

Spar, or Awning Dk.

IRON OR STEEL STEAMER.

No. 11330.

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

Port of *WEST HARTLEPOOL* Date of completion of Report *17th February 1900* Received at London Office *MON. 22 OCT 1900*

Survey held at *WEST HARTLEPOOL* Date, First Survey *17 February* Last Survey *16th October 1900*

On the *Steel S.S. "MOROCCO"* Rig *Schooner*

TONNAGE under Tonnage Deck... 3603.13

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

Total under Upper Dk.

Do. of Poop

Do. of Bridge House

Do. of Forecasts

Do. of Houses on Deck

Do. of excess of Hatchways

Do. above Crown of

Engine Room

Gross Tonnage

Less Crew Space

Less above Crown of

Engine Room

Net Tonnage for Fees

Less Engine Room

Less Navigation Spaces

Register Tonnage

as cut on Beam

SPAR, AWNING OR PART AWNING-DECKED VESSEL, or a Vessel having a continuous Shade Deck.

CLASS *STEEL "Spar dk"*

FEET.

Half Breadth (moulded) 23.41

Depth from upper part of keel to top of Main Deck Beams 23.83

Girth of Half Midship Frame (as per Rule) 42.66

1st Number 89.9

Length 338.16

2nd Number 304.00

Proportions—Breadths to Length 7.22

Depths to Length—Main Deck to top of Keel 14.19

Destined Voyage *Barry*

Surveyed while Building, Afloat, or in Dry Dock

Master *Richard Hayes*

Year of Appointment (1) As Master in service of owner of present vessel: 1881 (2) As Master of this vessel: 1900

Built at *West Hartlepool*

When built 1900 Launched 28th June 1900

By whom built *Furness Withy & Co. Ltd.*Owners *J. Wilson Sons & Co. Ltd.*

Managers

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

Residence *Hull*Port belonging to *Hull*

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH, top of Floors to Spar or Awn. Dk. Beams	Feet.	Inches.	Power of Engines	Horse.	No. of Decks with flat laid	No. of Tiers of Beams
338	2		46	10		27	3		320		one	two

Dimensions of Ship per Register, Length 340.0 breadth 47.2 depth 27.3 Spar on Awn. Dk. Moulded depth, ft. 22 ins. 10 To Main Dk. Round up of Beam, Main Dk. 12 ins.

FRAMING.						FORGINGS AND CASTINGS.						
	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.		Inches in Ship.			Inches per Rule Or as Approved.		
FRAME, Angles, or Plates, Bars, for length amidships	7	3 1/2	13	7	3 1/2	13	KEEL Bar or Side Plates, depth and thickness					
Do. for 1/2 at each end			12		12		STEM, moulding and thickness	11 x 2 3/4		11 x 2 3/4		
Do. in way of Double Bottoms at Solid Floors							STERN-POST for Rudder do. do.	11 x 6 1/2		11 x 6 1/2		
" "												

PLATING.										RIVETING.										
AS IN SHIP.										PER RULE OR AS APPROVED.										
STRAKES.		AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		EDGES.		RIVETS.		BUTTS.		STRAPS.		IF LAPPED.		
		Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Single or Double.	Breadth of Lap.	Diam.	Spacing cr. to cr.	Double or Treble and for what Length.	Diam.	Spacing cr. to cr.	Breadth.	Thick-ness.	Breadth.	For what Length.
		Inches.	10ths or 20ths.	10ths or 20ths.	10ths or 20ths.	Inches.	10ths or 20ths.	Inches.	10ths or 20ths.		Inches.	Inches.	Inches.		Inches.	Inches.	Inches.	Inches.	Inches.	Feet.
FLAT PLATE KEEL		48	20	13	13	48	20	double	6	1	4	Treble	1	3 1/2	19	14 1/2	-	-	-	-
CARBON A Strake		50	14	12	12	50	14	"	"	"	"	"	"	"	"	"	"	10 1/2	Whole	"
B "		"	12	9	9	"	12	"	5 1/4	7/8	3 1/2	"	7/8	3 1/2	-	-	-	9	"	"
C "		"	12	9	9	"	12	"	"	"	"	"	"	"	"	"	"	"	"	"
D "		"	12	9	9	"	12	"	"	"	"	"	"	"	"	"	"	"	"	"
E "		"	13	10	10	"	13	"	"	"	"	"	"	"	"	"	"	"	"	"
F "		"	13	10	10	"	13	"	"	"	"	"	"	"	"	"	"	"	"	"
G "		"	13	10	10	"	13	"	"	"	"	"	"	"	"	"	"	"	"	"
H "		"	13	10	10	"	13	"	"	"	"	"	"	"	"	"	"	"	"	"
J "		"	12	10	10	"	12	"	"	"	"	"	"	"	"	"	"	"	"	"
K "		"	12	10	10	"	12	"	"	"	"	"	"	"	"	"	"	"	"	"
L "		"	12	10	10	"	12	"	"	"	"	"	"	"	"	"	"	"	"	"
M "		44	13	10	10	44	13	"	"	"	"	"	"	"	"	"	"	"	"	"
N "		"	12	9	9	"	12	"	"	"	"	"	"	"	"	"	"	"	"	"
O "		40	15	10	10	40	15	"	6	1	4	"	1	3 1/2	-	-	-	10 1/2	"	"
P "		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
DOUBLING of Flat Plate Keel		Flat keel plate & garboard increased in thickness in lieu of doubling																		
Length and thickness of Bilges		doubled at end of Bridge House																		
Length and thickness of Sheerstrakes		Bridge Sheer 8 7																		
Length and thickness of Strake below		7 1/2																		
POOP SIDES																				
BRIDGE SIDES																				
FORECASTLE SIDES																				

