

Spar, or Awning Dk. IRON OR STEEL STEAMER.

No. 22289

FRI. 2 JUN 1905

State of Report is also sent on the Machinery of the Vessel

Port of *Sunderland* Date of completion of Report *1st. June, 1905* Received at London OfficeSurvey held at *Sunderland* Date, First Survey *18th. November, 1904* Last Survey *24th. May, 18905.*On the *Steamer "Normosa"* Rig *Steamer (2 masts)*

TONNAGE under

Tonnage Deck

Do. between Tonnage Dk.

and 3rd, 4th, Spar or

Awning Dk.

Total under Upper Dk.

Do. of Poop

Do. of Bridge House

Do. of Forecasts

Do. of Houses on Deck

Do. of excess of Hatchways

Do. above Crown of

Engine Room

Tonnage

Free Space

Above Crown of

Line Room

AGE FOR FEES

Engine Room

Navigation Spaces

1899

Water Tonnage

on Beam

SPAR, AWNING OR PART AWNING-DECKED VESSEL,
or a Vessel having a continuous Shade Deck.CLASS *100A1. Spar deck*

FEET.

Half Breadth (moulded)

Depth from upper part of keel to top of Main Deck Beams

Girth of Half Midship Frame (as per Rule)

1st Number

Length

2nd Number

Proportions—Breadths to Length

Depths to Length—Main Deck to top of Keel

Destined Voyage *Tyne to Lond*Master *G. J. Bone*

Year of Appointment

Built at *Sunderland*When built *1905* Launched *23.3.05*By whom built *Messrs Short Brothers Ltd*Owners *L. Stephens & Sons Ltd*Managers *L. Stephens & Sons Ltd*

(Where necessary to be entered in Reg. Book.)

Residence *London*Port belonging to *London*N Surveyed while Building, Afloat, or in Dry Dock *Building Afloat*

GTH on Deck Feet. Inches. BREADTH Feet. Inches. DEPTH, top of Floors to Spar on Awn. Dk. Beams Feet. Inches. Power of Horse. No. of Decks with flat laid. No. of Tiers of Beams

per Rule. 30 3 Moulded 44 9 Do. do. Main Deck Beams 17 2 242 2 22 and frame

Dimensions of Ship per Register, Length 32.4 breadth 10.2 depth. 25.2 Spar on Awn. Dk. Moulded depth, ft. 19 ins. 9 2 To Main Dk. Round up of Beam, Main Dk. 11 ins.

FRAMING. Inches in Ship. Inches in Ship. 20ths in Ship. Inches per Rule. Inches per Rule. 20ths per Rule. OR as Approved.

NAME, Angles, or Bars, for length

amidships

a. for 1/2 at each end

o. in way of Double Bottoms at Solid Floors

at intermdt. Bkts.

ance of Frames from moulding edge to

moulding edge, all fore and aft

VERSED FRAME, Angles

EP FRAMING, depth of girder

BARS, depth and thickness of Floor Plate

at mid line for 1/2 length amidships

in way of Engines and Boilers

thickness at the ends of vessel

depth at 1/2 the half-bdth. as per Rule

height extended at the Bilges

DOORS & BRACKETS, in Cell Dble Bottoms

Ordinary, Floor, or Bulkhead

NTRE GIRDER, in Double bottom, depth

and thickness

Angles, Top

Bottom

DE GIRDERS, number and thickness

Angles

MARGIN PLATE, depth (exclusive of flange)

and thickness

Angles

NER BOTTOM PLATING, breadth and

thickness of Middle Line Strake

Thickness in Engine and Boiler

Remainder in Holds

AMS, Spar or Awning Deck, Single Angle,

Bulb Angle, Plate or Tee Bulb

Angles on upper edge

Average space

AMS, Main Deck, Single Angle, Bulb

Angle, Plate or Tee Bulb

Angles on upper edge

Average space

AMS, Lower Deck, Single Angle, Bulb

Angle, Plate or Tee Bulb

Angles on upper edge

Average space

AMS, Hold, or Orlop, Plate or Tee Bulb

Angles on upper edge

Average space

AMS, Poop Deck, Angle, Bulb Angle, Plate

or Tee Bulb

Angles on upper edge

Average space

AMS, Bridge Deck, Angle, Bulb Angle, Plate

or Tee Bulb

Angles on upper edge

Average space

AMS, Forecastle Deck, Angle, Bulb Angle,

Plate or Tee Bulb

Angles on upper edge

Average space

PILLARS, In tween Deck, size and spacing

Hold

Quarter, tween Dks.

