

With or Without
Disconnected Erections.

STEEL STEAMER.

Received at London Office. 25 AUG 1910

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

Yes

Date of completion of report

18th August 1910

Port of

Newcastle-on-Tyne

No.

58982

Survey held at

South Shields

Date, First Survey

1st March

Last Survey

22nd Aug

1910

On the Steel hull screw tug "ABEILLENOS"

Rig

Sketch

TONNAGE under

176.85

CLASS 100A1 for towing purposes

Master

J. Larre

Year of appointment

(1) As Master in service of owner of present vessel: 18-10

(2) As Master of this vessel: 10-10

Tonnage Deck

Do. between Tonnage Dk. and 1st and 4th Dk.

Total under Upper Dk.

Do. of Poop

Do. of R.Q.Dk.

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

Do. Crew Space

Do. above Crown of Engine Room

ONNAGE FOR FEES

Do. Engine Room

Do. Navigation Spaces

Register Tonnage

as cut on Beam

Breadth (greatest moulded)

24.0

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

12.0

Transverse Number

36.0

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

108.0

Longitudinal Number

3888.0

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

10.51

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

9.0

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

✓

Destined Voyage

Harre

If Surveyed while Building, Afloat, or in Dry Dock

Yes

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	No. of Tiers of Beams
108	0	24	0	10	5	10	5	1	one	one

Dimensions of Ship per Register, Length 108.5 breadth 24.1 depth 10.85 Moulded depth, ft. 12 ins. 0 To Bridge Dk. Round of Upper Dk. Beam, Actual 6 ins.