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, &c.?
South Durham S & S. Co., Colville, Corbett, Rodolpham S & S. Co., Palmer & Co., Birman Long & Co., Bolton & Langham & Co., Iron - J. Hill & Co.

Spar or Awning Butts, treble riveted for ends, quad for 1/2 length amidship.
Stringer Plate Straps, single, double or overlapped for whole length amidship.
Main Stringer Butts, treble riveted for whole length amidship.
Plate Straps, single, double or overlapped for whole length amidship.
Butts of Bilge & Side Stringers and Tie Plates, treble riveted?
Inner Bottom Plating, riveting of Edges *double* Butts *double*
Centre Girder Butts, Treble riveted **Keelson Butts**, Treble riveted.
Frames, riveted through Plates with 7/8 in. Rivets, about 5 1/4" apart.
Rivets, state whether Iron or Steel *Iron*

FRAMES extend in one length from main plate to gunwale. Floors planked in double bottom.
REVERSED FRAMES on floors and frames extend from centre line to main plate in machinery space, floors in double bottom planked in holds. Bulkhead frames above tank sides.

MASTS, SPARS, &c.											RIVETING.				
DIAMETER AND THICKNESS.											ANGLES.		Seams.	Butts.	
											No. of Plates in round.	Number.			Size.
LOWER MASTS....		Material.	Total Length	At Partners.	Heel.	Hounds.	Head.								
	Fore	Steel	51' 0"	21 x 7/20	19 x 6/20	"	16 x 6/20	Two.	"	"	"	"	"	Single	Treble
	Main	"	52' 0"	"	"	"	"	"	"	"	"	"	"	"	"
	Mizen	"	"	"	"	"	"	"	"	"	"	"	"	"	"
Bowsprit															
Topmasts, Yards and Remainder of Spars											Pitch Pine				
Rigging, Material and Size, Shrouds											Galvanizes in one 14"				
Sails.											Stays 9. I. W. 4 1/2"				
Suit of fore and aft											Sails, and the following spare sails				

EQUIPMENT No. 37673 LETTER W										ANCHORS.			
		WEIGHT, EX. STOCK		WEIGHT OF STOCK		TEST, PER CERTIFICATE.		WEIGHT REQ. BY RULE.		Description of Anchor.		Makers.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		Where and when tested and Superintendent.	
38649	1st Bower	50	3	0	-	-	-	42	16	3	14	Byers Patent	W. Byers 7.5.00. Sunderland
38638	2nd "	50	2	0	-	-	-	42	13	3	0	"	3.5.00
38567	3rd "	42	3	21	-	-	-	37	17	2	0	Reliance	Sunderland 26.4.00 H.T. Welford
Collective weight		144	0	21							142	2	0
17249	Stream	12	0	0	3	0	0	13	17	2	0	Common	J. Abbott 4" 20.4.00 John Walker
17308	Kedge	6	0	7	1	3	0	8	7	2	0	"	6.6.00 J. Tindale
2nd Kedge		with test certificates for each steel anchor head supplied											

CHAIN CABLES.										HAWERS AND WARPS.			
		WEIGHT OF CHAIN CABLE.		FATHOMS AND SIZE PER RULE.		Description.		Makers of Cables.		When and where tested, and Superintendent.		Material.	
		Supplied.	Per Rule.	Fathoms.	Size Per Rule.							Fathoms.	Size.
8838	135	2 1/2	76 1/2	289.0.0	5 3/4	270.2 1/2	Slid	J. Abbott 4"	28.12.99 John Walker	TOWLINE	Steel	120	4 1/2
9142	135	"	107 1/2	288.3.7	"	"	hook	"	30.5.00 J. Tindale	HAWSER	"	180	7
Long Stream Chain or Steel Wire		90	4 1/2	39	90.4 1/2 one						Craven & Speeding Bros. Sund.	180	7

