

With or Without  
Disconnected Erections.

STEEL STEAMER.

Received at London Office THU. DEC. 23 1920

Date of completion of report 20<sup>th</sup> December 1920 Port of Middlesbrough  
Survey held at Middlesbrough Date, First Survey 6<sup>th</sup> November 1919 Last Survey 15<sup>th</sup> December 1920  
On the (State if Single, Twin, or Triple Screw) Steel Single Screw Steamer P.L.M. 12 Rig Y-A. Schooner.  
Master J. Robert  
Year of appointment (1) As Master in service of owner of present vessel - 1916 (2) As Master of this vessel - 1920  
No. 10894

TONNAGE under Tonnage Deck... 3416.16 CLASS 100 A1  
Do. between Tonnage Dk. and 3rd and 4th Dk. 3416.16  
Total under Upper Dk. 3416.16  
Do. of Poop 97.32  
Do. of R.O.Dk. Trunks 18.79  
Do. of Bridge House 60.05  
Do. of Forecastle 7.76  
Do. of Houses on Dk. 184.95  
Do. of excess of Hatchways 141.05  
Crown of Room 59.39  
Image 3985.44  
Space 223.44  
Crown of Room 59.39  
OR FEES 3702.64  
Room 1275.35  
ation Spaces 464.46  
Breadth (greatest moulded) 49.25  
Depth, at middle of length from top of keel to top of upper deck beams at side 27.25  
Transverse Number 46.50  
Length on deck from fore part of stem to after part of stern post 345.00  
Longitudinal Number 26392  
Depth "d," at middle of length (See Secs. 2 & 13) 16.46  
Proportions—Depths to Length—Upper Deck Beam at side to top of keel 12.66  
Long Bridge Deck Beam at side to top of keel -  
Built at South Bank on Tees.  
When built 1920 Launched 19<sup>th</sup> July 1920  
By whom built Messrs. Smith's Dock Co. Ltd.  
Owners La Societe Nationale d'Affrètement  
Managers (Where necessary to be entered in Reg. Book.)  
Residence  
Port belonging to Havre

Destined Voyage Blyth, thence to Havre If Surveyed while Building, Afloat, and in Dry Dock Yeo.  
Framing: Breadth 49.5 depth 25.0  
Moulded depth, ft. 34 ins. 9 To Bridge Dk. Round of Upper 12 ins.  
Do. do. do. do. Second Dk. Beams  
Moulded depth, ft. 27 ins. 3 To Upper Dk. Dk. Beam, Actual

FRAMING.						PILLARS.					
Inches in Ship						Inches in Ship					
E, Angles, or E or L Bars amidships						PILLARS In "Roop" Deck, size and spacing					
n peaks						" " Hold BRIDGE FORECASTLE					
n way of Double Bottoms at Solid Floors						" " Quarter Deck					
" " at intermdt. Bkts.						" " in Hold					
of Frames from centre to centre amidships						KEELSONS & STRINGERS.					
" length to Collision bulkhead						CENTRE LINE KEELSON, Vertical Plate above					
" " in peaks						" floors, Through Plate, or Intercoastal Plate					
RSED FRAME, Angles						" Rider Plate					
n way of Double Bottoms at Solid Floors						" Flat Plate Keel Angles					
" " at intermdt. Bkts.						" Horizontal Plates on Floors					
ING, depth of girder						" Angles or Bulb Angles					
RS, depth and thickness of Floor Plate						SIDE KEELSONS, Number					
at mid-line for 1/2 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 1/2 the half breadth, as per Rule						" Attached to outside Plating with Angle					
height extended at the Bilges						BILGE KEELSON, Angles					
RS in Cell. Double Bottoms						" Intercoastal Plate for length					
state if flanged (top & bottom)						" Attached to outside Plating with Angle					
Spacing of Solid floors						SIDE STRINGERS, Number					
RE GIRDER, in Dbl. bottom, dpth. & thknss.						" Angle					
" Angles, Top						" Intercoastal Plate, for length					
" " Bottom						" Attached to outside plating with Angle					
" " to Floors						Upper Deck Stringer Plate, br'dth & thickness					
Brackets at intermdt. frmg., wdth & thknss						(clear of Bridge)					
GIRDERS, number on each side & thickness						br'dth & thickness					
" state if flanged (top and bottom)						(in way of Bridge)					
" Angles (top and bottom)						Angle (clear of Bridge)					
" to Floors						Tie Plate at sides of Hatchways					
IN PLATE, depth (exclusive of flange)						Deck. * Iron or Steel, for lng.					
and thickness						Thickness (clear of Bridge)					
Angle to Outside Plating						(in way of Bridge)					
" Floors						Wood Deck. Material & thickness					
Brackets at intermdt. frmg., wdth & thknss						Second Deck Stringer Plate, br'dth & thickness					
Height of Outside Brackets above at bilge						Angles on ditto, No.					
BOTTOM PLATING, breadth and thickness of Middle Line Strake						Tie Plates outside Hatchways					
" in Engine and Boiler space						Deck. * Iron or Steel, for lng.					
" Remainder in Holds						Wood Deck. Material & thickness					
(S, Upper Deck, Single Angle, Bulb)						Third Deck Stringer Plate, br'dth & thickness					
Angle, Plate, Tee Bulb, or Channel						Angles on ditto, No.					
In way of Long Bridge						Tie Plates, outside Hatchways					
Spacing						Deck. * Material and thickness					
(S, Second Deck, Single Angle, Bulb)						Fourth and Fifth Deck Stringer Plate, breadth & thickness					
Angle, Plate, Tee Bulb, or Channel						Angles on ditto, No.					
Spacing						Tie Plates outside Hatchways					
(S, Third and Fourth Deck, Single Angle, Bulb)						Deck. Material & thickness					
Angle, Plate, Tee Bulb, or Channel						Poop Deck Stringer Plate, breadth & thickness					
Angles on upper edge						Angle on ditto					
Spacing						Tie Plates					
(S, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel)						Deck. Material and thickness Steel					
Angles on upper edge						Bridge Deck Stringer Plate, br'dth & thickness					
Spacing						Angle on ditto					
(S, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel)						Tie Plates					
Angles on upper edge						Deck. Material and thickness Steel					
Spacing						Forecastle Deck Stringer Plate, br'dth & th'kns					
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel						Angle on ditto					
Angles on upper edge						Tie Plates					
Spacing						Deck. Material and thickness Steel					
Alternating frames						Lloyd's Register Foundation					



