

1 or 2 Dks., R.Q. Dk.,
and Pl. Awng. Dk.

IRON OR STEEL STEAMER.

No. 13097.

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

Received at London Office, **MON. 22 OCT 1906**

Date of completion of Report *24th October 1906*

Port of **WEST HARTLEPOOL.**

Date, First Survey *18th May, 1906*

Last Survey *17 October 1906*

Rig *Schooner.*

Survey held at *West Hartlepool.*

On the *steel screw steamer* **VERASTON.**

Master *J. W. Weeks.*

Year of appointment *(1) As master in service of owner of present vessel: 1906
(2) As master of this vessel: 1906*

Built at *West Hartlepool*

When built *1906* Launched *2nd Sept '06*

By whom built *W. Gray & Co.*

Owners *Messrs. H. & C. L.*

Managers *W. & A. L.*

Residence *West Hartlepool.*

Port belonging to *West Hartlepool*

Port of call *Swansea for P. Plate*

If Surveyed while Building, Afloat, or in Dry Dock *Yes*

TONNAGE under
Tonnage Deck... *1697.48*
Do. of Poop
Do. of Raised Qr.
Do. of Break...
Do. of Bridge House
Do. of Forecastle
Do. of Houses on Deck
Do. of excess of Hatchways
Do. above Crown of
Engine Room...
Gross Tonnage... *1825.36*
Less Crew Space
Less above Crown of
Engine Room...
TONNAGE FOR FEES... *1762.76*
Less Engine Room
Less Navigation Spaces
Register Tonnage
as cut on Beam... *1154.95*

ONE OR TWO DECKED VESSEL.

CLASS *100 A. 1.*

Half Breadth (moulded) *19.92*
Depth from upper part of Keel to top of Main Deck Bms.
(with the normal round up of beam) *31.48*
Girth of Half Midship Frame (as per Rule) *38.16*
1st Number *79.56*
Length on deck from after part of stem to fore part of
stern post *279.20*
2nd Number *225.13*
Proportions—Breadths to Length *7.00*
Depths to Length—Main Deck to top of Keel... *12.99*

Destined Voyage *Swansea for P. Plate*

LENGTH on Deck as per Rule... *279* Feet. *2 1/2* Inches.
BREADTH Moulded... *39* Feet. *10* Inches.
DEPTH ACTUAL—Top of Floors to top of Main Deck Beams... *18* Feet. *3 1/4* Inches.
No. of Decks with Flat laid... *One*
No. of Tiers of Beams... *One*
Dimensions of Ship per Register, Length, *281.0* breadth, *40.0* depth, *16.2* Moulded Depth, *20* ft. *7 1/2* ins. Round of Beam, Actual *10 1/2* ins.

