

With or Without
Disconnected Erections.

STEEL STEAMER.

Received at London Office SAT. MAR. 23. 1912

Date of completion of report

Survey held at *SUNDERLAND*

On the *STEEL SCREW STEAMER*

Tonnage under Tonnage Deck... *4512.85*

Do. between Tonnage Dk. and 3rd and 4th Dk. *12.75*

Total under Upper Dk. *4525.60*

Do. of Poop (Houses in) *12.75*

Do. of R. Q. Dk. *45.59*

Do. of Bridge House *130.37*

Do. of Forecastle *101.56*

Do. of excess of Hatchways *4793.07*

Do. above Crown of Engine Room *125.39*

Gross Tonnage *4667.68*

Less Crane Space *1533.78*

Less above Crown of Engine Room *462.38*

TONNAGE FOR FEES... *2671.52*

Less Engine Room *1533.78*

Less Navigation Spaces *462.38*

Register Tonnage as cut on Beam *2671.52*

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

21st March

Port of *SUNDERLAND*

Date, First Survey *15 May*

Last Survey *15 March*

No. *25183*

1912

Rig *FORE AND AFT SCHOONER*

Master *T. G. PITCHER*

Year of appointment *(1) As Master in service of owner of present vessel: 1912 (2) As Master of this vessel 1912*

Built at *SUNDERLAND*

When built *1912* Launched *Dec. 22nd 1911*

By whom built *Messrs. Sharp Bros. Ltd.*

Owners *SYDNEY, CAPE BRETON & MONTREAL S.S. CO. LTD.*

Managers *E. F. W. ROBERTS*

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

Residence *TOWER BUILDINGS, LIVERPOOL*

Port belonging to *LIVERPOOL*

MASKINONGE

CLASS *100 A.1*

Breadth (greatest moulded) *51.66*

Depth, at middle of length from top of keel to top of upper deck beams at side *30.75*

Transverse Number *82.41*

Length on deck from fore part of stem to after part of stern post *374.83*

Longitudinal Number *30889*

Depth "d," at middle of length (See Secs. 2 & 13) *27.25*

Proportions—Depths to Length—Upper Deck Beam at side to top of keel *12.18*

" " Long Bridge Deck Beam at side to top of keel *9.929*

Destined Voyage *NORFOLK &*

Surveyed while Building, Afloat, or in Dry Dock *UNDER SPECIAL SURVEY*

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH Moulded	Feet.	Inches.	DEPTH, ACTUAL	Feet.	Inches.	Top of Floor to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid	No. of Tiers of Beams
<i>374</i>	<i>10</i>		<i>51</i>	<i>8</i>		<i>30</i>	<i>7</i>	<i>5</i>	<i>28</i>	<i>31</i>		<i>One</i>	<i>One</i>

Dimensions of Ship per Register, Length *375.0* breadth *52.0* depth *28.3* Moulded depth, ft. *30* ins. *9* To Bridge Dk. Round of Upper Dk. Beam, Actual *13* ins.

