

Spar, ~~or Awning~~ Dk.

IRON OR STEEL STEAMER.

No. 21895

Port of Sunderland Date of completion of Report 23rd JulyReceived at London Office TUES. 26 JUL 1904Survey held at SunderlandDate, First Survey 21st Dec 1903Last Survey 18th July 1904On the Steel Screw Steamer"Ben Venue"Rig Fore & aft schoonerTONNAGE under Tonnage Deck... 3533.71

SPAR, AWNING OR PART AWNING-DECKED VESSEL,

Master R. Kroble

Do. between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk.

or a Vessel having a continuous Shade Deck.

Year of Appointment (1) As Master in service of owner of present vessel: 1898  
(2) As Master of this vessel: 1904

Total under Upper Dk.

CLASS 100 A1 "Spar Dk"Built at SunderlandDo. of Poop 103.90Half Breadth (moulded) 22.92When built 1904 Launched 14th June 1904Do. of Bridge House 75.05Depth from upper part of keel to top of Main Deck Beams 21.42By whom built Messrs. Barkham & Sons.Do. of Forecasts 48.12Girth of Half Midship Frame (as per Rule) 40.79Owners W. Thomson & Co.Do. of Houses on Deck 86.721st Number 85.13Managers "Do. of excess of Hatchways 19.18Length 358.2

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

Do. above Crown of Side Houses 12.452nd Number 30493Residence 28 Bernard St. LeithDo. above Crown of Engine Room 49.46Proportions—Breadths to Length 7.86Port belonging to LeithGross Tonnage 3928.59Destined Voyage MiddlesbroughSurveyed while Building, Afloat, or in Dry Dock Special SurveyNet Tonnage 1452Tonnage for Fees 3764.61Net Engine Room 1257.15Net Navigation Spaces 51.62Register Tonnage 2505.30LENGTH on Deck as per Rule 358 2 1/2 Breadth 22 9 1/2 Depth, top of Main Deck Beams 21 4 1/2 Power of Engines 352 No. of Decks with flat laid Two No. of Tiers of Beams TwoDimensions of Ship per Register, Length 379' breadth 46.1' depth 26.3' Spar or Awning Dk. Moulded depth, ft. 20 ins. To Main Dk. Round up of Beam, Main Dk. 16 ins.

FRAMING.				FORGINGS AND CASTINGS.			
	Inches in Ship.	Inches in Ship.	20ths in Ship.		Inches in Ship.	Inches in Ship.	20ths in Ship.
FRAME, Angles or Bars, for length amidships	9	3 1/2	12	9	3 1/2	12	
Do. for 1/2 at each end	9	3 1/2	11	9	3 1/2	11	
Do. in way of Double Bottoms at intermdt. Bkts.	3 1/2	3 1/2	8	3 1/2	3 1/2	8	
Distance of Frames from moulding edge to moulding edge, all fore and aft	24			24			
REVERSED FRAME, Angles	Deep Bull angle frames						
DEEP FRAMING, depth of girder	9			9			
FLOORS, depth and thickness of Floor Plates	4 1/2	8	4 1/2	8			
in way of Engines and Boilers	8	10 1/2	8	10 1/2			
thickness at the ends of vessel	8			8			
depth at 1/2 the half bth. as per Rule	8			8			
height extended at the Bilge	8			8			
FLOORS & BRACKETS, in Cell Dble Bottoms	Distance apart	48		48			
CENTRE GIRDER, in Double bottom, depth and thickness	4 1/2	10-8	4 1/2	10-8			
Angles, Top	4	4	9	4	4	9	
Bottom	6 1/2	4	9	6 1/2	4	9	
SIDE GIRDERS, number and thickness	Three	8	Three	8			
Angles	3 1/2	3 1/2	8	3 1/2	3 1/2	8	
MARGIN PLATE, depth (exclusive of flange) and thickness	3 1/2	9	3 1/2	9			
Angles	4	4	9	4	4	9	
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	60	10-8	60	10-8			
thickness in Engine and Boiler space	8	10 1/2	8	10 1/2			
Remainder in Holds	9-8-7		9-8-7				
BEAMS, Spar or Awning Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	10	6	12	10	6	12	
Average space	12	6 1/2	12	6 1/2	12	6 1/2	
BEAMS, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	12	6 1/2	12	6 1/2	12	6 1/2	
Average space	48		48				
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	48		48				
Average space	48		48				
BEAMS, Hold, or Orlop, Plate or Tee Bulb	Deep framing in lieu						
Average space	6	3	8	6	3	8	
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	6	3	8	6	3	8	
Average space	9	3	12	9	3	12	
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	8 1/2	8	8 1/2	8			
Average space	3 1/2	3 1/2	7	3 1/2	3 1/2	7	
PILLARS, in tween Deck, size and spacing	2 1/2	8=48	2 1/2	8=48			
Hold	4 1/2	8=48	4 1/2	8=48			
Quarter, tween Dks.	Beams & centrl line						
in Hold	Pillars increased in lieu						
WEB FRAMES, in Fore Body, No. and spacing	Three bulkheads fixed as per profile						
breadth & thickness							
WEB FRAMES, in After Body, No. and spacing							
breadth & thickness							
WEB FRAMES, in Fore Body, No. and spacing							
breadth & thickness							
WEB FRAMES, in After Body, No. and spacing							
breadth & thickness							
BRACKET PLATES to Stringers between Web Frames, depth and thickness							