FRAMING.						FORGINGS AND CASTINGS.							
	Inches in Ship.	Inches in Ship.	20ths or 20ths in Ship.	Inches per Rule Or as Appro.	Inches per Rule Or as Appro.		Inches in Ship.	Inches in Ship.	20ths or 20ths in Ship.	Inches per Rule Or as Appro.	Inches per Rule Or as Appro.		
FRAME, Angles, <i>L</i> , <i>E</i> or <i>L</i> Bars, for $\frac{1}{2}$ length amidships	<i>8</i>	<i>3</i>	<i>11</i>	<i>8</i>	<i>3</i>	KEEL, Bar or Side Plates depth and thickness	<i>10 x 2 1/2</i>	<i>10 x 2 1/2</i>	<i>10 x 2 1/2</i>	<i>10 x 2 1/2</i>	<i>10 x 2 1/2</i>		
Do. for $\frac{1}{2}$ at each end	<i>8</i>	<i>3</i>	<i>10</i>	<i>8</i>	<i>3</i>	STEM, moulding and thickness	<i>10 x 5 1/2</i>	<i>10 x 5 1/2</i>	<i>10 x 5 1/2</i>	<i>10 x 5 1/2</i>	<i>10 x 5 1/2</i>		
Do. in way of Double Bottoms at Solid Floors..	<i>8</i>	<i>3</i>	<i>8</i>	<i>3</i>	<i>8</i>	STERN-POST for Rudder do. do.	<i>10 x 5 1/2</i>	<i>10 x 5 1/2</i>	<i>10 x 5 1/2</i>	<i>10 x 5 1/2</i>	<i>10 x 5 1/2</i>		
Spacing " Frames from centre to centre	<i>34</i>	<i>3</i>	<i>34</i>	<i>3</i>	<i>3</i>	MAIN PIECE of Rudder, diameter at head...	<i>7 1/2</i>	<i>7 1/2</i>	<i>7 1/2</i>	<i>7 1/2</i>	<i>7 1/2</i>		
REVERSED FRAME, Angles <i>on Floor</i>	<i>3 1/2</i>	<i>3</i>	<i>7</i>	<i>3 1/2</i>	<i>3</i>	do. at heel...	<i>5 1/2</i>	<i>5 1/2</i>	<i>5 1/2</i>	<i>5 1/2</i>	<i>5 1/2</i>		
DEEP FRAMING, depth of girder	<i>8</i>	<i>3</i>	<i>8</i>	<i>3</i>	<i>8</i>	RUDDER, how constructed <i>Forged iron frame. Single plate 20.</i>							
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships						Can the Rudder be unshipped afloat? <i>Yes</i>							
in way of Engines and Boilers						KEELSONS AND STRINGERS.							
thickness at the ends of vessel						CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate							
depth at $\frac{1}{2}$ the half breadth, as per Rule						do. Rider Plate							
height extended at the Bilges						do. Bulb Plate to Intercoastal Keelson							
FLOORS & BRACKETS, in Cell Dble Bottoms	<i>38</i>	<i>7</i>	<i>38</i>	<i>7</i>	<i>7</i>	do. Horizontal Plates on Floors							
state if flanged (top & bottom)	<i>40</i>	<i>7</i>	<i>40</i>	<i>7</i>	<i>7</i>	do. Angles							
Spacing	<i>34</i>	<i>3</i>	<i>34</i>	<i>3</i>	<i>3</i>	SIDE KEELSON, Angles							
CENTRE GIRDER, in Double Bottom, depth and thickness	<i>3 1/2</i>	<i>8 1/2</i>	<i>9</i>	<i>3 1/2</i>	<i>9</i>	do. Bulb or Plate above floors for lng.							
Angles, Top	<i>3 1/2</i>	<i>8 1/2</i>	<i>9</i>	<i>3 1/2</i>	<i>9</i>	do. Intercoastal Plate for length							
Bottom	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	do. Attached to outside plating with Angle..							
SIDE GIRDERS, number on each side & thickness	<i>40</i>	<i>7</i>	<i>40</i>	<i>7</i>	<i>7</i>	BILGE KEELSON, Angles							
state if flanged (top & bottom)	<i>38</i>	<i>7</i>	<i>38</i>	<i>7</i>	<i>7</i>	do. Bulb or Plate above floors for lng.							
Angles	<i>3 1/2</i>	<i>8 1/2</i>	<i>9</i>	<i>3 1/2</i>	<i>9</i>	do. Intercoastal Plate for length							
MARGIN PLATE, depth (exclusive of flange) and thickness	<i>3 1/2</i>	<i>3 1/2</i>	<i>9</i>	<i>3 1/2</i>	<i>9</i>	do. Attached to outside plating with Angle..							
Angles to Outside Plating	<i>3 1/2</i>	<i>3 1/2</i>	<i>9</i>	<i>3 1/2</i>	<i>9</i>	BILGE STRINGER Angles							
Floors	<i>60</i>	<i>7</i>	<i>60</i>	<i>7</i>	<i>7</i>	do. Bulb Plate for length							
Height of Floors at the Bilges	<i>38</i>	<i>7</i>	<i>38</i>	<i>7</i>	<i>7</i>	do. Intercoastal Plate for length							
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake						do. Attached to outside plating with Angle	<i>6</i>	<i>4</i>	<i>10</i>	<i>6</i>	<i>4</i>		
thickness in Engine and Boiler space						do. Bulb or Intercoastal Plate for full lng.	<i>8 1/2</i>	<i>3 1/2</i>	<i>8 1/2</i>	<i>3 1/2</i>	<i>8 1/2</i>		