Boats Two life boats and two others
Pumps, Number One fly wheel manual pump connected to main line of steam suction
Windlass is Iron Emerson Walker & Thompson Bros. Capstan Three steam winches forward
Engine Room Skylights.—How constructed? Teak on iron casing 7 ft above bridge deck.
Coal Bunker Openings.—How constructed? Plates & angles. How are lids secured? Tarpanlins & battens Height above deck? 12"
Number of Scuppers, and number and dimensions of Freeing Ports, &c. 4 2 cutters for 5' off - 5' for 15' off each side 33" x 18"
Ceiling in Holds, thickness and material 2 1/2" W.P. plates under hold covers. Ceiling 'tween Decks, thickness and material 6 x 2 S.P. battens
Cargo Hatchways.—How formed? Coaming plates and angles. Hatches, If strong and efficient? Yes solid 2 1/2"
State size No. 1 Hatch (Forward) 23' 4" x 16' 0" x 4 1/2" No. 2 Hatch 25' 8" x 16' 0" x 3 1/2" No. 3 Hatch 16' 4" x 16' 0" x 1 1/2" No. 4 Hatch 25' 8" x 16' 0" x 1 1/2"
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch Two deep web plates 13 iron fore and afters in hold
1. 2. 4. 15. One web plate 13 iron fore 1 afters in 4 1/2" 3. No. of Breasthooks 5 deep floors. No. of Crutches 2 deep floors
Bulwarks, height above deck and description 42" Iron plates 1/4"
Main Rail, material and size 6" x 3" bulk angle
The above is a correct description.
Builder's Signature (Here only.) *for W. & Co.* Surveyor's Signature *E. B. H. Humphreys*
FURNESS, WITBY & CO., LIMITED. Surveyor to Lloyd's Register of British & Foreign Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case)
899:—April 5 (M). 11 (M). Oct. 14 (M). 20 (M). 24 (M). 27 (M). 31 (M). Nov. 20 (M). 1900—March 3 (E)

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

General Remarks (State quality of workmanship, &c.) *The workmanship is good and the vessel has been built in accordance with the approved plans (4 in 2nd) which, together with the reports on the forgings, are attached hereto. The collision bulkhead has been tested by filling the fore peak with water to the height of load line and found tight. The tunnel has been tested with water from a hose and found tight. The hand pumps and watertight doors tried and found good. The weather decks and gutterways tested with water from a hose and found tight.*

Drawings.
Midship Section
Profile
Painting Arrangements.
Pumping Plan.

This is a sister vessel to the S.S. "Candlestick" West Hartlepool Report 4th 11747.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *31.3* ft., R.Q.D. or Break *—* ft., Bridge Dk. *107.3* ft., F'castle *31.5* 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) *Star dk (Stl) 2 tier Bms and Web frames.*
Official No. *—*; Signal Letters *—*
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 *Yes.*

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	<i>112.0</i>	<i>263</i>	Fore peak tank,		
Double bottom, forward,	<i>123.8</i>	<i>320</i>	After peak tank,		<i>30</i>
Double bottom, under Engines and Boilers,	<i>49.0</i>	<i>151</i>	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.) <i>See pumping plan</i>		

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

Order for Special Survey No. <i>1789</i>	Dates of Surveys held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>1900 Feb. 6, 7, 15, 21, 26, Mar. 5, 6, 7, 12, 13, 14, 19, 22, 27, 30, Apr. 3.</i>
Date <i>20th Oct. 1899</i>		2nd. On the plating during the process of riveting	<i>10, 18, 21, 24, 28, May 4, 15, 16, 18, 23, 26, 29, 30, 31, June 1, 8, 12, 14.</i>
Order for Ordinary Survey No. <i>—</i>		3rd. When the beams were in and fastened, and before the decks were laid	<i>21, 22, 23, 25, 26, 27, 28, July 7, 17, 21, 26, Aug. 1, Sept. 11, 17.</i>
Date <i>—</i>		4th. When the ship was complete, and before the plating was finally coated or cemented	<i>10, 24, 26, Oct. 3, 6, 8, 9, 11, 16.</i>
No. <i>250</i> in builder's yard.		5th. After the ship was launched and equipped	Total No. of Visits <i>57</i>

The amount of Entry Fee *£ 5* : : Fees applied for, *19. 10. 1900*
Special Survey Fee *£ 117* : : Received by me, *22. 19. 00*
Travelling Expenses, if any £ : : *23. 10. 00*
I am of opinion this Vessel should be Classed *100A1 "Star dk"* Certificate to be sent to *W. Hartlepool.*
With, *or without* Freeboard, as condition of Class *E. B. Champness.*
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *TUES. 23 OCT 1900*

Character assigned
100A1 Steel
a + c p
+ LMC 10,00
Star dk
w. freebd. s. 6"3
Engine ✓

TUE. 13 MAY 1930

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