PLATING.										RIVETING.																																																												
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.				IF LAPPED.																																																							
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.																																																						
FLAT PLATE KEEL	36	19	13	13	36	19	13	13	36	19	13	13	36	19	13	13																																																						
GARBOARD OF A STRAKE	54	15	12	12	54	15	12	12	54	15	12	12	54	15	12	12																																																						
State actual thickness in any of Double Bottom.	B	54	12	9	14	54	12	9	14	54	12	9	14	54	12	9																																																						
C	54	12	11	14	54	12	11	14	54	12	11	14	54	12	11	14																																																						
D	51	12	9	14	51	12	9	14	51	12	9	14	51	12	9	14																																																						
E	54	12	9	12	54	12	9	12	54	12	9	12	54	12	9	12																																																						
F	54	12	9	12	54	12	9	12	54	12	9	12	54	12	9	12																																																						
G	60	12	9	12	60	12	9	12	60	12	9	12	60	12	9	12																																																						
H	60	12	9	12	60	12	9	12	60	12	9	12	60	12	9	12																																																						
J	60	12	9	12	60	12	9	12	60	12	9	12	60	12	9	12																																																						
Main Sheer	K	46	13	10	10	46	13	10	10	46	13	10	10	46	13	10																																																						
L	54	13	9	9	54	13	9	9	54	13	9	9	54	13	9	9																																																						
Spar Sheer	M	40	15	10	10	40	15	10	10	40	15	10	10	40	15	10																																																						
N																																																																						
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DOUBLING OF FLAT PLATE KEEL	Flat plate keel & Garboards increased in line																																																																					
Length and thickness of Sheerstrake.	Doubled at Bridge Ends = 22' 0" x 40' x 1/2"																																																																					
POOP SIDES	8' 9"																																																																					
BRIDGE SIDES	8' 9"																																																																					
FORECASTLE SIDES	8'																																																																					
<p>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, &amp;c. <i>Siemens - Martin</i></p> <p>Steel Plates: - <i>Consolidated, Durham, Albion</i></p> <p>Steel angles: - <i>Consolidated, Palmer</i></p> <p>Iron Plates: - <i>Skid.</i></p>																																																																						
<p>FRAMES extend in one length from <i>Centre Line</i> to <i>Margin Plate &amp; thence to Gunwale.</i></p> <p>REVERSED FRAMES on floors and frames extend from <i>Centre Line to Margin Plate.</i></p> <p><i>Frame Legs - Deep Bull Angle.</i></p>																																																																						
MASTS, SPARS, &c.																																																																						
<p>LOWER MASTS: Fore <i>Steel</i> 66' 6" 23 x 20 22 x 19 1/2 15 1/2 x 20 20</p> <p>Main <i>Steel</i> 66' 6" 23 x 20 22 x 19 1/2 15 1/2 x 20 20</p> <p>Mizen <i>Steel</i> 66' 6" 23 x 20 22 x 19 1/2 15 1/2 x 20 20</p> <p>Bowsprit <i>Wood</i></p> <p>Topmasts, <i>Remainder of spars Wood</i></p> <p>Rigging, Material and Size, Shrouds <i>Sail steel wire 3/2"</i></p> <p>Sails. <i>One</i> Suit of Sails, and the following spare sails <i>Stays 9.5.11.3 1/4</i></p>																																																																						
EQUIPMENT No. 38142 LETTER W																																																																						
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<p>Boats <i>Two lifeboats 28', one whaler 23' and one dingy 18'</i></p> <p>Pumps, Number <i>3 hand pumps and one fly wheel pump</i> Diameter of Barrel and Tail Pipe <i>Hand pumps 5 1/2 x 1 1/2, Fly wheel 4 1/2 x 1 1/2</i></p> <p>Windlass is <i>of iron, makers Clarke Chapman &amp; Co</i></p> <p>Engine Room Skylights. - How constructed? <i>of steel with teak flaps</i></p> <p>What arrangements for deadlights in bad weather? <i>Strong bulbo glass</i></p> <p>Coal Bunker Openings. - How constructed? <i>Steel plates and angles</i> How are lids secured? <i>Clay fastenings</i> Height above deck? <i>18"</i></p> <p>Number of Scuppers, and number and dimensions of Freeing Ports, &amp;c. <i>7 Scuppers each side, 7 freeing ports each side, 46" x 18"</i></p> <p>Ceiling in Holds, thickness and material <i>W.P. 2 1/2</i> Ceiling 'tween Decks, thickness and material <i>W.P. 6 3/4 x 2</i></p> <p>Cargo Hatchways. - How formed? <i>Steel plates and angles</i> Hatches, If strong and efficient? <i>Yes, 3 solid.</i></p> <p>State size No. 1 Hatch (Forward) <i>20 x 16</i> No. 2 Hatch <i>24 x 16</i> No. 3 Hatch <i>24 x 16</i> No. 4 Hatch <i>24 x 16</i></p> <p>Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch <i>24 x 16</i> No. 2 3 1/4 hatches 2 web plates.</p> <p>No. of Breasthooks <i>Seven</i> No. of Crutches <i>2 + deep floor</i></p> <p>Bulwarks, height above deck and description <i>48' 5" steel</i> Main Rail, material and size <i>8 1/2 x 3 1/2 B.R.</i></p> <p>The above is a correct description. <i>Bartram &amp; Sons</i> Surveyor's Signature <i>J. S. Shaw &amp; Robert Howie</i> Surveyor to Lloyd's Register of British &amp; Foreign Shipping.</p>																																																																						