In Hold

WEB FRAMES, In Fore Body, No. and spacing

breadth & thickness

No. of Side Stringers

WEB FRAMES, In E. & B. Space, No. & spacing

breadth & thickness

WEB FRAMES, In After Body, No. and spacing

breadth & thickness

No. of Side Stringers

Size of Angles or Tee Bars to Web Frames

BRACKET PLATES to Stringers between

Web Frames, depth and thickness

FORGINGS AND CASTINGS.

Inches in Ship.

Inches per Rule.

OR as Approved.

KEEL, Bar or Side Plates, depth and thickness

STEM, moulding and thickness

STERN-POST for Rudder do. do.

for Propeller

MAIN PIECE of Rudder, diameter at head

do. at heel

RUDDER, how constructed *Forged frame single plate 25/20*Can the Rudder be unshipped afloat? *Yes*

KEELSONS AND STRINGERS.

Inches in Ship.

Inches per Rule.

OR as Approved.

CENTRE LINE KEELSON, Vertical Plate above

floors, Through Plate, or Intercoastal Plate

Rider Plate

Bulb Plate to Intercoastal Keelson

Horizontal Plates on Floors

Angles

SIDE KEELSON, Angles

Bulb or Plate above floors, for

Intercoastal Plate, for

Attached to outside plating with Angle

BILGE KEELSON, Angles

Bulb or Plate above floors, for

Intercoastal Plate, for

Attached to outside plating with Angle

BILGE STRINGER Angles

Bulb Plate, for

Intercoastal Plate, for

Attached to outside plating with Angle

SIDE STRINGER Angles

Bulb or Intercoastal Plate, for

Attached to outside plating with Angle

Spar, or Awning Deck Stringer Plates,

breadth and thickness

Angle on ditto

Tie Plates, fore and aft, outside Hatchways

Diagonal Tie Plates, No. of prs.

Deck, * Iron or Steel, for

Wood Deck, Material & thickness

Main Deck Stringer Plate, breadth & thickness

Angles on ditto, No. 2

Tie Plates, outside Hatchways

Diagonal Tie Plates, No. of prs.

Deck, * Iron or Steel, for

Wood Deck, Material & thickness

Lower Deck Stringer Plates, br'dth & thckn's

Angles on ditto, No.

Tie Plates, outside Hatchways

Deck, * Material and thickness

Hold, or Orlop Stringer Plate, br'dth & thckn's

Angles on ditto, No.

Tie Plates, outside Hatchways

Deck, * Material and thickness

Poop Deck Stringer Plate, breadth & thickness

Angles on ditto

Tie Plates

Deck, Material and thickness

Bridge Deck Stringer Plate, br'dth & thickness

Angle on ditto

Tie Plates

Deck, Material and thickness

Forecastle Deck Stringer Plate, br'dth & th'kns

Angle on ditto

Tie Plates

Deck, Material and thickness

BULKHEADS.

Number.

In Vessel.

Per Rule.

Thickness.

Horizontal.

Vertical.

Spacing.

Single or Double Frames.

Height up.

W. T. BULKHEADS

PARTITION

LONGITUDINAL

Also same br beams as approved

Are the outside Plates doubled two spaces of Frames in length? *Yes. Diamond Shape*

PLATING.								RIVETING.															
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.												
	AMIDSHIP.		FORWARD.	AFT.	AMIDSHIP.		Single or Double.	Breadth of Lap.	RIVETS.		Double or Treble and for what Length.	RIVETS.		STRAPS.		IF LAPPED.							
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	Breadth.	Thickness.	Breadth.	For what Length.						
										Inches.	16ths or 20ths.	Inches.	16ths or 20ths.										
FLAT PLATE KEEL	48	18	12	12	48	18	Double	6	1	3 1/4	Full	1	3 1/2	19	13-11	double	strap						
(If Bar Keel, state Riveting)																							
GARBOARD OR A Strake ...	60	13	11	11	60	13	"	5 1/4	4-9	3 1/2	Quad 1/2	7/8	3 1/2	19	13-9	full							
State actual thickness in way of Double Bottom.																							
B " "	*	12	9	9		12	"	"	"	"	"	"	"	"	"	12-9	"						
C " "	*	12	9	9		12	"	"	"	"	"	"	"	"	"	12-9	"						
D " "		12	9	9		12	"	"	"	"	Full	"	3 1/2	"	"	9	"						
E " "		12	9	9		12	"	"	"	"	Quad 1/2	"	3 1/2	"	"	12-9	"						
F " "		12	9	9		12	"	"	"	"	"	"	"	"	"	12-9	"						
G " "		12	9	9		12	"	"	"	"	Full	"	3 1/2	"	"	9	"						
H " "		12	9	9		12	"	"	"	"	Quad 1/2	"	3 1/2	"	"	12-9	"						
Main Sheer J " "	45	12	9	9	44	12	"	"	"	"	Full	"	3 1/2	"	"	9	"						
K " "	54	12	9	9		12	"	"	"	"	"	"	"	"	"	9	"						
Sp. Dr. Sheer L " "	46	13-16	10	10	46	13-16					Quad 1/2	1 1/2	4 1/2	"	"	9-14	"						
M " "																							
N " "																							
O " "																							
P " "																							
DOUBLING of Flat Plate Keel	Kul plate & garboards increased in line hereof																						
Length and thickness of Bilges	Doubled at ends of bridge 24-20 ft																						
of Sheerstrakes																							
of Strake below																							
POOP SIDES																							
BRIDGE SIDES	10-9					10-9	8 1/2	5 1/2	3 1/4	3 1/2	Full	7/8	3 1/2										
FORECASTLE SIDES																							