FRAMING.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Appro.	Inches per Rule Or as Appro.	Inches per Rule Or as Appro.	FORGINGS or CASTINGS.	Inches in Ship.	Inches per Rule Or as Appro.
FRAME, Angles, as Base amidships	4 1/2	3	36	4 1/2	3	36	KEEL, Bar, depth and thickness	7 x 1 1/2	6 3/4 x 1 1/2
Do. in peaks	4	2 1/2	34	4	2 1/2	34	STEM, moulding and thickness	7 x 1 1/2	5 3/4 x 1 1/2
Do. in way of Double Bottoms at Solid Floors	✓						STERN-POST for Rudder do. do.	5 1/2 x 2 3/4	5 1/2 x 2 3/4
at intermdt. Bkts.	✓						" for Propeller	5 3/4 x 1 3/8	5 3/4 x 1 3/8
Spacing of Frames from centre to centre amidships	21 1/2			21 1/2			RUDDER—A x D Table 22	84.68	84.68
" " length to Collision bulkhead	21 1/2			21 1/2			" Main-Piece, diameter at head	5	5
" " in peaks	2 1/2	2 1/2	28	2 1/2	2 1/2	28	" " at heel	3 3/4	3 3/4
REVERSED FRAME, Angles	4	3	28	4	3	28	RUDDER, how constructed	Single plate, arms Key 15 & 16	
FRAMING, depth of girder	4						Can the Rudder be unshipped afloat?	Yes	
FLOORS, depth and thickness of Floor Plate	17		28	17		28	KEELSONS & STRINGERS.		
at mid-line for 1/2 length amidships		32 1/2	38		32 1/2	38	CENTRE LINE KEELSON, Vertical Plate above	21 1/2	36
" in way of Engine and Boiler Spaces		26			26		floors, Through Plate or Intercoastal Plate	✓	
thickness at the ends of vessel		26			26		" Rider Plate	✓	
depth at 1/2 the half breadth, as per Rule		26			26		" Flat Plate Keel Angles	✓	
height extended at the Bilges		26			26		" Horizontal Plates on Floors	4 1/2	3 1/2
FLOORS & BRACKETS in Cell Dble Bottoms	✓						" Angles or Bulb Angles	4 1/2	3 1/2
" " state if flanged (top & bottom)	✓						SIDE KEELSONS, Number	✓	
Spacing	✓						" Angles or Bulb Angles	✓	
CENTRE GIRDER, in Dbl. bottom, dpth. & thcknss.	✓						" Plate above floors, for length	✓	
" " Angles, Top	✓						" Intercoastal Plate, for length	✓	
" " Bottom	✓						" Attached to outside Plating with Angle	✓	
" " to Floors	✓						BILGE KEELSON, Angles	5	4
SIDE GIRDERS, number on each side & thickness	✓						" Intercoastal Plate for length	✓	
" " state if flanged (top and bottom)	✓						" Attached to outside Plating with Angle	✓	
" " Angles	✓						SIDE STRINGERS, Number	5	4
MARGIN PLATE, depth (exclusive of flange)	✓						" Angle	✓	
and thickness	✓						" Intercoastal Plate, for length	✓	
" " Angles to Outside Plating	✓						" Attached to outside plating with Angle	✓	
" " Floors	✓						Upper Deck Stringer Plate, br'dth & thickness	23	3
" " Height of Brackets above at bilge	✓						(clear of Bridge)	5 1/2	3
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	✓						" " " (in way of Bridge)	3 x 3	32
" " in Engine and Boiler space	✓						" " Angle (clear of Bridge)	7 x 3	26
" " Remainder in Holds	✓						" Tie Plate at sides of Hatchways	7 x 3	25
BEAMS, Upper Deck, Single Angle, Bulb	5 1/2	3 1/2	44	5 1/2	3 1/2	44	Deck * Iron or Steel, for one peak lng.	✓	
Angle, Plate, Tee Bulb, or Channel	✓						" Thickness (clear of Bridge)	✓	
" Angles on upper edge	43	(21 1/2 peaks)	43	(21 1/2 peaks)			" " (in way of Bridge)	✓	
Spacing	✓						Wood Deck, Material & thickness	✓	
BEAMS, Second Deck, Single Angle, Bulb	✓						Second Deck Stringer Plate, br'dth & thickness	✓	
Angle, Plate, Tee, Bulb, or Channel	✓						" Angles on ditto, No.	✓	
" Angles on upper edge	✓						" Tie Plates outside Hatchways	✓	
Spacing	✓						Deck * Iron or Steel, for one peak lng.	✓	
BEAMS, Third or Fourth Deck, Single Angle, Bulb	✓						Wood Deck, Material & thickness	✓	
Angle, Plate, Tee Bulb, or Channel	✓						Third Deck Stringer Plate, br'dth & thickness	✓	
" Angles on upper edge	✓						" Angles on ditto, No.	✓	
Spacing	✓						" Tie Plates, outside Hatchways	✓	
BEAMS, Fourth or Fifth Deck, Plate, Tee	✓						Deck * Material and thickness	✓	
Bulb, or Channel	✓						Fourth and Fifth Deck Stringer Plate, br'dth & thickness	✓	
" Angles on upper edge	✓						" Angles on ditto, No.	✓	
Spacing	✓						" Tie Plates outside Hatchways	✓	
BEAMS, Poop Deck, Angle, Bulb Angle, Plate	✓						Deck, Material and thickness	✓	
Tee Bulb, or Channel	✓						Poop Deck Stringer Plate, breadth & thickness	✓	
" Angles on upper edge	✓						" Angle on ditto	✓	
Spacing	✓						" Tie Plates	✓	
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate	✓						Deck, Material and thickness	✓	
Tee Bulb, or Channel	✓						Bridge Deck Stringer Plate, br'dth & thickness	9	2
" Angles on upper edge	✓						" Angle on ditto	4 1/2 x 3	3
Spacing	✓						" Tie Plates	9	24
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate	✓						Deck, Material and thickness	✓	
Plate, Tee Bulb, or Channel	✓						Forecastle Deck Stringer Plate, br'dth & th'kns	✓	
" Angles on upper edge	✓						" Angle on ditto	✓	
Spacing	✓						" Tie Plates	✓	
PILLARS, In 'tween Deck, size and spacing	2 1/2		2 1/2				Deck, Material and thickness	✓	
" " Hold	✓						Are the outside Plates doubled two spaces of Frames in length?	no, forged frames	
" " Quarter 'tween Dks., " "	✓						Are the Sluice Valves and Watertight Doors in efficient working order?	none	
" " in Hold	✓								
WEB-FRAMES, In Fore Body, No. and spacing	✓								
" " br'dth. & thickness	✓								
" " No. of Side Stringers	✓								
WEB-FRAMES, In E. & B. Space, No. & spacing	✓								
" " br'dth. & thickness	✓								
" " No. of Side Stringers	✓								
" " Size of Face Angles to Web-Frames	✓								
BRACKET PLATES to Stringers between Web Frames, depth and thickness	✓								

