

1 or 2 Dks., R. Q. Dk.,
and Pt. Awing. Dk.

IRON OR STEEL STEAMER.

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

No. 5214

THUR. 19 SEP 1907

Date of completion of Report *18. 9. 07*

Port of *MIDDLESBROUGH-ON-TEES*

Survey held at *Middlesbrough-on-Tees* Date, First Survey *19th February*

Last Survey *10th September 1907*

On the *Sp*

Rig *Scr 3 Masts*

TONNAGE under
Tonnage Deck *499.25*
Do. of Poop
Do. of Raised Or.
Dk. or 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 *640.38*
Less Crew Space
Less above Crown of
Engine Room
TONNAGE FOR FEES *543.73*
Less Engine Room
Less Navigation Spaces *20.35*

ONE ~~DECKED~~ DECKED VESSEL.
CLASS *100 A1*

Master *Benjamin Williams*

Year of appointment *1897*
(1) As master in service of
owner of present vessel. *1897*
(2) As master of this
vessel *1907*

Built at *Middlesbrough-on-Tees*

When built *1907* launched *7th Aug. 1907*

By whom built *W. Harkness & Son Ltd.*

Owners *F. H. Powell & Co.*

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

Residence *Liverpool*

Port belonging to *Liverpool*

Register Tonnage
as out on Beam *280.27*

Depths to Length—Main Deck to top of Keel..... *11.4*

Destined Voyage *Liverpool* *# Surveyed while Building, Afloat, or in Dry Dock* *Yes*

LENGTH on Deck as per Rule..... Feet. *178* Inches. *10 1/2* BREADTH—Moulded..... Feet. *28* Inches. *3 1/2* DEPTH, ACTUAL—Top of Floors to top of Main Deck Beams..... Feet. *12* Inches. *10 1/2* No. of Decks with Flat laid *One* No. of Tiers of Beams *One*

Dimensions of Ship per Register, Length, *180.0* breadth, *28.6* depth, *12.65* Moulded Depth, *15* ft. *0* ins. Round of Beam, Actual *7* ins.

