4" safety valves. I.H.P. at trial (max.) 414. Steam steering gear 5" x 4½" built by Hastie & Co. Steam reversing gear 4" x 6". One cast iron 9', 4-blade propeller with 11' pitch. Chrystales 7" centrifugal pump. Weirs feed pump 5 x 7 x 12"; fire and bilge pumps 5 x 5 x 12". One steam trawl winch 8 x 13; steam and hand windlass. Six watertight bulkheads. Frame spacing 22". Water ballast 28 tons. Bunker coal capacity 150 tons. Outfit consisting of one 17' lifeboat, one 16' skiff and one 13'6" dinghy. Two masts. One derrick with 16' guest warp boom. Ketch rig."

The Aberdeen Archives have still more: "Cost of hull and fittings was £ 7,677.18.5; cost of engine and spares £ 2,967.5.3; cost of donkey engines, centrifugal pump, fire and bilge pumps and spares: £ 336.18.3; cost of steam winch and spares: £ 231.2.2; cost of boiler and mountings: £ 1,311.11.8; cost of boiler spares and packing spares: £ 32.1.7; cost of windlass and steam connections: £ 398.8.10; cost of steering gear and connections: £ 141.8.11; cost of electric gear and connections: £ 605.14.4; cost of coal: £ 114.16.6; cost of Special Trial Trip including 10 tons coal: £ 82.8.7. Total Cost: £ 13,402.14.6. Contract price £ 13,800 + 102 tons coals at 91.16. Profit: £ 489.1.6."

"Accommodations: No. of officers 3 - (in) 3 rooms. No. of Engineers 2 - 1 room. No. of petty officers 6 - 1 room. No. of stewards and cooks, seamen and firemen 20 - 1 room (crowded - Ed.). Crew compliment of 31 persons."

WATCHFUL apparently served The Admiralty well, but after the end of World War One, she no longer was needed by the Royal Navy or the British coast guard. She was sold on May 15, 1920, to the Government of Newfoundland, and she subsequently was registered at St. John's to that government's Minister of Shipping. It was at this point that she acquired a British official number, 142973. As she was reclassified with Lloyd's Register, it is a good bet that she served her time doing coastal cargo service, although she may still have been used for fisheries patrol work or, as one source many years later claimed, as a revenue cutter. The 1948 Lloyd's listed the ship as "ex WATCHFUL (Nfl. No. 3) to 7/1921". We are not quite sure of the significance of this notation.

About 1924, after the takeover of the Reid interests had greatly enlarged the Newfoundland Government fleet, the Government's coastal services passed to the Minister of Finance and Customs. The 1925-1926 Lloyd's showed her as owned by that Ministry, with dimensions of 145.3 x 25.1 x 15.0, 378 Gross