

~~Awning or Shelter Deck,~~
~~or Pt. Awning Deck.~~

STEEL STEAMER.

WED. 15 NOV. 1921

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

Yes

Port of WEST HARTLEPOOL Date of completion of Report 4th NOV^r 1921 Received at London Office WED. 9 NOV. 1921
Survey held at WEST HARTLEPOOL Date, First Survey 14th October 1919 Last Survey 31st OCTOBER 1921
On the (State if Single, Twin or Triple Screw) STEEL SCREW STEAMER "PARISIANA" (YARD N^o 586) Rig SCHOONER.

TONNAGE under { 4816.37
Tonnage Deck { 1586.66
Do. between Tonnage Dk. and Shelter Dk. {
3rd, 4th, or Awning Dk. {
Total under Upper Dk. { 6403.03
Do. of Poop {
Do. of R. or Dk. {
Do. of Bridge House { 3.99
Do. of Forecastle { 5.58
Do. of Houses on Deck { 193.45
Do. of excess of Hatchways { 32.22
Do. above Crown of Engine Room {
Gross Tonnage { 6640.27
Less Crew Space { 248.60
Less above Crown of Engine Room {
TONNAGE FOR FEES {
Less Engine Room { 2124.89
on Spaces { 104.98
= 2478.47
nage { 4161.80
am. {

CLASS 100A1 "SHELTER DECK" FEET.
Breadth (greatest moulded) { 54.66 ✓
Depth, at middle of length from top of keel to top of beams at side of uppermost Continuous Deck { 30.50 ✓
Deduct height of 'tween deck when this does not exceed 8ft. + .50 ✓
Transverse Number { 85.66 ✓
Length on deck from fore part of stem to after part of sternpost { 420. ✓
Longitudinal Number { 35977 ✓
Depth "d" at middle of length. See Secs. 2 & 13 { 18.7 ✓
Proportions, Depths to Length, Uppermost Continuous Deck at side to top of keel { 10.76 ✓
" " " Upper Deck at side to top of keel {
Destined Voyage LIVERPOOL

Master {
Year of Appointment {
Built at WEST HARTLEPOOL
When built 1921 Launched 13th SEPT^r 1920.
By whom built IRVINE'S S.B. & D.D. CO. LTD.
Owners FURNESS, WITHER & CO. LTD.
Managers D: D:
(Where necessary to be entered in Reg. Book.)
Residence LONDON
Port belonging to LIVERPOOL.
If Surveyed while Building, Afloat, or in Dry Dock YES.

On Rule	Ft.	Ins.	BREADTH —	Ft.	Ins.	DEPTH, ACTUAL —	Top of Floors to top of Awning or Shelter Dk. Beams	Ft.	Ins.	No. of Decks with flat laid
420	0		Moulded ..	54	8	Do.	do. Upper Deck Beams	36	5	3
Ship per Register, length 420 breadth 53 depth 27.9 Upper Deck. Moulded depth, ft. 39 ins. 0 To Awning or Shelter Dk. Round up of Uppermost Dk. Beam, Actual .. 13 ins.										
FRAMING.			Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.
Angles, or E or L Bars, amidships ..			10	3 1/2	56	10	3 1/2	56	3	53
Peaks ..			7 1/2	3 1/2	40	7 1/2	3 1/2	40	H SECTION 15" x 10" x 70 TWO	
Way of Double Bottoms at Solid Floors ..			3 1/2	3 1/2	42	3 1/2	3 1/2	42	BULB ANGLES 10" x 3 1/2 x 70	
" at intermdt. Bkts.									SPACED AS PER PROFILE	
Frames from centre to centre amidships ..				26 1/2			26 1/2			
Length to collision bulkhead ..				26 1/2 x 22			26 1/2 x 22			
Frames from centre to centre in peaks ..				22			22			
D FRAME, Angles ..				B.A. FRAMING						
Way of Double bottoms at Solid Floors ..			3 1/2	3 1/2	42	3 1/2	3 1/2	42		
" at intermdt. Bkts.										
Depth of girder ..				10			10			
Depth and thickness of Floor Plate ..										
Way of Engine and Boiler spaces ..				E = 40; B = 50			E = 40; B = 50			
Thickness at the ends of vessel ..										
Thickness at 1/2 the half bdth. as per Rule ..										
Light extended at the Bilges ..										
in Cell Double Bottoms ..			44		44		44			
State if flanged (top and bottom) ..				NO			NO			
Spacing of Solid ..				26 1/2			26 1/2			
RIDER, in Dbl. bottom, dpth. & thknss ..			44		52	44	52			
" Angles, Top ..			5	5	56	4 1/2	4 1/2	60		
" " Bottom ..			4 1/2	4 1/2	60	4 1/2	4 1/2	60		
" " to Floors ..			5	5	58	5	5	58		
Brackets at intermdt. frmg., wdth & thknss ..										
RIDERS, number and thickness ..			TWO		40	TWO	40			
" state if flanged (top & bottom) ..				NO			NO			
Angles ..			3 1/2	3 1/2	42	3 1/2	3 1/2	42		
PLATE, depth (exclusive of flange) ..			35 1/2		48	35		48		
Angles to outside plating ..			4	4	48	4	4	48		
" to floors ..			5	3 1/2	42	5	3 1/2	42		
Brackets at intermdt. frmg., wdth & thknss ..										
Height of Brackets above at bilge ..				26			26			
OTTOM PLATING, breadth and thickness of Middle Line Strake ..			44 1/2		52	44	52			
Thickness in Engine and Boiler space ..				50		50	56			
" Remainder in Holds ..					40		40			
Awning or Shltr Dk, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel ..			9	3 1/2	52	9	3 1/2	52		
Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel ..				26 1/2			26 1/2			
Second, Third & Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel ..			11	3 1/2	62	11	3 1/2	62		
Forecastle Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel ..				53			53			
Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel ..			12 x 4 x 4		80	12 x 4 x 4		80		
Angles on upper edge ..				53			53			
Pacing ..										
Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel ..										
Angles on upper edge ..										
Pacing ..										
Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel ..			7	3	42	7	3	42		
Angles on upper edge ..										
Pacing ..										
Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel ..				22			22			
Angles on upper edge ..										
Pacing ..										
Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel ..										
Angles on upper edge ..										
Pacing ..										
Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel ..										
Angles on upper edge ..										
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Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel ..										
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Angles on upper edge ..										
Pacing ..										
Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel ..										