FRAMING.						FORGINGS AND CASTINGS.					
	Inches in Ship	Inches in Ship	Inches or 20ths in Ship	Inches per Rule Or as Approved	Inches per Rule Or as Approved		Inches in Ship	Inches in Ship	Inches or 20ths in Ship	Inches per Rule Or as Approved	Inches per Rule Or as Approved
FRAME, Angles, <i>L</i> , <i>E</i> , <i>R</i> Bars, for $\frac{1}{2}$ length amidships	<i>5 1/2</i>	<i>3</i>	<i>8-7</i>	<i>6 1/2</i>	<i>3</i>	KEEL, Bar or Side Plates depth and thickness	<i>6 3/4 x 2</i>	<i>6 3/4 x 2</i>	<i>6 3/4 x 2</i>	<i>6 3/4 x 2</i>	<i>6 3/4 x 2</i>
Do. for $\frac{1}{2}$ at each end	<i>5 1/2</i>	<i>3</i>	<i>7</i>	<i>6 1/2</i>	<i>3</i>	STEM, moulding and thickness	<i>6 3/4 x 2</i>	<i>6 3/4 x 2</i>	<i>6 3/4 x 2</i>	<i>6 3/4 x 2</i>	<i>6 3/4 x 2</i>
Do. in way of Double Bottoms at Solid Floors	<i>5 1/2</i>	<i>3</i>	<i>6-5</i>	<i>6 1/2</i>	<i>3</i>	STERN-POST for Rudder do. do.	<i>6 3/4 x 4 1/4</i>	<i>6 3/4 x 4 1/4</i>	<i>6 3/4 x 4 1/4</i>	<i>6 3/4 x 4 1/4</i>	<i>6 3/4 x 4 1/4</i>
Spacing of Frames from centre to centre	<i>22</i>	<i>22</i>	<i>22</i>	<i>22</i>	<i>22</i>	MAIN PIECE of Rudder, diameter at head	<i>4 7/8</i>	<i>4 7/8</i>	<i>4 7/8</i>	<i>4 7/8</i>	<i>4 7/8</i>
REVERSED FRAME, Angles	<i>3</i>	<i>3 1/2</i>	<i>5-10</i>	<i>3</i>	<i>2 1/2</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>5 1/2</i>	<i>5</i>	<i>15 1/2</i>	<i>5</i>	<i>5</i>	RUDDER, how constructed <i>Single Plate Horizontal coupling</i>	<i>Yes</i>	<i>Yes</i>	<i>Yes</i>	<i>Yes</i>	<i>Yes</i>
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships	<i>16</i>	<i>16</i>	<i>7-16</i>	<i>16</i>	<i>7</i>	Can the Rudder be unshipped afloat? <i>Yes</i>	<i>Yes</i>	<i>Yes</i>	<i>Yes</i>	<i>Yes</i>	<i>Yes</i>
in way of Engines and Boilers	<i>16</i>	<i>16</i>	<i>7-9</i>	<i>16</i>	<i>7-9</i>	KEELSONS AND STRINGERS.					
thickness at the ends of vessel	<i>16</i>	<i>16</i>	<i>6</i>	<i>16</i>	<i>6</i>	CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate	<i>23</i>	<i>23</i>	<i>8-7</i>	<i>23</i>	<i>8-7</i>
depth at $\frac{1}{2}$ the half breadth, as per Rule	<i>40</i>	<i>40</i>	<i>140</i>	<i>40</i>	<i>140</i>	Rider Plate	<i>8</i>	<i>8</i>	<i>8-7</i>	<i>8</i>	<i>8-7</i>
height extended at the Bilges	<i>40</i>	<i>40</i>	<i>140</i>	<i>40</i>	<i>140</i>	Bulb Plate to Intercoastal Keelson	<i>8</i>	<i>8</i>	<i>8-7</i>	<i>8</i>	<i>8-7</i>
FLOORS & BRACKETS, in Cell Dble Bottoms						Horizontal Plates on Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>7-6</i>	<i>3 1/2</i>	<i>7-6</i>
state if flanged (top & bottom)						Angles	<i>3 1/2</i>	<i>3 1/2</i>	<i>7-6</i>	<i>3 1/2</i>	<i>7-6</i>
Spacing						SIDE KEELSON, Angles	<i>3 1/2</i>	<i>3 1/2</i>	<i>7-6</i>	<i>3 1/2</i>	<i>7-6</i>
CENTRE GIRDER, in Double Bottom, depth and thickness	<i>32</i>	<i>32</i>	<i>8-7</i>	<i>32</i>	<i>8-7</i>	Bulb or Plate above floors for lng.	<i>16-7</i>	<i>16-7</i>	<i>6-16</i>	<i>16-7</i>	<i>6-16</i>
Angles, Top	<i>3</i>	<i>3</i>	<i>7-3</i>	<i>3</i>	<i>7</i>	Intercoastal Plate for length	<i>16-7</i>	<i>16-7</i>	<i>6-16</i>	<i>16-7</i>	<i>6-16</i>
Bottom	<i>5 1/2</i>	<i>3 1/2</i>	<i>7-6</i>	<i>3 1/2</i>	<i>7-6</i>	Attached to outside plating with Angle	<i>16-7</i>	<i>16-7</i>	<i>6-16</i>	<i>16-7</i>	<i>6-16</i>
SIDE GIRDERS, number on each side & thickness	<i>Three</i>	<i>Three</i>	<i>6-1</i>	<i>Three</i>	<i>6</i>	BILGE KEELSON, Angles	<i>6</i>	<i>6</i>	<i>9-6</i>	<i>6</i>	<i>9</i>
state if flanged (top & bottom)						Bulb or Plate above floors for Half lng.	<i>16-7</i>	<i>16-7</i>	<i>6-16</i>	<i>16-7</i>	<i>6-16</i>
Angles	<i>3</i>	<i>2 1/2</i>	<i>6-3</i>	<i>3</i>	<i>6</i>	Intercoastal Plate for Half length	<i>16-7</i>	<i>16-7</i>	<i>6-16</i>	<i>16-7</i>	<i>6-16</i>
MARGIN PLATE, depth (exclusive of flange) and thickness	<i>26</i>	<i>26</i>	<i>6-26</i>	<i>26</i>	<i>6</i>	Attached to outside plating with Angle	<i>16-7</i>	<i>16-7</i>	<i>6-16</i>	<i>16-7</i>	<i>6-16</i>
Angles to Outside Plating	<i>3 1/2</i>	<i>3 1/2</i>	<i>7-3 1/2</i>	<i>3 1/2</i>	<i>7</i>	BILGE STRINGER Angles	<i>5</i>	<i>5</i>	<i>7-5</i>	<i>5</i>	<i>7</i>
Floors	<i>3</i>	<i>3</i>	<i>6-3</i>	<i>3</i>	<i>6</i>	Bulb or Intercoastal Plate for full lng.	<i>6 1/2</i>	<i>6 1/2</i>	<i>5-6</i>	<i>6 1/2</i>	<i>5-6</i>
Height of Floors at the Bilges	<i>40</i>	<i>40</i>	<i>140</i>	<i>40</i>	<i>140</i>	Attached to outside plating with Angle	<i>6 1/2</i>	<i>6 1/2</i>	<i>5-6</i>	<i>6 1/2</i>	<i>5-6</i>
