

With or Without
Disconnected Erections.

STEEL STEAMER.

MUN. 31 JAN 1910

Received at London Office.

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

Date of completion of report 29th January 1910 Port of Sunderland
Survey held at Sunderland Date, First Survey 24th August 1909 Last Survey 21st January 1910
On the Steel Screw Steamer "Bordicar" Rig Fore & aft schooner
No. 24332
10 March 1910
2d. Cr. 11/3/10

TONNAGE under Tonnage Deck... 1079.48	CLASS $\times 100A1$	FEET.	Master John Glass
Do. between Tonnage Dk. and 3rd and 4th Dk. 1079.48	Breadth (greatest moulded) 36.33		Year of appointment (1) As Master in service of owner of present vessel: 1908 (2) As Master of this vessel: 1910
Total under Upper Dk. 1079.48	Depth, at middle of length from top of keel to top of upper deck beams at side 16.5		Built at Sunderland
Do. of Poop 148.15	Transverse Number 52.83		When built 1910 Launched 23rd Dec. 1909
Do. of R.Q.Dk. 20.20	Length on deck from fore part of stem to after part of stern post 240		By whom built J. Crown & Sons Ltd
Do. of Bridge House 22.98	Longitudinal Number 12679.20		Owners Broomhall Collieries Ltd
Do. of Houses on Dk. 24.26	Depth "d." at middle of length (See Secs. 2 & 13) 13.66		Managers Henry Coates
Do. of excess of Hatchways 108.99	Proportions - Depths to Length - Upper Deck Beam at side to top of keel 14.54		Residence Collingwood Buildings, Newcastle-on-Tyne
Do. above Crown of Engine Room 37.34	" " Long Bridge Deck Beam at side to top of keel 1		Port belonging to Newcastle
Gross Tonnage 1144.40	Destined Voyage Coasting		Surveyed while Building, Afloat, or in Dry Dock Built under Special Survey
Space 48.42			
Crown of Room 37.34			
FOR FEES 1355.64			
ine Room 535.82			
igation Spaces 53.55			
rown & R 37.34			
Tonnage 803.61			
m Beam			

Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Feet.	Inches.	No. of Decks with flat laid
240	0	Moulded	36	4	Top of Floors to top of Upper Dk. Beams	14	5	One
					Do. do. do. do. Second Dk. Beams	-	-	One
Moulded depth, ft. ins. To Bridge Dk. Round of Upper 9 ins.								
Moulded depth, ft. ins. To Upper Dk. Dk. Beam, Actual								

