

Spar, Awning or Part Awning Dk.

DISCLOSED SECTION

IRON OR STEEL STEAMER.

(Received at London Office)

WED. 7 JAN 1894

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

Date of completion of Report 15th January 1894

Port of Sunderland

No. 17236 Survey held at Sunderland Date, First Survey 12th June 1893 Last Survey 15 January 1894

On the Steel Screw Steamer

WHITBURN

Rig Schooner

TONNAGE under Tonnage Deck...

SPAR, AWNING OR PART AWNING-DECKED VESSEL,

Master - Hutton 82-93

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

or a Vessel having a continuous Shade Deck.

Year of Appointment (1) As Master in service of owner of present vessel: 1882 (2) As Master of this vessel: 1893

al under Upper Dk.

CLASS 100.A.

Built at Sunderland

of Poop Cabin house

Half Breadth (moulded) 19.91

When built 1894 Launched 11th Nov 1893

Break

Depth from upper part of keel to top of Main Deck Beams 22.04

By whom built Short Bros

Bridge House

Girth of Half Midship Frame (as per Rule) 38.04

Owners Whitburn S.S. Co

Houses on Deck

1st Number 79.99

Managers J. & C. Batchelor & Co

Do. of excess of Hatchways

Length 298.33

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

Do. of Forecasts

2nd Number 23865

Residence Sunderland

Do. above Crown of Engine Room

Proportions—Breadths to Length 7.48

Port belonging to Sunderland

Gr Tonnage

Depths to Length—Main Deck to top of Keel 13.53

Less Engine Room

Destined Voyage Savona

Less Navigation Spaces

Register Tonnage as cut on Beam 1655.06

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BULKHEADS. No. in Vessel *Six* No. Reqd. by Rule *Six*

Ceiling betwixt Decks, thickness and material *2 1/2 in*

in hold do. do. *2 1/2*

Number of Breasthooks *Five*

Crutches *None & deep floors*

W. T. BULKHEADS } Thickness *7/16* Angles *5x3-8/16* Spacing *30* Height up. *all to upper deck* Sngl. or Dbl. Frames. *double*

PARTITIONS .. *Peak* } Vrtcl. *5x3-8/16* *48* Hrztl. *5x3-8/16* *48*

LONGITUDINAL *5/16* Vrtcl. *7x3-8/16* *48*

Are the outside Plates doubled two spaces of Frames in length? *Yes*

The FRAMES extend in one length from *Middle line to tank side, thence to gunwale*

The REVERSED ANGLE on floors and frames extend from *2 frames all to upper deck*

RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c.

Garboard, double riveted to Box Keel or Flat Plate Keel, with rivets *1* in. diameter, averaging *4* ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, *all* double riveted; with rivets *7/8* in. diameter, averaging *3 3/8* ins. from centre to centre.

Butts from Keel to turn of Bilge, worked clencher, treble or double riveted; treble for *whole* length; with rivets *7/8* in. dia., averaging *3 3/8* ins. from cr. to cr.

Butts of *Strakes at Bilge for* *whole* length, treble riveted with Butt Strap *thicker than the plates they connect.*

Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets *7/8* in. diameter, averaging *3 3/8* ins. from centre to centre.

Butts from Bilge to Main Sheerstrake, worked clencher, treble or double riveted; treble for *whole* length; with rivets *7/8* in. dia., averaging *3 3/8* ins. from cr. to cr.

Edges of Main Sheerstrake, double or single riveted. *Spars or Awning Sheerstrake, double or single riveted.*

Butts of Main Sheerstrake, treble riveted for *whole* length amidships. Butts of *Spars or Awning Sheerstrake, treble riveted for whole* length amidships.

Butts of Main Stringer Plate, treble riveted for *half* length amidships. Butts of *Spars or Awning Stringer Plate, treble riveted for whole* length.

Butts of Inner Bottom Plating *double* riveted for *half* length. Butts of Centre Girder *double* riveted.

Breadth of edge laps of Shell Plating in double riveting *6. 5 1/2 x 4 1/2* Breadth of edge laps of Shell Plating in single riveting *11 1/2 x 9*

Butt Straps of Shell Plating, breadth and thickness *19 x 1/2* Butts, If Lapped, breadth of laps *11 1/2 x 9*

Butt Straps of Keelsons, Stringer and Tie Plates, treble or double, riveted *treble and double*

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Steel plates, Corus, Steel angles, Palmers, Borman & Long, Iron plates, Hill & Co, Stockton Malleable, Iron angles, Rygack*

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*

to plate, &c., conform well to each other? *Yes*

from the faying surfaces? *Yes*

Are the rivets break into or through the seams or butts of plating? *No*

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

Do the holes for riveting plate to frames, butt straps, or plate

Are the rivet holes well and sufficiently countersunk in the plate and punched

MASTS, SPARS, &c.