PLATING.										RIVETING.									
AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.				IF LAPPED.					
STRAKES.		AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		Single or Double.		RIVETS.		SHRAPS.		IF LAPPED.			
		Breadth.		Thickness.		Thickness.		Breadth.		Thickness.		Diam.		Spacing.		Breadth.			
		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.			
Post-Plating Keel		7	1 1/2	32	32	42	32	6 1/2	1 1/2	Double	4 1/2	3	Double	3/4	2 1/2	9 1/2	36		
Garboard or A Strake		4 1/2	3/8	32	32	42	32	4 1/2	3/8	Double	4 1/2	3	Double	3/4	2 1/2	9 1/2	36		
B		4 1/2	3/8	32	32	42	32	4 1/2	3/8	Double	4 1/2	3	Double	3/4	2 1/2	9 1/2	36		
C		4 1/2	3/8	32	32	42	32	4 1/2	3/8	Double	4 1/2	3	Double	3/4	2 1/2	9 1/2	36		
D		4 1/2	3/8	32	32	42	32	4 1/2	3/8	Double	4 1/2	3	Double	3/4	2 1/2	9 1/2	36		
E		4 1/2	3/8	32	32	42	32	4 1/2	3/8	Double	4 1/2	3	Double	3/4	2 1/2	9 1/2	36		
F		4 1/2	3/8	32	32	42	32	4 1/2	3/8	Double	4 1/2	3	Double	3/4	2 1/2	9 1/2	36		
G		4 1/2	3/8	32	32	42	32	4 1/2	3/8	Double	4 1/2	3	Double	3/4	2 1/2	9 1/2	36		
H		4 1/2	3/8	32	32	42	32	4 1/2	3/8	Double	4 1/2	3	Double	3/4	2 1/2	9 1/2	36		
J		4 1/2	3/8	32	32	42	32	4 1/2	3/8	Double	4 1/2	3	Double	3/4	2 1/2	9 1/2	36		
K		4 1/2	3/8	32	32	42	32	4 1/2	3/8	Double	4 1/2	3	Double	3/4	2 1/2	9 1/2	36		
L		4 1/2	3/8	32	32	42	32	4 1/2	3/8	Double	4 1/2	3	Double	3/4	2 1/2	9 1/2	36		
M		4 1/2	3/8	32	32	42	32	4 1/2	3/8	Double	4 1/2	3	Double	3/4	2 1/2	9 1/2	36		
N		4 1/2	3/8	32	32	42	32	4 1/2	3/8	Double	4 1/2	3	Double	3/4	2 1/2	9 1/2	36		
O		4 1/2	3/8	32	32	42	32	4 1/2	3/8	Double	4 1/2	3	Double	3/4	2 1/2	9 1/2	36		
P		4 1/2	3/8	32	32	42	32	4 1/2	3/8	Double	4 1/2	3	Double	3/4	2 1/2	9 1/2	36		
Q		4 1/2	3/8	32	32	42	32	4 1/2	3/8	Double	4 1/2	3	Double	3/4	2 1/2	9 1/2	36		
R		4 1/2	3/8	32	32	42	32	4 1/2	3/8	Double	4 1/2	3	Double	3/4	2 1/2	9 1/2	36		
S		4 1/2	3/8	32	32	42	32	4 1/2	3/8	Double	4 1/2	3	Double	3/4	2 1/2	9 1/2	36		
Doubling of Flat Plate Keel		✓																	
Sheerstrakes		✓																	
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.