Dimensions of Ship per Register, Length 240.3 breadth 36.5 depth 14.43

FRAMING.				FORGINGS or CASTINGS.			
Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.
ME, Angles, or E or L Bars amidships 7 3 44 7 3 44				KEEL, Bar, depth and thickness 7 flat plate keel			
in peaks 7 3 50 7 3 50				STEM, moulding and thickness 8x2 7/8 7 1/2 x 2 1/2			
in way of Double Bottoms at Solid Floors 3 3 32 3 3 32				STERN-POST for Rudder do. do. 8x5 6 1/2 x 5 1/2			
ing of Frames from centre to centre amidships 23 23				" for Propeller 8x5 7 1/2 x 5 1/2			
" " " from 1/2 length to Collision bulkhead 23 23				RUDDER—A x D Table 22 76.97 x 2.38 = 183.19			
" " " in peaks 23 23				" Main-Piece, diameter at head 7 dia 7 dia			
ERSED FRAME, Angles 3 3 32 3 3 32				" " " at heel 5 3/8 5 1/4			
MING, depth of girder Deep Bull angle = 7				RUDDER, how constructed Forged & built with single plate 19/20			
ORS, depth and thickness of Floor Plates 32 32				Can the Rudder be unshipped afloat? Yes			
in way of Engine and Boiler Spaces 34 34				KEELSONS & STRINGERS.			
thickness at the ends of vessel 34 34				CENTRE LINE KEELSON, Vertical Plates above floors, Through Plate, or Intercoastal Plate Cellular Double Bottom			
depth at 1/2 the half breadth, as per Rule 32 32				" Rider Plate			
height extended at the Bilges 32 32				" Flat Plate Keel Angles			
ORS & BRACKETS in Cell Dble Bottoms No flanging 23 23				" Horizontal Plates on Floors			
" state if flanged (top & bottom) 23 23				" Angles or Bulb Angles			
" Spacing 23 23				SIDE KEELSONS, Number			
TRE GIRDER, in Dbl. bottom, dpth. & thicknss. 34 42 34 42				" Angles or Bulb Angles			
" " Angles, Top 3 3 40 3 3 40				" Plate above floors, for length			
" " " Bottom 4 4 48 4 4 48				" Intercoastal Plate, for length			
" " " to Floors 3 3 32 3 3 32				" Attached to outside Plating with Angle			
E GIRDERS, number on each side & thickness One 30 One 30				BILGE KEELSON, Angles			
" state if flanged (top and bottom) 32 32				" Intercoastal Plate for length			
" Angles 22 22				" Attached to outside Plating with Angle 7 3/4 4 1/4			
RGIN PLATE, depth (exclusive of flange) 27 36 24 36				SIDE STRINGERS, Number One			
" and thickness 32 32				" Angle One			
" Angles to Outside Plating 3 3 32 3 3 32				" Intercoastal Plate, for length			
" Floors 3 3 32 3 3 32				" Attached to outside plating with Angle 3 3 36 3 3 36			
" Height of Brackets above at Bilge 3 11 3 11				Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge) 63 64 63 64			
ER BOTTOM PLATING, breadth and thickness of Middle Line Strake 36 36 48 48				" " " (in way of Bridge) 63 64 63 64			
" " in Engine and Boiler space 36 36 48 48				" " " Angle (clear of Bridge) 63 64 63 64			
" " Remainder in Holds 36 36 48 48				" " " Tie Plate at sides of Hatchways 63 64 63 64			
AMS, Upper Deck, Single Angle, Bulb 6 3 40 6 3 40				" Deck * Iron or Steel, for length 63 64 63 64			
" Angle, Plate, Tee Bulb, or Channel 9 3 50 9 3 50				" " Thickness (clear of Bridge) 63 64 63 64			
" Angles on upper edge 23 23				" " " (in way of Bridge) 63 64 63 64			
" Spacing 23 23				" Wood Deck, Material & thicknss 63 64 63 64			
AMS, Second Deck, Single Angle, Bulb 6 3 40 6 3 40				Second Deck Stringer Plate, br'dth & thickness			
" Angle, Plate, Tee Bulb, or Channel 9 3 50 9 3 50				" Angles on ditto, No			
" Angles on upper edge 23 23				" Tie Plates outside Hatchways			
" Spacing 23 23				" Deck * Iron or Steel, for length			
AMS, Third or Fourth Deck, Single Angle, Bulb 6 3 40 6 3 40				" Wood Deck, Material & thickness			
" Angle, Plate, Tee Bulb, or Channel 9 3 50 9 3 50				Third Deck Stringer Plate, br'dth & thickness			
" Angles on upper edge 23 23				" Angles on ditto, No			
" Spacing 23 23				" Tie Plates outside Hatchways			
AMS, Fourth or Fifth Deck, Plate, Tee Bulb, or Channel 6 3 40 6 3 40				" Deck * Material and thickness			
" Angles on upper edge 23 23				Fourth and Fifth Deck Stringer Plate, br'dth & thickness			
" Spacing 23 23				" Angles on ditto, No			
AMS, Poop Deck, Angle, Bulb Angle, Plate 6 3 40 6 3 40				" Tie Plates outside Hatchways			
" Tee Bulb, or Channel 9 3 50 9 3 50				" Deck, Material & thickness			
" Angles on upper edge 23 23				Poop Deck Stringer Plate, breadth & thickness			
" Spacing 23 23				" Angle on ditto			
AMS, Bridge Deck, Angle, Bulb Angle, Plate 6 3 40 6 3 40				" Tie Plates			
" Tee Bulb, or Channel 9 3 50 9 3 50				" Deck, Material and thickness			
" Angles on upper edge 23 23				Bridge Deck Stringer Plate, br'dth & thickness			
" Spacing 23 23				" Angle on ditto			
AMS, Forecastle Deck, Angle, Bulb Angle, Plate 6 3 40 6 3 40				" Tie Plates			
" Tee Bulb, or Channel 9 3 50 9 3 50				" Deck, Material and thickness			
" Angles on upper edge 23 23				Forecastle Deck Stringer Plate, b'dth & th'kus			
" Spacing 23 23				" Angle on ditto			
PILLARS, In 'tween Deck, size and spacing 3 3 30 3 3 30				" Tie Plates			
" " Hold 3 3 30 3 3 30				" Deck, Material and thickness			
" " Quarter 'tween Dks., " 3 3 30 3 3 30							
" " In Hold 3 3 30 3 3 30							
WEB-FRAMES, In Fore Body, No. and spacing 3 3 30 3 3 30							
" " breadth & thickness 3 3 30 3 3 30							
" " No. of Side Stringers 3 3 30 3 3 30							
WEB-FRAMES, In E. & B. Space, No. & spacing 3 3 30 3 3 30							
" " breadth & thickness 3 3 30 3 3 30							
" " No. of Side Stringers 3 3 30 3 3 30							
WEB-FRAMES, In After Body, No. and spacing 3 3 30 3 3 30							
" " breadth & thickness 3 3 30 3 3 30							
" " No. of Side Stringers 3 3 30 3 3 30							
" " Size of Face Angles to Web-Frames 3 3 30 3 3 30							
BRACKET PLATES to Stringers between Web Frames, depth and thickness 3 3 30 3 3 30							