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. *Mild Steel*

Plates, *Forsett's South Durham Steel & Iron Co.*
Angles, *Forsett's "Jarrow" Dorman Langt's*
Iron plates, *Forsett's "Jarrow" South Durham*
Steel tested as req. by the Rules.

Spar or Laming (Butts, treble riveted for *at ends* length *amidship*.
Stringer Plate (Straps, single, double overlapped for *full* length *amidship*.
Main Stringer (Butts, treble riveted for *full* length *amidship*.
Plate (Straps, single, double overlapped for *full* length *amidship*.
Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted: *treble & double*
Inner Bottom Plating, riveting of Edges *treble & double* Butts *double & treble*
Centre Girder Butts, *treble* riveted Keelson Butts, *treble* riveted.
Frames, riveted through Plates with *1/4* in. Rivets, about *5 1/2* apart.
Rivets, state whether Iron or Steel *Iron*

FRAMES extend in one length from *mid line to margin in plate & from margin in plate to gun wall. Able in 1866 bottom for 1866*
REVERSED FRAMES on floors and frames extend from *mid line to margin in plate & margin in plate to spar at on every frame*
all reverse frames to forecastle deck, double across floors in 1866 space

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.
LOWER MASTS....											
Fore	Steel	43.8	19 x 1/2	19 x 1/2	6 1/2	13 x 1/2	2	✓	✓	Single	Full
Main	"	43.8	19 x 1/2	19 x 1/2	6 1/2	13 x 1/2	2	✓	✓	"	"
Mizen											
Bowsprit	✓										
Topmasts, Yards and Remainder of Spars	<i>Pine</i>										
Rigging, Material and Size, Shrouds	<i>Galvanized wire 3/4</i>										
Stays	<i>Galvanized 1/2"</i>										
Sails. <i>one</i>	Suit of <i>working</i>										

EQUIPMENT No. 36560 LETTER "W". ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE.			WEIGHT REQ. BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
6586	1st Bower	53	0	0	✓	✓	✓	44	12	3	0	52	2	0	Hartshorn	S. Hartshorn found 2.5.05 W. J. Rely
6585	2nd "	49	0	0	✓	✓	✓	42	11	1	14	52	2	0	"	" 6.5.05 "
6543	3rd "	44	0	0	✓	✓	✓	40	10	0	0	44	2	0	"	" 29.11.05 "
	Collective weight	150	2	0								149	2	0		
6189	Stream Kedge	6	1	0	1	3	4	8	10	0	0	6	0	0	Common	" 21.2.05 "
6353	Kedge	14	0	0	2	3	21	15	12	3	0	14	0	0	"	" 22.3.05 "
	2nd Kedge	✓	✓	✓												

CHAIN CABLES.

Number of Certificate.	Fathoms.	Size.	Test per Certificate.	WEIGHT OF CHAIN CABLE		Fathoms and Size Per Rule.	Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size Per Rule.
				Supplied.	Per Rule.									
2383	340	2 1/2	10 1/2	5 1/2	5 1/2	2 1/2	2 1/2	S. Hartshorn	found 24.2.05 W. J. Rely	POWLINE	120	1 1/2	39	120 fms x 1 1/2
										HAWSER	3-90	3	18	3-90 fms x 3
										WARP	2-90	4	18	2-90 fms x 4
											4-90	6		4-90 fms x 6
Iron Steamer Cable	90	1 1/2	39			90 x 1 1/2	Steel wire							

HAWSERS AND WARPS.