FRAMING.						PILLARS.					
FRAME, Angles, or Bars amidships						PILLARS, In 'tween Deck, size and spacing					
Do. in peaks						" " Hold					
Do. in way of Double Bottoms at Solid Floors						" " Quarter 'tween Dks.					
" " at intermdt. Bkts.						" " in Hold					
Spacing of Frames from centre to centre amidships						KEELSONS & STRINGERS.					
" " length to Collision bulkhead						CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate					
" " in peaks						" Rider Plate					
REVERSED FRAME, Angles						" Flat Plate Keel Angles					
Do. in way of Double Bottoms at Solid Floors						" Horizontal Plates on Floors					
" " at intermdt. Bkts.						" Angles or Bulb Angles					
FRAMING, depth of girder						SIDE KEELSONS, Number					
FLOORS, depth and thickness of Floor Plate at mid-line for length amidships						" Angles or Bulb Angles					
" in way of Engine and Boiler Spaces						" Plate above floors, for length					
" thickness at the ends of vessel						" Intercoastal Plate, for length					
" depth at the half breadth, as per Rule						" Attached to outside Plating with Angle					
" height extended at the Bilges						BILGE KEELSON, Angles					
FLOORS & BRACKETS in Cell Dble Bottoms						" Intercoastal Plate for length					
" state if flanged (top & bottom)						" Attached to outside Plating with Angle					
" Spacing						SIDE STRINGERS, Number					
CENTRE GIRDER, in Dbl. bottom, dpth. & thcknss.						" Angle					
" Angles, Top						" Intercoastal Plate, for length					
" Bottom						" Attached to outside plating with Angle					
" to Floors						Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)					
SIDE GIRDERS, number on each side & thickness						" br'dth & thickness (in way of Bridge)					
" state if flanged (top and bottom)						" Angle (clear of Bridge)					
" Angles (top and bottom)						" Tie Plate at sides of Hatchways					
" to Floors						" Deck * Iron or Steel, for lng.					
MARGIN PLATE, depth (exclusive of flange) and thickness						" Thickness (clear of Bridge)					
" Angles to Outside Plating						" (in way of Bridge)					
" Floors						" Wood Deck, Material & thickness					
" Height of Brackets above at bilge						Second Deck Stringer Plate, br'dth & thickness					
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake						" Angles on ditto, No.					
" in Engine and Boiler space						" Tie Plates outside Hatchways					
" Remainder in Holds						" Deck * Iron or Steel, for lng.					
BEAMS, Upper Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel						" Wood Deck, Material & thickness					
" Angles on upper edge						Third Deck Stringer Plate, br'dth & thickness					
" In way of Long Bridge						" Angles on ditto, No.					
" Spacing						" Tie Plates, outside Hatchways					
BEAMS, Second Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel						" Deck * Material and thickness					
" Angles on upper edge						Fourth and Fifth Deck Stringer Plate, breadth & thickness					
" Spacing						" Angles on ditto, No.					
BEAMS, Third and Fourth Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel						" Tie Plates outside Hatchways					
" Angles on upper edge						" Deck, Material & thickness					
" Spacing						Poop Deck Stringer Plate, breadth & thickness					
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel						" Angle on ditto					
" Angles on upper edge						" Tie Plates					
" Spacing						" Deck, Material and thickness					
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel						Bridge Deck Stringer Plate, br'dth & thickness					
" Angles on upper edge						" Angle on ditto					
" Spacing						" Tie Plates					
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel						" Deck, Material and thickness					
" Angles on upper edge						Forecastle Deck Stringer Plate, br'dth & th'kns					
" Spacing						" Angle on ditto					
						" Tie Plates					
						" Deck, Material and thickness					

* If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.

SAT. MAR. 23. 1912

EQUIPMENT			LETTER			ANCHORS.			TONNAGE U.D.K. OR PLATING NO. FOR TRAWLERS									
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.					
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.								
66708	1st Bower	57	0	2	57	0	2	46	14	0	56	1	0	Stockless	N. Angler & Son Ltd. Newcastle	30.12.11	H. G. Green	
66710	2nd "	55	1	26	55	1	26	45	13	3	0	56	1	0	"	"	30.12.11	"
66692	3rd "	49	3	26	49	3	26	41	16	0	0	47	2	0	"	"	30.12.11	"
	4th "																	
	Collater weight	161	1	26								160	0	0				
66714	Stream	15	0	8	15	0	8	16	12	0	31	15	0	0	Iron Stock	"	30.12.11	"
66697	Kedge	6	2	9	6	2	9	17	2	0	0	6	0	0	"	"	22.12.11	"

CHAIN CABLES.

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.	Material.	Length and Size supplied.		Breaking Test of Steel Wire Towline.	Length and Size per Table 31.	
	Fathoms.	Diam.	Status.	Break- ing.	Supplied.	Per Rule.	Fathoms.	Diam.					Fathoms.	Ins.		Fathoms.	Ins.
48749	135	2 1/2	8 1/2	113 1/2	304 3/4	312	135	2 1/2	Road Line	N. Angler & Son Ltd. Newcastle	30.12.11	TOWLINE	120	4 1/2	37 1/2	120	4 1/2
48740	135	2 1/2	8 1/2	113 1/2	304 3/4	312	135	2 1/2	"	"	30.12.11	HAWSEWS&WARPS	200	3	18	200	2 1/2
	270				609	0 22 608	270		"	"	30.12.11	"	200	3	18	200	2 1/2
Iron Stream Chain or Steel Wire	90	1 1/2	25 1/2	38	65	0 17 65	90	1 1/2	Steel	"	30.12.11	"					