Correspondence. - State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case) *M. 8.10.03*

6.11.03, 11.12.03

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 faying surfaces? *Yes*

Do any rivets break into or through the seams or butts of plating? *a very few*

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

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

*This vessel has been built under Special Survey, in accordance with the approved plans forwarded herewith and in general conformity with the Society's Rules and Regulations for the class contemplated, and in compliance with the Secretary's letters referred to above.*

*The materials used in the vessels construction are good and the workmanship is good.*

*One report on forgings is forwarded herewith.*

*The upper and weather decks and gutter waterways have been tested and found satisfactory.*

*This vessel is a sister vessel to the S.S. "Benartie," Bartrams No 107, Sld Report No 21030 and also to the S.S. "Benartie," Bartrams No 192, Sld Report No 21487*

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

PARTICULARS FOR RECORD in the REGISTER BOOK. - Length of Poop *35* ft., R.Q.D. or Break ☒ ft., Bridge Dk. *104* ft., Forecastle *38* 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) *1st (stl) & Spar 1st (stl & pt iron) and deep framing*

Official No. *118697*; Signal Letters

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

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

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
Feet.	Tons.	Feet.	Tons.	Feet.	Tons.
Double bottom, aft,	120	321	Fore peak tank,		
Double bottom, forward,	154	411	After peak tank,	16	55
Double bottom, under Engines and Boilers,	42	136	Midship deep tank,		
Double bottom, if under Engines only,			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. *4472*

Date *22.1.04*

1st. On the several parts of the frame, when in place, and before the plating was wrought *1903: - Dec. 21 - 1904 - Jan 8, 11, 13, 18, 19, 21, 25.*

2nd. On the plating during the process of riveting *Feb 9, 11, 17, 23, 26, 29 Mar 2, 4, 7, 10, 12, 14, 16, 21*

3rd. When the beams were in and fastened, and before the decks were laid *25, 29, Apr 8, 12, 14, 19, 26, May 3, 5, 10, 12, 14, 16, 17.*

4th. When the ship was complete, and before the plating was finally coated or cemented *18, 19, 21, 25, 26, 30, 31, June 1, 6, 8, 14, 21, 29, July 1, 5.*

5th. After the ship was launched and equipped *7, 9, 12, 13, 15, 18.*

No. *193* in Builder's yard.

DATES OF SURVEYS held while building as per Section 18.

Fees applied for, *25.7.1904*

The amount of Entry Fee *£ 5 : 0 : 0*

Special Survey Fee *£ 119 : 2 : 6*

Travelling Expenses, if any *£ : : 0*

Received by me, *J. S. Shaw & Robert Howie*

Certificate to be sent to *Sunderland Office*

We are of opinion this Vessel should be Classed *100A1 Spar 1st*

With or without Freeboard, as condition of Class

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

Committee's Minute *FRI. 29 JUL 1904*

Character assigned *100A1 (steel) spar ak*

*Lloyds a & b. P*

*29/7/04*

*blec. light*

007488-007447-0050 2/2