Remainder in Holds						do. Attached to outside plating with Angle							
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>7</i>	<i>3</i>	<i>7</i>	<i>3</i>	<i>9</i>	Main and Raised Quarter Deck Stringer Plate, breadth and thickness	<i>40</i>	<i>10</i>	<i>40</i>	<i>10</i>			
Angles on Upper Edge	<i>34</i>	<i>3</i>	<i>34</i>	<i>3</i>	<i>3</i>	do. Angle on ditto	<i>45 x 4 1/2</i>	<i>10</i>	<i>45 x 4 1/2</i>	<i>10</i>			
Spacing	<i>34</i>	<i>3</i>	<i>34</i>	<i>3</i>	<i>3</i>	do. Tie Plates, outside Hatchways							
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb						do. Diagonal Tie Plates on Bms., No. of Pairs							
Angles on Upper Edge						do. Main Dk* Iron or Steel for lng.							
Spacing						do. R. Q. Dk* Iron or Steel for lng.							
BEAMS, Hold, Plate or Tee Bulb						do. Wood Deck, Material & thickness							
Angles on Upper Edge						Lower Deck Stringer Plate, breadth and thickness							
Spacing						do. Angles on ditto, No.							
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>5</i>	<i>3</i>	<i>5</i>	<i>3</i>	<i>7</i>	do. Tie Plates, outside Hatchways							
Angles on Upper Edge	<i>34</i>	<i>3</i>	<i>34</i>	<i>3</i>	<i>3</i>	do. Deck* Material and thickness							
Spacing	<i>34</i>	<i>3</i>	<i>34</i>	<i>3</i>	<i>3</i>	Hold Stringer Plate							
BEAMS, Bridge or Pt. Awng. Deck, Angle, Bulb Angle, Plate, or Tee Bulb	<i>6</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>8</i>	do. Angles on ditto, No.							
Angles on Upper Edge	<i>34</i>	<i>3</i>	<i>34</i>	<i>3</i>	<i>3</i>	do. Poop Deck Stringer Plate, breadth & thickness	<i>36</i>	<i>5 1/2</i>	<i>36</i>	<i>5 1/2</i>			
Spacing	<i>34</i>	<i>3</i>	<i>34</i>	<i>3</i>	<i>3</i>	do. Angle on ditto	<i>4 x 4</i>	<i>8</i>	<i>4 x 4</i>	<i>8</i>			
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>7 1/2</i>	<i>7</i>	<i>7 1/2</i>	<i>7</i>	<i>7</i>	do. Tie Plates							
Angles on Upper Edge	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>6</i>	do. Deck, Material and thickness	<i>5 1/2</i>	<i>5 1/2</i>	<i>5 1/2</i>	<i>5 1/2</i>			
Spacing	<i>48</i>	<i>3</i>	<i>48</i>	<i>3</i>	<i>3</i>	Bridge or Pt. Awng. Deck Stringer Plate, breadth and thickness	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>			
ILLARS, In 'tween Decks, Size and Spacing	<i>2 1/2</i>	<i>48</i>	<i>2 1/2</i>	<i>48</i>	<i>4</i>	do. Angle on ditto	<i>45 x 4 1/2</i>	<i>10</i>	<i>45 x 4 1/2</i>	<i>10</i>			
do. Hold	<i>3 1/2</i>	<i>48</i>	<i>3 1/2</i>	<i>48</i>	<i>4</i>	do. Tie Plates							
do. Quarter, 'tween Dks., "						do. Deck, Material and thickness	<i>5 1/2</i>	<i>5 1/2</i>	<i>5 1/2</i>	<i>5 1/2</i>			
do. in Hold						Forecastle Deck Stringer Plate, brdth & thcknss	<i>28</i>	<i>7</i>	<i>28</i>	<i>7</i>			
WEB FRAMES, In Fore Body, No. and Spacing						do. Angle on ditto	<i>4 x 4</i>	<i>8</i>	<i>4 x 4</i>	<i>8</i>			
do. No. of Side Stringers						do. Tie Plates	<i>5 x 3</i>	<i>5</i>	<i>5 x 3</i>	<i>5</i>			
do. Brdth. & Thickness						do. Deck, Material and thickness	<i>Pitchpin</i>						
WEB FRAMES, In E. & B. Space, No. & Spacing						* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.							
do. No. of Side Stringers						BULKHEADS.	In Vessel.	Per Rule.	Thickness.	Horizontal.	Vertical.	Single or Double Frames.	Height up.
do. Brdth. & Thickness						W.T. BULKHEADS	<i>4</i>	<i>4</i>	<i>5</i>	<i>7 x 3 x 1/2</i>	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>
WEB FRAMES, In After Body, No. and Spacing						PARTITION							
do. No. of Side Stringers						LONGITUDINAL							
do. Brdth. & Thickness						Are the outside Plates doubled two spaces of Frames in length?							
do. Size of Angles or Tee Bars to Web Frames						Are the Stave Valves and Watertight Doors in efficient working order?							
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness													