Boats Two Lifeboats One Cutters and one dingy.
Pumps Number One Sump Pump with two side and one Diameter of Barrel
Windlass is Empson Walker & Thompson Spur
Engine Room Skylights—How constructed? Of Steel What arrangements for deadlights in bad weather? Steel flaps & gutters.
Coal Bunker Openings.—How constructed? Of Steel How are lids secured? Chains & bolts Height above deck? 30"
Number of Scupperns, and numbers and dimensions of Freeing Ports, &c. 7 Scupperns in side freeing ports 4 in size Forward 4 3/4 x 18 Aft 4 1/4 x 18
Ceiling in Holds, thickness and material 2 1/2 White Wood Cargo Battens, thickness and material No cargo battens.
Cargo Hatchways.—How formed? Of Steel with hinged steel covers Hatches, if strong and efficient? Yes
State size No. 1 Hatch (Forward) 17'6" x 31'9" to 27'5" No. 2 Hatches 17'0" x 34'5" No. 3 Hatches 16'6" x 34'0" to 27'5" No. 4 Hatch 16'0" x 33'5" to 31'7"
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch No webs No fore and afters No 9 Hatch 16'6" x 31'1" to 29'2"
No. of Breasthooks 14 No. of Crutches Over 1000
Butworks, height above deck and description 48" - 920 Steel plates Main Rail, material and size 5 x 3 1/2 inch steel angles
The foregoing is a correct description of the vessel.
Builder's Signature (Here only) J. P. Short Brothers, Limited Surveyor's Signature J. P. Short Brothers, Limited
Surveyor to Lloyd's Register of British and Foreign Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case)
J.P. 23.6.10. J.P. 24.6.10. J.P. 16.7.10. L.S. 20.9.10. J.P. 27.10. J.P. 26.11.10. J.P. 16.12.10. J.P. 15.1.11. J.P. 21.3.11. J.P. 20.3.11. J.P. 27.3.11. J.P. 30.3.11. J.P. 27.5.11. J.P. 29.9.11
Workmanship. Are the butts of plating planed or otherwise fitted? Planed and overplaned
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? None
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 Satisfactory
Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? Yes State results of tests Satisfactory
General Remarks (State quality of workmanship, &c.)
This vessel has been built in accordance with the approved plans. The structural letters dated as stated above and otherwise in accordance with the rules for the contemplated class.
The materials and workmanship are good.
This vessel has been fitted with Submarine Signalling Apparatus (Gardner Patent) by the British Submarine Signalling Co. of London.

This vessel is practically a duplicate of the same class No. 364. S.S. "Barnack" No. 24716 and S.S. "Warren" No. 367. See Report No. 25097

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

The amount of Entry Fee £ 5 : 0 : 0 Fees applied for,
Special Survey Fee £ 14 : 14 : 0 Received by me,
Travelling Expenses, if any £ : : 23.5.1912

Certificate to be sent to Sunderland Date of issue 9/4/12

State whether the Vessel has been built under Special Survey Yes

I am of opinion this Vessel should be Classed * 100 R 1 STEEL LONGITUDINAL Framing L.A.C.P.

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

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

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 28.5 ft., R.Q.D. ☒ ft., Bridge 99.0 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 On 3rd LONGITUDINAL Framing WING TANKS

Official No. 131422 ; Signal Letters ☒ State if Machinery is fitted aft No

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 or with girders on floors. CELLULAR SYSTEM

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	<u>117.0</u>	<u>392</u>	Fore peak tank,	—	<u>160</u>
Double bottom, under Engines and Boilers,	<u>46.0</u>	<u>208</u>	After peak tank,	—	<u>223</u>
Double bottom, if under Engines only,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Deep tank, aft, <u>WING TANKS AFT</u>	<u>121.5</u>	<u>381</u>
Double bottom, if under Boilers only,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Deep tank, forward, <u>WING TANKS FORWARD</u>	<u>153.5</u>	<u>490</u>
Double bottom, forward,	<u>158.5</u>	<u>623</u>	Other tanks, if fitted,		
Total capacity of double bottom		<u>1223</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. 4792

Date 23.11.09

No. 365 in builder's yard.

DATES of Surveys held while building

1911 May 15 16 17 18 21 23 26 30 31 Jun 2 8 12 14 16 19 29 Jul 5 6 12 13 17 19 20 26 28 31
Aug 24 29 14 16 17 18 22 29 Sep 1 6 8 12 14 18 19 20 21 25 26 27 28 29 Oct 2 4 5 6 9 10 11 13 16 17 19 22 25 27 30
Nov 2 3 7 8 9 10 14 15 16 20 21 22 23 24 27 28 30 Dec 1 4 5 7 8 11 12 18 19 21 22 28 1912 Jan 23 25 31
Feb 8 10 13 15 17 19 20 22 26 27 28 Mar 4 6 7 12 13 15

Total No. of Visits 115

Surveyor's Signature

L. S. Chastain

Lloyd's Register
Foundation

S.S. "MASKINONGO"