LOWER MASTS....	Material.	Total length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
Fore Mast	<i>53-9</i>	<i>-</i>	<i>20 x 7/16</i>	<i>16 x 6</i>	<i>16 1/2 x 6</i>	<i>13 1/2 x 6</i>	<i>Two</i>	<i>-</i>	<i>Single</i>	<i>Double</i>	
Main Mast	<i>56-3</i>	<i>-</i>	<i>20 x 7/16</i>	<i>16 x 6</i>	<i>16 1/2 x 6</i>	<i>13 1/2 x 6</i>	<i>Two</i>	<i>-</i>	<i>Single</i>	<i>Double</i>	
Mizen Mast	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	

Bowsprit *-*

Topmasts, Yards and Remainder of Spars *pitch pine*

Rigging, Material and Size, Shrouds *Saved wire 3/4*

Sails. *One complete* Suit of *Schooner*

Stays *4*

Sails and the following spare sails *-*

EQUIPMENT No. *27137* LETTER *S* ANCHORS.

Number of Certificate.	Description of Anchor.	WEIGHT, EX STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE.			WEIGHT REQ. P'R RULE			Makers.	Where and when tested and Superintendent.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.			lbs.
<i>25766</i>	1st Bower ..	<i>32</i>	<i>0</i>	<i>0</i>	<i>8</i>	<i>1</i>	<i>14</i>	<i>30</i>	<i>2</i>	<i>2</i>	<i>0</i>	<i>32</i>	<i>0</i>	<i>0</i>	<i>Rodgers</i>	<i>San Francisco 9.1.94</i>
<i>25765</i>	2nd ..	<i>31</i>	<i>0</i>	<i>14</i>	<i>8</i>	<i>0</i>	<i>0</i>	<i>29</i>	<i>9</i>	<i>1</i>	<i>14</i>	<i>31</i>	<i>0</i>	<i>0</i>	<i>Rodgers</i>	<i>" " 9.1.94</i>
<i>25767</i>	3rd ..	<i>28</i>	<i>3</i>	<i>14</i>	<i>7</i>	<i>1</i>	<i>7</i>	<i>27</i>	<i>15</i>	<i>2</i>	<i>14</i>	<i>28</i>	<i>1</i>	<i>0</i>	<i>Rodgers</i>	<i>" " 9.1.94</i>
	4th ..															
	Collective weight	<i>92</i>	<i>0</i>	<i>0</i>								<i>91</i>	<i>1</i>	<i>0</i>		
<i>24320</i>	Stream	<i>10</i>	<i>2</i>	<i>0</i>	<i>3</i>	<i>0</i>	<i>0</i>	<i>12</i>	<i>8</i>	<i>3</i>	<i>0</i>	<i>10</i>	<i>2</i>	<i>0</i>	<i>Rodgers</i>	<i>San Francisco 15. Mar. Con 29.10.92</i>
<i>25601</i>	Kedge	<i>5</i>	<i>1</i>	<i>21</i>	<i>1</i>	<i>1</i>	<i>21</i>	<i>7</i>	<i>16</i>	<i>1</i>	<i>0</i>	<i>5</i>	<i>1</i>	<i>0</i>	<i>Rodgers</i>	<i>San Francisco 24.11.93</i>
	2nd Kedge ..															

CHAIN CABLES.

Number of Certificate.	Fathoms	Size.	Test per Certificate Tons.	Weight of Chain Cable.	Fathoms & Size. Per Rule.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Fathoms.	Size.	FATHOMS & SIZE. PER RULE.	
												Fathoms.	Size.
<i>10554</i>	<i>240</i>	<i>1 1/2</i>	<i>598.823</i>	<i>398.0.22</i>	<i>240.1 1/2</i>	<i>Steel link</i>	<i>San Francisco & Co</i>	<i>R. W. Can</i>	<i>16.12.93</i>	<i>Towline Steel</i>	<i>90</i>	<i>2.33</i>	<i>90.4.33</i>
<i>10692</i>	<i>75</i>	<i>1 1/2</i>	<i>224.548</i>	<i>49.2.8</i>	<i>75.1 1/2</i>	<i>Steel link</i>	<i>" "</i>	<i>" "</i>	<i>16.12.93</i>	<i>Hawser Steel</i>	<i>90</i>	<i>2.33</i>	<i>90.4.33</i>
	<i>90</i>	<i>4</i>	<i>33</i>		<i>90.4.33</i>	<i>Steel link</i>	<i>Glaxholm & Notman</i>	<i>Carlisle & Keaton</i>		<i>Steel</i>	<i>90</i>	<i>2.33</i>	<i>90.4.33</i>

HAWSERS AND WARPS.