BULKHEADS.				STIFFENERS.			
Vessel.	Per Rule.	Thickness.	Horizontal.	Vertical.	Single or Double Frames.	Height up.	
W. T. BULKHEADS							
COLLISION							
PARTITION							
LONGITUDINAL							
Are the outside Plates doubled two spaces of Frames in length? Joggled plating							
Are the Sluice Valves and Watertight Doors in efficient working order? Yes							

PLATING. RIVETING. STRAKES. AS IN SHIP. PER RULE OR AS APPROVED. EDGES. BUTTS. Double or Triple and for what Length. Rivets. STRAPS. IF LAPPED. Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes. Are the rivets 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? Very few. Are the butts of Plating, Stringers, &c., properly shifted and strapped or lapped? Yes. State results of tests Satisfactory. 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 constructed in accordance with the approved plans, the Secretary's Letters as mentioned above & in other respects in compliance with the revised Rules. The material & workmanship are good. The hull was tested & found to be watertight. The Freeboard assigned in the Secretary's dated 31st Dec. 1909 has been duly marked & verified on the vessel's side. Sunderland Freeboard Report No. 24304. No cargo ladders are fitted in the holds:—Vessel's name to be inserted in the Special Reason's List with the record "Vessel to be engaged exclusively in carrying coal & or wood &c." This is a duplicate vessel to the SS Axwell No. 133 by the same Builders, with the exception that in the present case the vessel has been constructed with the written consent of the Owners (see Letter Attached) in accordance with the revised Rules. The collision bulkhead is nearer the stern in the present instance than the forward hatch details are different. The Surveyor should state the Number of Report and Name of any Sister Vessel. PARTICULARS FOR RECORD in the REGISTER BOOK. Length of Peep 4. R.Q.D. 125 ft., Bridge 10-08 ft., Forecastle 21-75 ft. (in feet and tenths). When the Peep 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 Dth Sth & 2nd & 3rd Decking. No. Official No. 129741; Signal Letters. State if Machinery is fitted aft. No. How are the surfaces preserved from oxidation? Inside Cement & paint Outside Paint. PARTICULARS OF WATER BALLAST. State whether the Double bottom is constructed on the cellular system or with girders on floors. *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. 1758 Date 3 Mar 1909 DATES OF SURVEYS held while building 1909- Aug 24 Sep 1. 3. 6. 8. 13. 17. 21. 29 Oct 4. 7. 12. 13. 15. 18. 20. 26. Nov 3. 5. 8. 9. 11. 19. 23. 25. 29 Dec 2. 3. 6. 7. 8. 9. 10. 13. 14. 17. 20. 22. 23. 29. 30. 31 1910- Jan 7. 8. 11. 12. 21. Total No. of Visits 46 The amount of Entry Fee £ 4 : 0 : 0 Received by me, 27.1.1910 Special Survey Fee £ 58 : 18 : 0 Received by me, 28.1.1910 Travelling Expenses, if any £ : : Received by me, 28.1.1910 State whether the Vessel has been built under Special Survey. Yes. I am of opinion this Vessel should be Classed 100 A1 Lloyd's & C.P. With or without Freeboard, as condition of Class. Committee's Minute Character assigned TUES. 1 FEB 1910 100 A1 subject. FRI 19 FEB 1937 Lloyd's A & C P. + L.M.B. 1.10. J.S. Shute. Surveyor to Lloyd's Register of British and Foreign Shipping. Approved 100 A1 3.10 + 2 M.C.S. 10. 008386-008392-008636