Messrs. SHORP BROS. No. 365

Slip No. 25183

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.			AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.		Rivets in Brackets to Bulkheads.		
			In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Spacing of Rivets on each side of Transverses and Bulkheads.		Number.	Diameter, Inches.	
Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Inches.				
Framing of \mathbb{E} , \mathbb{L} \mathbb{E}			7	3 1/2	38	6 1/2	3 1/2	38	7	3 1/2	38	6 1/2	3 1/2	38	7/8	5 1/2	4 3/8	5	7/8
Frames in Bridge 'tween Decks ...			7	3 1/2	40	7	3 1/2	40	7	3 1/2	40	7	3 1/2	40	7/8	4 3/8	4 3/8	6	7/8
Frames from Uppermost Continuous Deck No. 1			7 1/2	3 1/2	40	7	3 1/2	44	7 1/2	3 1/2	40	7	3 1/2	44	7/8	4 3/8	4 3/8	6	7/8
" 2			7 1/2	3 1/2	40	7	3 1/2	44	7 1/2	3 1/2	40	7	3 1/2	44	7/8	4 3/8	4 3/8	6	7/8
" 3			8	3 1/2	42	8	3 1/2	42	8	3 1/2	42	8	3 1/2	42	7/8	4 3/8	4 3/8	6	7/8
" 4			LINE OF WING TANKS																
" 5			8	3 1/2	44	7	3 1/2	40	8	3 1/2	44	7	3 1/2	40	7/8	5 1/2	4 3/8 FOR 10 PIVOTS EA. SIDE	6	7/8
" 6			8 1/2	3 1/2	42	7	3 1/2	44	8 1/2	3 1/2	42	7	3 1/2	44	7/8	4 3/8	4 3/8	7	7/8
" 7			9	3 1/2	44	8	3 1/2	40	9	3 1/2	44	8	3 1/2	40	7/8	4 3/8	3 1/2 FOR 10 PIVOTS EA. SIDE	7	7/8
" 8			9 1/2	3 1/2	50	8	3 1/2	44	9 1/2	3 1/2	50	8	3 1/2	44	7/8	4 3/8	6	8	7/8
" 9			10	3 1/2	50	8	3 1/2	48	10	3 1/2	50	8	3 1/2	48	7/8	4 3/8	6	8	7/8
" 10			10	3 1/2	56	9	3 1/2	50	10	3 1/2	56	9	3 1/2	50	7/8	4 3/8	6	8	7/8
" 11						10	3 1/2	46				10	3 1/2	46	7/8	4 3/8	6	8	7/8
" 12						10	3 1/2	52				10	3 1/2	52	7/8	4 3/8	6	8	7/8
" 13						10	3 1/2	52				10	3 1/2	52	7/8	4 3/8	6	8	7/8
" 14																			
" 15																			
" 16																			
Spacing of Longitudinal Frames			30			30			30			30							
Amidships			30			30			30			30							
At Ends																			
Double Bottoms \mathbb{E} , \mathbb{L} \mathbb{E} } Tank Top Longitudinals			8	3	40	7 1/2	3	40	8	3	40	7 1/2	3	40	7/8	5 1/2	4 3/8 FOR 4 PIVOTS EA. SIDE		
" Bottom "			8	3 1/2	44	8	3 1/2	40	8	3 1/2	44	8	3 1/2	40	7/8	5 1/2	3 1/2 FOR 4 PIVOTS EA. SIDE		
" Amidships			30						30										
" At Ends...			24						24										
Spacing of Longitudinals																			
Transverses.																			
In Bridge { Depth and Thickness			15	38	-	-	-	-	15	38	-	-	-	-					
" Face Angles			6	3 1/2	44	-	-	-	6	3 1/2	44	-	-	-					
" Lugs to Shell*			3 1/2	3 1/2	38	-	-	-	3 1/2	3 1/2	38	-	-	-	7/8	4 3/8			
In Awning, Shelter or Upper 'tween Decks. { Depth and Thickness																			
" Face Angles																			
" Lugs to Shell*																			
In Hold. { Depth and Thickness			25	31	46	-	-	-	25	31	46	-	-	-					
" Face Angles \mathbb{B} Angles			9	3 1/2	64	-	-	-	9	3 1/2	64	-	-	-					
" Lugs to Shell*			5	5	64	-	-	-	5	5	64	-	-	-	7/8	4 3/8			
" Brackets																			
Spacing of Transverse Frames			10	12	FEET	-	-	-	10	12	FEET	-	-	-					
" State if joggled or liners.			LINE						LINE										
Longitudinal Beams of \mathbb{E} , \mathbb{L} \mathbb{E} }																			
Bridge Deck ...			6	3	38	-	-	-	6	3	38	-	-	-	39				
Awg. or Shldr. Dk.																			
Upper "			7	3	38	-	-	-	7	3	38	-	-	-	32				
Second "																			
Third "																			
Transverse Beams.																			
In Ships. Plate. & Angles.			11 x 38	8 1/2 x 3 1/2 x 38					11 x 38	8 1/2 x 3 1/2 x 38									
As approved. Plate. & Angles.			22 x 40	8 1/2 x 3 1/2 x 60					22 x 40	8 1/2 x 3 1/2 x 60									

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.