[illegible]

EQUIPMENT No. 27674						LETTER W (rule) ✓ ANCHORS.						TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS											
Number of Certificate.		Anchors.		WEIGHT EX STOCK		WEIGHT OF HOOKS		TEST PER CERTIFICATE		WEIGHT REQUIRED BY TABLE 31.		Description of Anchor		Makers.		Where and when tested and Superintendent.							
25751		1st Bower ...		55 1 0		36 1 0		45 10 2 14		52 2 0		Dreadnought Stockless S. Taylor & Sons Ltd. 26/7/20 J. Haflner				Std. 26/7/20 J. Haflner							
25746		2nd "		54 0 14		33 2 0		44 16 2 7		48 2 7		- do -		- do -		Std. 23/7/20 J. Haflner							
25741		3rd "		54 0 14		34 1 0		44 16 2 7		48 1 21		- do -		- do -		Std. 22/7/20 J. Haflner							
		4th "																					
		Collective weight.		163 2 0						147 2 0													
54630		Stream .....		15 1 7 4		0 21		16 14 1 14		14 . .		Rodgers Iron Stock		- do -		Exptn 21/5/20 M.A. Drysdale							
54631		Kedge .....		6 2 21		1 2 21		8 17 2 0		6 . .		- do -		- do -		Exptn 21/5/20 M.A. Drysdale							
Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.																							
1st Bower 2nd " 3rd " 4th "																							
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 Towing.		Length and Size per Table 31.	
54774		270 3 2 1/2		8 1/2 13 3/4		610 3 6 573 2 14		270 2 1/2		Stud link S. Taylor & Sons Exptn 26/5/20 M.A. Drysdale						TOWLINE		Fathoms 120 Ins. 4 1/2		Tons 39		Fathoms 120 Ins. 4 1/2	
																HAWSERS & WARPS		48 90 2 1/2		12 1/2 48 90 2 1/2			
Boats 2 lifeboats 24' 0"		2 Dinghies 20' 0"		Steering Gear, Steam Donkin, Nav.		Steering Gear, Hand																	
Pumps, Number Downton to Bilge. No hand pumps.		Diameter of Barrel 6"		State whether it is in efficient working order Yes																			
Windlass is Blake, Chapman & Co		Capstan Strain winches - Blake, Chapmans.																					
Engine Room Skylights.—How constructed? Plates and angles.		What arrangements for deadlights in bad weather? Bulldozers.																					
Coal Bunker Openings.—How constructed?		" How are lids secured? Battens + tarp."		Height above deck? 36"																			
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 6 scuppers each side.		Freeing ports 4' 0" x 1' 9" 6 each side.																					
Ceiling in Holds, thickness and material 2 1/2" N.W. on bilges only		Cargo Batches, thickness and material 2" N.W.																					
Cargo Hatchways.—How formed? Plates and angles. Part steel covers.		Hatches, If strong and efficient? Yes																					
State size No. 1 Hatch (Forward) 24' 0" x 30' 0"		No. 2 Hatch 30' 0" x 30' 0"		No. 3 Hatch 30' 0" x 30' 0"		No. 4 Hatch 33' 0" x 30' 0"																	
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch Two fore and afters in each hatch supporting inboard edges of steel covers. Two shifting beams supporting wood covers at No. of Breasthooks 4		No. of Crutches Deep floors																					
Bulwarks, height above deck and description 42' high, of 5/16" steel plating.		Main Rail, material and size 5 1/2" x 3" x 35 b.a.; 6" x 40 b.plat. stays 6' 0" apart.																					
The foregoing is a correct description of the vessel.		Builder's Signature (here only) J.W. Cairns		Surveyor's Signature J.C. Cooks		Surveyor to Lloyd's Register of Shipping.																	
Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case)																							
Secretary. M. 22nd July 1919 to 30th November 1920																							
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? Frames joggled.																							
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 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.) Good.																							
This vessel has been built in accordance with the approved plans, the Secretary's letters of the above date, and in general conformity with the rules for the Class contemplated.																							
Steering gear tried and found efficient. Auxiliary means of steering are provided by means of wire ropes led to winches.																							
Treeboards assigned and verified.																							
The topside tanks have been tested under water pressure with satisfactory results.																							
The vessel has been placed in dry dock, its bottom and rudder cleaned, examined and found satisfactory, and recoated.																							
The approved plans, 9 in number, midship section + Profile of vessel as built, and four forging reports are enclosed herewith. It is requested The Surveyor should state the Number of Report and Name of any Sister Vessel.																							
Plans to be forwarded with F.E. Report showing vessel as built.																							
The amount of Entry Fee ..... £ 5 : 0 : 0 Fees applied for, 22.12.1920																							
Special Survey Fee .... £ 11 : 11 : 6 Received by me, 8.1.1921																							
Travelling Expenses, if any £ . . . . .																							
Certificate to be sent to M/DOLLSBROUGH Date of issue 25.1.21.																							
State whether the Vessel has been built under Special Survey Yes.																							