GENERAL REMARKS—(continued).

Repair for Damage stated to have been sustained through collision with the S.S. Mount Vernon Bridge on 3rd Dec^r 1920 in Hartlepool Harbour.

How done: Vessel placed in Dry Dock, bottom & hull examined.

Port Bow:-
Sheel: 2nd plate of upper deck sheer & N^o 1 of D & N^o 2 of F & G strake removed; N^o 1 of F strake faired in place.
Four frames in way of above faired in place.
Two plates of fore peak bulkhead & sheer bar faired in place.
Fore peak tank tested to the required pressure.
Cement removed as necessary. All new & repaired work recoated.

Copy of damage survey report attached.

D. M. Ansley.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle 35 (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 should appear in the Register Book) TWO DECKS (STEEL) & SHELTER DECK (STL). 3 TIERS BEAMS IN N^o 1 HOLD.

Official No. 145854; Signal Letters ☒ State if Machinery is fitted aft NO.

How are the surfaces preserved from oxidation? Inside PORTLAND CEMENT & PAINT Outside PAINT.
CEMENT NOT FITTED IN C.D.B. TANKS WHERE OIL FUEL IS CARRIED.

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

Where Fitted.	OIL CAPACITY TONS.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	OIL CAPACITY TONS.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	247.	57.4	275.	Fore peak tank,	—	—	102
Double bottom, under Engines and Boilers,	—	—	80.	After peak tank,	—	—	125
Double bottom, if under Engines only,	—	37.54	160.	Deep tank, aft,	—	30.9	394
Double bottom, if under Boilers only,	147.	37.54	164	Deep tank, forward,	—	30.9	500
Double bottom, forward,	—	147.84	420.	Side wing tanks, if fitted, FORD	410.	30.9	—
	394.	Total capacity of double bottom	1099.	(If necessary, furnish further information by sketch.)	388.	30.9	—

* The wells are not to be included in the lengths of the tanks, 364.22

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

Order for Special Survey No. 2275

Date 12 Dec 1919.

No. 586 in builder's yard.

DATES OF SURVEYS held while building

1919. Oct 14. 17. 21. 30. Nov 5. 7. 11. 13. 17. 19. 21. 25. Dec 3. 9. 23. 30. 1920. Jan 6. 13. 15. 19. 21. 23. 26. 28. 30. Feb 5. 9. 13. 1920. Mar 1. 3. 12. 18. 24. 31. Apr 7. 9. 13. 15. 20. 22. 27. 29. May 4. 6. 11. 13. 18. 20. 26. 28. Jun 1. 4. 7. 10. 15. 17. 22. 24. 1920. July 1. 5. 8. 13. 16. 20. 22. 28. 30. Aug 10. 12. 16. 18. 20. 23. 25. 27. 31. Sept 2. 3. 6. 8. 10. 11. 13. Oct 5. 8. 11. 13. 18. 28. Nov 1. 3. 5. 11. 15. 17. 22. 25. 30. Dec 3. 7. 8. 10. 14. 16. 21. 30. 1921. Jan 5. 7. 11. 14. 17. 20. 25. 27. 28. 31. Feb 3. 5. 7. 14. 16. 17. 21. 24. 25. 28. Mar 1. 2. 4. 9. 11. 15. 18. 22. Apr 1. 5. 8. 13. 19. 20. 27. 28. May 3. 10. 17. 24. 31. 1921. June 7. 14. 21. 28. Aug 30. Sept 2. 6. 9. 15. 20. 23. 26. 28. 30. Oct 3. 5. 7. 10. 15. 17. 18. 19. 31.

Surveyor's Signature

David M. Ansley.

Lloyd's Register Foundation