Boats *2 Lifeboats & 2 others*
Pumps, Number *2 1/2 wheel pump connected to engine* Diameter of Barrel and Tail Pipe
Windlass is *Walker & Thompson's Patent* Capstan
Engine Room Skylights.—How constructed? *Steel & steel*
What arrangements for deadlights in bad weather? *Steel shutters & blinds*
Coal Bunker Openings.—How constructed? *Plates & angles* How are lids secured? *Butt* Height above deck? *18"*
Number of Scuppers, and number and dimensions of Freeing Ports, &c. *3 scuppers & 3 ports 5 1/2 x 16 fms* 4 scuppers & 4 ports 4 1/2 x 16 fms
Ceiling in Holds, thickness and material *2 1/2 WP* Ceiling 'tween Decks, thickness and material *2 WP*
Cargo Hatchways.—How formed? *Plates & angles* Hatches, If strong and efficient? *Yes*
State size No. 1 Hatch (Forward) *19.6 x 16.0 x 30* No. 2 Hatch *23.10 x 16.0 x 30* No. 3 Hatch *8.8 x 16.0 x 12* No. 4 Hatch *23.10 x 16.0 x 30*
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *One web plate & No. 1 2 webs* No. of Breasthooks *8* No. of Crutches *One & deep fms*
Bulwarks, height above deck and description *4 1/2 x 7/8 steel* Main Rail, material and size *6 x 3 x 8 1/2 B. Angle*
The above is a correct description
Builder's Signature *W. J. Rely* Surveyor's Signature *George Harrison*
Builder's Signature (here only) *W. J. Rely* Surveyor's Signature *George Harrison*

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case)

Secretary's letter M 15/4/05

Workmanship. Are the butts of plating planed or otherwise fitted? *Yes planed*

Is the riveted work properly closed? *Yes*

Are the liners between the frames and plates solid single pieces? *Yes*

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

Are the butts of Plating, Stringers, &c., properly shifted and strapped? *Yes*

General Remarks (State quality of workmanship, &c.)

The workmanship throughout is good. The vessel has been built in accordance with the approved plans & the Secretary's letter referred to, & in general conformity with the requirements of the rules for the class contemplated.

The deck, hand pumps, watertight doors &c have been tested as required & found satisfactory.

This is a sister vessel to SS *Nelmira* Sunderland report No 22242

The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop $2\frac{1}{2}$ ft., R.Q.D. or Break ☒ ft., Bridge Dk. 110 ft., F'castle 39 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) *1 RQ (steel), Spar Dk. (steel) & deep framing*

Official No. 120531; Signal Letters ☒

How are the surfaces preserved from oxidation? Inside *Portland cement & paint* Outside *Paint*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system *cellular double bottom.*

Where fitted.	Length. Feet.	Water Capacity. Tons.	Where fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	110.5	328	Fore peak tank,		81
Double bottom, forward,	151.66	404	After peak tank,		66
Double bottom, under Engines and Boilers,			Midship deep tank,		
Double bottom, if under Engines only,	23.23	45	Other tanks, if fitted,		
Double bottom, if under Boilers only,			(If necessary, furnish further information by sketch.)		

State whether the above have been tested as required by the Rules *Yes.*

Order for Special Survey No 4552

Date 13.1.05

Order for Ordinary Survey No. ☒

Date ☒

No. 322 in builder's yard

Days of Survey held while building as per Section 18.

- 1st. On the several parts of the frame, when in place, and before the plating was wrought
- 2nd. On the plating during the process of riveting
- 3rd. When the beams were in and fastened, and before the decks were laid
- 4th. When the ship was complete, and before the plating was finally coated or cemented
- 5th. After the ship was launched and equipped

1904:—Nov; 18, 21, 25, 28, 30, Decr; 5, 8, 12, 14, 21, 28;
1905:—Jan; 6, 9, 12, 13, 17, 18, 20, 24, 26, 31, Feb; 1, 3, 6, 8,
9, 13, 15, 16, 17, 18, 22, 27, Mar; 1, 3, 8, 9, 10, 13, 16, 17, 20, 22,
Apr; 17, 18, 20, 26, 28, May, 2, 3, 8, 9, 10, 13, 15, 16, 18, 23,
24.
Total No. of Visits 59.

The amount of Entry Fee £ 5:

Special Survey Fee £ 108. 16. 6

Travelling Expenses, if any £ :

Fees applied for,

1. 6. 05

Received by me,

3/11/05

Certificate to be sent to

Sunderland

I am of opinion this Vessel should be Classed

With, or without Freeboard, as condition of Class

100 AT Spar Deck without

George Harrison, Master, Newcastle
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

Character assigned

TUES. 6 JUN 1905

100 AT (SH)

spar dk

Lloyd's at CP + Lmc 5.05

32.

Elec. Light