GENERAL REMARKS—(continued).

that the approved plans be returned to this office for our guidance in dealing with the sister vessels, Messrs Smiths Dock Co's S.S. Nos 461 to 465.

On 14<sup>th</sup> December 1920, whilst proceeding to sea for her trial trip the vessel grounded in the River Tees. She was placed in dry dock and the bottom examined. It was found that the forward shoe plate was set up and slightly scored, plates A2 and A3 on the port side slightly scored, plate A2 starboard side scored, plate A3 starboard side indented and scored, and plate B3 starboard side badly scored. The after length of bulk plate of the bilge keel port side was found badly buckled, and the after length of shell T-bar bent and fractured at the forward end. The middle length of bulk plate of bilge keel port side was slightly buckled. The riveting & caulking in way of damage at fore end was started.

The riveting and caulking above mentioned was overhauled & made good, and the vessel proceeded to Blyth on 16<sup>th</sup> December, carrying out steam trials on the passage. She is to be docked at the latter port and repairs effected. The Newcastle Surveyors have been advised (see copy of letter attached).

In addition to the cables shown in the Statement of Equipment above the following attachments and spare shackles are on board:—  
Two attachments with one joining shackle, each 6½ feet long, cert. Nos 55425 & 55426, 2½" dia., tests 81¼ & 113¾ tons; collective wt. 6.3.5. Makers, S Taylor & Sons. Marked L.P.H.T. 14.10.20, N.A. Drysdale.  
18 joining & 3 end shackles, cert. Nos 55628, 2½" dia., tests 81¼ & 113¾ tons; wt 17-0-2. Makers S Taylor & Sons. Marked L.P.H.T. 19.11.20, N.A. Drysdale.  
2 end shackles, cert. Nos 55655, 1¾" dia., wt 1-20. Makers S Taylor & Sons. Marked L.P.H.T. 25.11.20, N.A. Drysdale.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 97.25 ft., R.Q.D. ✓ ft., Bridge 30.0 ft., Forecastle 34.75 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 should appear in the Register Book) One deck (Steel) Cantilever framed topside tanks  
Official No. ; Signal Letters State if Machinery is fitted aft Yes  
How are the surfaces preserved from oxidation? Inside Paint and cement 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. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, Engines aft.	66	160	Fore peak tanks	25	280
Double bottom, under Engines and Boilers.			After peak tank,	28 & 15	195
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,	231	650	Deep tank, forward,	243	770
Double bottom, forward,			Other tanks, if fitted, Topside Tanks		
	Total capacity of double bottom	810	(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. 1297  
Date 15.8.19  
No. 460 in builder's yard.  
DATES of Surveys held while building  
1919 Nov. 6. 14. 28. Dec. 1. 3. 5. 10. 11. 12. 15. 16. 17. 18. 23. 30. Jan. 5. 6. 9. 12. 13. 16. 19. 22. 28. Feb. 2. 5. 9. 11. 13. 15. 20. 21. 26. Mar. 1. 8. 9. 14. 21. 26. 29. May 5. 6. 13. 14. 17. 19. 21. Jun. 2. 3. 17. 22. 23. 28. 29. July 2. 5. 7. 9. 12. 13. 16. 19. 21. 23. Aug. 10. 13. 23. 27. Sep. 2. 6. 7. 10. 13. 14. 17. 24. Oct. 1. 6. 11. 18. 19. 21. 28. 29. Nov. 3. 5. 8. 23. 25. 29. 30. Dec. 1. 3. 15.  
Surveyor's Signature J. C. Coates  
Total No. of Visits 95