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>48</i>	<i>48</i>	<i>7-6</i>	<i>48</i>	<i>7-6</i>	Main and Raised Quarter Deck Stringer Plate, breadth and thickness	<i>26-22</i>	<i>26-22</i>	<i>8-7</i>	<i>26-22</i>	<i>8-7</i>
thickness in Engine and Boiler space	<i>8</i>	<i>8</i>	<i>8-1</i>	<i>8</i>	<i>8</i>	Angle on ditto	<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>
Remainder in Holds	<i>5 1/2</i>	<i>3</i>	<i>8-5 1/2</i>	<i>3</i>	<i>8</i>	Tie Plates, outside Hatchways	<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>22</i>	<i>22</i>	<i>122</i>	<i>22</i>	<i>122</i>	Diagonal Tie Plates on Bms., No. of Pairs	<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>
Angles on Upper Edge	<i>22</i>	<i>22</i>	<i>122</i>	<i>22</i>	<i>122</i>	Main Dk* Iron or Steel for full lng.	<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>
Spacing	<i>22</i>	<i>22</i>	<i>122</i>	<i>22</i>	<i>122</i>	R. Q. Dk* Iron or Steel for lng.	<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>4</i>	<i>2 1/2</i>	<i>6-4</i>	<i>2 1/2</i>	<i>6</i>	Wood Deck, Material & thickness	<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>
Angles on Upper Edge	<i>4</i>	<i>2 1/2</i>	<i>6-4</i>	<i>2 1/2</i>	<i>6</i>	Lower Deck Stringer Plate, breadth and thickness	<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>
Spacing	<i>22</i>	<i>22</i>	<i>122</i>	<i>22</i>	<i>122</i>	Angles on ditto, No.	<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>
BEAMS, Bridge or Pt. Awing. Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>4</i>	<i>2 1/2</i>	<i>6-4</i>	<i>2 1/2</i>	<i>6</i>	Tie Plates, outside Hatchways	<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>
Angles on Upper Edge	<i>4</i>	<i>2 1/2</i>	<i>6-4</i>	<i>2 1/2</i>	<i>6</i>	Deck* Material and thickness	<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>
Spacing	<i>22</i>	<i>22</i>	<i>122</i>	<i>22</i>	<i>122</i>	Hold Stringer Plate	<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>4</i>	<i>2 1/2</i>	<i>6-4</i>	<i>2 1/2</i>	<i>6</i>	Angles on ditto, No.	<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>
Angles on Upper Edge	<i>4</i>	<i>2 1/2</i>	<i>6-4</i>	<i>2 1/2</i>	<i>6</i>	Poop Deck Stringer Plate, breadth & thickness	<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>
Spacing	<i>22</i>	<i>22</i>	<i>122</i>	<i>22</i>	<i>122</i>	Angle on ditto	<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>
PILLARS, In 'tween Decks, Size and Spacing	<i>3-3 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	Tie Plates	<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>
Hold	<i>3-3 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	Deck, Material and thickness	<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>
Quarter, 'tween Dks.,	<i>3-3 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	Forecastle Deck Stringer Plate, brdth & thcknss	<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>
In Hold	<i>3-3 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	Angle on ditto	<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>
WEB FRAMES, In Fore Body, No. and Spacing	<i>15</i>	<i>15</i>	<i>6-15</i>	<i>15</i>	<i>6</i>	Tie Plates	<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>
Brdth. & Thickness	<i>15</i>	<i>15</i>	<i>6-15</i>	<i>15</i>	<i>6</i>	Deck, Material and thickness	<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>
No. of Side Stringers	<i>15</i>	<i>15</i>	<i>6-15</i>	<i>15</i>	<i>6</i>	Are the outside Plates doubled two spaces of Frames in length? <i>Brackets</i>	<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>
WEB FRAMES, In E. & B. Space, No. & Spacing	<i>15</i>	<i>15</i>	<i>6-15</i>	<i>15</i>	<i>6</i>	Are the Sluice Valves and Watertight Doors in efficient working order? <i>None fitted</i>	<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>
Brdth. & Thickness	<i>15</i>	<i>15</i>	<i>6-15</i>	<i>15</i>	<i>6</i>		<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>
No. of Side Stringers	<i>15</i>	<i>15</i>	<i>6-15</i>	<i>15</i>	<i>6</i>		<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>
Size of Angles or Tee Bars to Web Frames	<i>15</i>	<i>15</i>	<i>6-15</i>	<i>15</i>	<i>6</i>		<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness	<i>15</i>	<i>15</i>	<i>6-15</i>	<i>15</i>	<i>6</i>		<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>	<i>3 1/2 x 3 1/2</i>	<i>7-6</i>