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.?

Consent Iron to
Sark Durham
Sims Main open heart.

Has the Steel been tested as required by the Rules? *Yes*

FRAMES extend in one length from *Hull* to *gunwale*

REVERSED FRAMES on floors and frames extend *from* *straight across*

State if ordinary or joggled *Yes*

State if ordinary or joggled *Yes*

Upper Deck (Butts, double riveted for *full* length amidship.

Stringer Plate (Straps, single, double or overlapped for *full* length amidship.

Second Deck (Butts, *✓* riveted for *full* length amidship.

Stringer Plate (Straps, single or overlapped for *✓* length amidship.

Butts of Side Stringers *✓* riveted.

Tie Plates *✓* riveted.

Inner Bottom Plating, riveting of Edges *✓* Butts *✓*

Centre Girder Butts, *✓* riveted Keelson Butts, *✓* riveted.

Frames, riveted through Plates with *3/4* in. Rivets, about *5/4* apart.

Rivets, state whether Iron or Steel *3/4*

MASTS, SPARS, &c.

	Material	Total Length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Head.	Heads.	Head.		Number.	Size.	Seams.	Butts.
LOWER MASTS: Fore	<i>Rich pine</i>	<i>36.9</i>	<i>10</i>	<i>10</i>	<i>8</i>	<i>7 1/2</i>					
Main	<i>Rich pine</i>	<i>25.3</i>	<i>8</i>	<i>8</i>	<i>7</i>	<i>6 1/2</i>					
Mizen	<i>Rich pine</i>	<i>25.3</i>	<i>8</i>	<i>8</i>	<i>7</i>	<i>6 1/2</i>					
Bowsprit	<i>Rich pine</i>	<i>25.3</i>	<i>8</i>	<i>8</i>	<i>7</i>	<i>6 1/2</i>					
Topmasts	<i>Rich pine</i>	<i>25.3</i>	<i>8</i>	<i>8</i>	<i>7</i>	<i>6 1/2</i>					
Rigging	<i>Rich pine</i>	<i>25.3</i>	<i>8</i>	<i>8</i>	<i>7</i>	<i>6 1/2</i>					
Sails	<i>Rich pine</i>	<i>25.3</i>	<i>8</i>	<i>8</i>	<i>7</i>	<i>6 1/2</i>					

MASTS, SPARS, &c.

Fore *Rich pine* 36.9

Main *Rich pine* 25.3

Mizen *Rich pine* 25.3

Bowsprit *Rich pine* 25.3

Topmasts *Rich pine* 25.3

Rigging *Rich pine* 25.3

Sails *Rich pine* 25.3

Equipment No. *4010* LETTER *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		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Cwts.	qrs.			
64173	1st Bower	6	1	21	8	15	0	0	6	1	0	Harbours
64174	2nd "	6	1	3	8	12	2	0	6	1	0	Stockless
	3rd "											
	4th "											
	Collective weight	12	2	24	16	27	2	0	12	2	0	
64195	Stream	1	2	0	1	20	3	18	3	0	0	Ordinary iron
	Kedge	0	2	7	0	0	17		0	2	0	

CHAIN CABLES.