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case) M-29th Jan 1909. M-1st Feb. 29th Mar. E-20th April. M-4th May. M-30th July. M-13th August. M-10th Sept. M-18th Oct. M-22nd Nov. Workmanship. Are the butts of plating planed or otherwise fitted? Planed & overlapped. Is the riveted work properly closed? Yes. Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes. Are the rivets 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? Very few. Are the butts of Plating, Stringers, &c., properly shifted and strapped or lapped? Yes. State results of tests Satisfactory. 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 constructed in accordance with the approved plans, the Secretary's Letters as mentioned above & in other respects in compliance with the revised Rules. The material & workmanship are good. The hull was tested & found to be watertight. The Freeboard assigned in the Secretary's dated 31st Dec. 1909 has been duly marked & verified on the vessel's side. Sunderland Freeboard Report No. 24304. No cargo ladders are fitted in the holds:—Vessel's name to be inserted in the Special Reason's List with the record "Vessel to be engaged exclusively in carrying coal & or wood &c." This is a duplicate vessel to the SS Axwell No. 133 by the same Builders, with the exception that in the present case the vessel has been constructed with the written consent of the Owners (see Letter Attached) in accordance with the revised Rules. The collision bulkhead is nearer the stern in the present instance than the forward hatch details are different. The Surveyor should state the Number of Report and Name of any Sister Vessel. PARTICULARS FOR RECORD in the REGISTER BOOK. Length of Peep 4. R.Q.D. 125 ft., Bridge 10-08 ft., Forecastle 21-75 ft. (in feet and tenths). When the Peep 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 Dth Sth & 2nd & 3rd Decking. No. Official No. 129741; Signal Letters. State if Machinery is fitted aft. No. How are the surfaces preserved from oxidation? Inside Cement & paint Outside Paint. PARTICULARS OF WATER BALLAST. State whether the Double bottom is constructed on the cellular system or with girders on floors. *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. 1758 Date 3 Mar 1909 DATES OF SURVEYS held while building 1909- Aug 24 Sep 1. 3. 6. 8. 13. 17. 21. 29 Oct 4. 7. 12. 13. 15. 18. 20. 26. Nov 3. 5. 8. 9. 11. 19. 23. 25. 29 Dec 2. 3. 6. 7. 8. 9. 10. 13. 14. 17. 20. 22. 23. 29. 30. 31 1910- Jan 7. 8. 11. 12. 21. Total No. of Visits 46 The amount of Entry Fee £ 4 : 0 : 0 Received by me, 27.1.1910 Special Survey Fee £ 58 : 18 : 0 Received by me, 28.1.1910 Travelling Expenses, if any £ : : Received by me, 28.1.1910 State whether the Vessel has been built under Special Survey. Yes. I am of opinion this Vessel should be Classed 100 A1 Lloyd's & C.P. With or without Freeboard, as condition of Class. Committee's Minute Character assigned TUES. 1 FEB 1910 100 A1 subject. FRI 19 FEB 1937 Lloyd's A & C P. + L.M.B. 1.10. J.S. Shute. Surveyor to Lloyd's Register of British and Foreign Shipping. Approved 100 A1 3.10 + 2 M.C.S. 10. 008386-008392-008636