PLATING. AS IN SHIP. PER RULE OR AS APPROVED. EDGES. RIVETING. BUTTS.

STRAKES. AMIDSHIP. FORWARD. AFT. AMIDSHIP. Single or Double. Breadth of Lap. Rivets. Double or Treble for what Length. Rivets. STRAPS. IF LAPPED. For what Length.

FLAT PLATE KEEL (If Bar Keel, state Riveting) GABBOARD OF A Strake... State actual thickness in way of Double Bottom.

DOUBLING OF Flat Plate Keel Length and thickness of Bilges of Sheerstrakes. of Strake below.

POOF SIDES RAISED QUARTER DECK SIDES BRIDGE SIDES FORECASTLE SIDES LENGTHS OF PLATING.

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, outside Plating, &c.?

FRAMES extend in one length from REVERSED FRAMES on floors and frames extend from.

MASTS, SPARS, &c. LOWER MASTS. Bowsprit. Topmasts, Yards and Remainder of Spars. Rigging, Material and Size, Shrouds. Sails.

Equipment No. Tonnage U.D.K. or Plating No. for Trawlers.

ANCHORS. Number of Certificate. Anchors. WEIGHT, EX STOCK. WEIGHT OF STOCK. TEST, PER CERTIFICATE. WEIGHT REQUIRED BY TABLE 22. Description of Anchor. Makers. Where and when tested and Superintendent.

CHAIN CABLES. Number of Certificate. Length and size supplied. Test per Certificate. WEIGHT OF CHAIN CABLE. Length & size per Table 22. Description. Makers of Cables. When and where tested and Superintendent.

HAWSERS AND WARPS. Number of Certificate. Length and size supplied. Breaking Test of Steel Wire. Length and size per Table 22.

Boats. Pumps. Windlass. Engine Room Skylights. Coal Bunker Openings. Number of Scuppers. Ceiling in Holds, thickness and material. Cargo Hatchways. State size No. 1 Hatch (Forward). Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch. Bulwarks. The above is a correct description. Builder's Signature. Surveyor's Signature.

29 May (M) 113 July (C) 1906

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case).

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 the plating? *A few at butts only*

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

Have all the upper and weather decks been tested as required by the Rules (Sec. 23, par 24)? *Yes* State results of tests *Satisfactory*

Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? *Yes* State results of tests *Satisfactory*

General Remarks (State quality of workmanship, &c.) *This steel screw steamer, which is a similar vessel to the "Uffe", Spl. Report No. 12955, has been built in accordance with the approved plans of midship section and profile as amended, the Secretary's letters of the above mentioned date and in other respects as required by the Rules, & peculiar for the class contemplated.*

The workmanship is good throughout.

The vessel has been placed in dry dock. Bottom examined, cleaned & repainted.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *20' 13 ft.*, R.Q.D. or Break *✓* ft., Bridge Dk. *74' 0 ft.*, F'castle *50' 16 ft.* (in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. 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 deck (iron) 1 to 4 iron deep framing*

Official No. *124218*; Signal Letters *✓* State if Machinery is fitted aft _____

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 <i>Cellular System</i>					
Where fitted.		*Length.	Water Capacity.	Where fitted.	
		Feet.	Tons.		
Double bottom, aft, <i>and</i>	} <i>and Boilers</i>	<i>104.</i>	<i>240</i>	Fore peak tank,	—
Double bottom, under Engines		—	—	After peak tank,	—
Double bottom, if under Engines only,		—	—	Deep tank, aft.	<i>30</i>
Double bottom, if under Boilers only,		—	—	Deep tank, forward	—
Double bottom, forward,		<i>122</i>	<i>290.</i>	Other tanks, if fitted,	—
			<i>530</i>	(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 <i>Yes</i>		

Order for Special Survey No. <u>2022</u>	DAYS of Surveys held while building	1906. May. 18. 21. 22. 23. 24. 25. 26. 29. 30. 31. June. 1. 7. 9. 11. 12. 13. 15. 19. 22. 25. 29. July. 2. 3. 4. 5. 6. 9. 10. 11. 13. 16. 17.
Date <u>28th</u> May, 1906		20. 23. 27. 30. Aug. 1. 3. 4. 13. 14. 15. 16. 17. 20. 21. 22. 23. 24. 27. 28. 29. 30. 31. Sept. 1. 3. 4. 5. 6. 7. 12. 14. 18. 19. 20. 21. 24. 25.
No. <u>739</u> . in builder's yard.		26. 27. 28. Oct. 5. 8. 9. 10. 11. 15. 17.
		Total No. of Visits <u>80</u>

The amount of Entry Fee£	4	:	:	Fees applied for	20. 10. 1906
Special£	69	:	1	Received by me	23/10/06
Travelling Expenses, if any £	:	:	:		yes.

State whether the Vessel has been built under Special Survey -

I am of opinion this Vessel should be Classed ✠ 100 A1

With, or without Freeboard, as condition of Class without

Certificate to be sent to West Hartlepool

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

Committee's Minute _____ TUES. 23 OCT 1906 _____
Character assigned _____ 10001 _____