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.
			Cwts.	qrs.	lbs.	Cwts.			
47025	60 7/8	13-15	20-22	23-3	13	23-1-17	120	7/8	Steel link Shingle Haws
47026	60 7/8	13-15	20-22	23-3	13	23-1-17	120	7/8	Steel link Shingle Haws
	45 5/8	13-15	17-10	23-3	8	23-1-17	45	7/8	Steel link Shingle Haws

HAWSERS 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.
			Cwts.	qrs.	lbs.	Cwts.			
47025	60 7/8	13-15	20-22	23-3	13	23-1-17	120	7/8	Steel link Shingle Haws
47026	60 7/8	13-15	20-22	23-3	13	23-1-17	120	7/8	Steel link Shingle Haws
	45 5/8	13-15	17-10	23-3	8	23-1-17	45	7/8	Steel link Shingle Haws

Boats 11 feet 16-6 x 5-6 x 2-4 One dinghy 13-0 x 5-2 x 2-2 Steering Gear, Stean Alloy and McAllen Steering Gear, Hana Alloy and McAllen

Pumps, Number *Two* Diameter of Barrel *4* State whether they are in efficient working order *Yes*

Windlass is *Emerson & Walker's steam and hand* Capstan *none*

Engine Room Skylights.—How constructed? *Steel plate and angles*

What arrangements for deadlights in bad weather? *Bull's eye*

Coal Bunker Openings.—How constructed? *Plate and angles* How are lids secured? *By battens* Height above deck? *6-10*

Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. *5 scuppers each side, 4 freeing ports each side @ 24" x 15"*

Ceiling in Holds, thickness and material *✓* Cargo Batts, thickness and material *✓*

Cargo Hatchways.—How formed? *✓* Matches, If strong and efficient? *✓*

State size No. 1 Hatch (Forward) *✓* No. 2 Hatch *✓* No. 3 Hatch *✓* No. 4 Hatch *✓*

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *✓*

Bulwarks, height above deck and description *2-9" to 3-0" stays 15" dia 6 ft apart Main Rail, material and size *bull's eye 5-1/2 x 2 1/2 x 1/2**

The above is a correct description.

Builder's Signature (here only) *J. P. Macdonald & Sons* Surveyor's Signature *J. P. Macdonald* Surveyor to Lloyd's Register of British and Foreign Shipping.

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

M. 11th and 15th Feb'y, 2nd March, 29th April and 1st June 1910

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? *Yes* Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Yes* Are the rivet holes well and sufficiently countersunk in the plate and punched from the facing 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 *Good*

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? *Yes* State results of tests *Good*

General Remarks (State quality of workmanship, &c.) *This vessel has been constructed in accordance with the approved plans, the Secretary's letters and otherwise as per the Society's Rules. The workmanship and materials are good. It will be observed that the stream chain is slightly lighter than the Society's Requirements, but as the total weight supplied is equal to the rules weight, this chain is submitted for approval.*

Profile
Midship Section
Yardings to Bulkheads
2 Pumping
The above plans are enclosed herewith.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *✓* ft., R.Q.D. *✓* ft., Bridge *✓* ft., Forecastle *✓* 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) *one deck*

Official No. *266*; Signal Letters *no* State if Machinery is fitted aft *no*

How are the surfaces preserved from oxidation? Inside *Asphalt and paint* Outside *paint*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors. *✓*

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
Double bottom, aft,			Fore peak tank,	8-4	12-1
Double bottom, under Engines and Boilers,			After peak tank,	9-0	15-8
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
			(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. *4175*

Date *15.4.10*

No. *266* in builder's yard.

Amount of Entry Fee *£ 1 : 0 : 0*

Special Survey Fee *£ 9 : 6 : 0*

Travelling Expenses, if any *£ 26-8-19*

Fees applied for, *19*

Received by me, *26-8-19*

NEWCASTLE ON TYNE.

Certificate to be sent to *Also duplicate (without n.s. section plan)*

State whether the Vessel has been built under Special Survey. *Yes*

I am of opinion this Vessel should be Classed *100 A1* for towing purposes *without*

With, or without Freeboard, as condition of Class *without*

Committee's Minute *FRI, 26 AUG 1910*

Character assigned *100 A1 for towing purposes*

Lloyd's 1260 + 2m. 6.8.10

Surveyor to Lloyd's Register of British and Foreign Shipping.