Boats *Two life and two others*

Pumps, Number *Five hand pumps* Diameter of Barrel and Tail Pipe *5 and 2 1/2*

The Windlass is *Cumson & Walker Thompson & Co* Capstan *-*

Engine Room Skylights.—How constructed? *Iron*

What arrangements for deadlights in bad weather? *Solid shutters & hells eyes*

Coal Bunker Openings.—How constructed? *Iron casings* How are lids secured? *Hatch bars* Height above deck? *16"*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *Five Scuppers on each side and five freeing ports 2.11 x 1.11 each side*

Cargo Hatchways.—How formed? *Iron casings as usual* Hatches.—If strong and efficient? *Yes Solid*

State size No. 1 Hatch (Forward) *20 x 14.0* No. 2 Hatch *22.0 x 14.0* No. 3 Hatch *20.0 x 14.0* No. 4 Hatch *20.0 x 14.0*

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *One web plate No. 1, 3, 4. Two webs in No. 2 hatch*

Bulwarks, height above deck and description *3. 2" plating* Main Rail, material and size *Bullseye & half round*

The above is a correct description

Builder's Signature (here only) *Wm. D. Thompson* Surveyor's Signature *William D. Sharpe*

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

Order for Special Survey No. 3859
 Date 3 July 93
 Order for Ordinary Survey No. -
 Date -
 in builder's yard. 230

1st. On the several parts of the frame, when in place, and before the plating was wrought } 1893 June 12. 14. 16 July 3. 5. 7. 17. 26. 31 August 4
 2nd. On the plating during the process of riveting } 8. 9. 15. 22. 25 Sept. 4. 9. 18. 21. 26. Oct. 2. 3. 6. 10
 3rd. When the beams were in and fastened, and before the decks were laid } 18. 20. 24. 26. 30. Nov. 1. 4. 6. 7. 8. 10. 12. 15. 22
 4th. When the ship was complete, and before the plating was finally coated or cemented } 24. 27. 28 December 2. 6. 8. 13. 14. 15. 22. 28
 5th. After the ship was launched and equipped } 1894 Jan 2. 4. 6. 8. 9. 11. 13. 15 Total No. of Visits 57

ates and initials of letters respecting this case 1893. June 10. 15. 17. 26 July 21

al Remarks (State quality of workmanship, &c.)
 This is a Steel Part Awning deck Steamer, built in accordance with the plans as approved by the Committee, Secretary's letter of above dates and in general conformity with the Rules for the *100 A.1 Grade. The workmanship and materials are good throughout. Decks flooded. Pumps and watertight doors in working order. This Vessel is a duplicate of George Hoyle and William Middleton excepting that this vessel is fitted with 2 frames in difference in size of web frames, and length of cellular bottom, and deck round off instead of sunk poop.

ULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 120 ft., R.Q.D. or Break 120 ft., Bridge Dk. 120 ft., F'castle 29.8 ft., 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 The mid Quarter deck & raised fore deck are joined. 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 appear in the Register Book) 1 Deck steel, 4th frames, Part awning deck with freeboard. No. -; Signal Letters -.

ULARS OF WATER BALLAST—
 Bottom, aft, length 230 and water capacity in tons 629. Double bottom, forward, length - and water capacity in tons -. Bottom, under engines and boilers, length - and water capacity in tons -. If under Engines only, or Boilers only, state which bottom, constructed on the cellular system, length 230 and water capacity in tons 629. Tank, water capacity in tons -. After peak tank, water capacity in tons 71. Deep tank, length - and water capacity in tons -. Other tanks, if fitted, length - and water capacity in tons -. Above have all been tested as required by the Rules. If necessary, furnish further information by sketches. The surfaces preserved from oxidation? Inside Portland Cement & Paint Outside Paint.

RD assigned by the Committee, as per Secretary's letter, dated 1st December 1893
 For Winter in North Atlantic 9 ft. 4 ins.
 Fresh Water above the centre of disc 4 1/2 ins.
 To top of Wood, Iron or Steel Upper, Span, Awning, or Part Awning Deck.
 Statutory deck line 1 1/2
 of Entry Fee £ 5 Special £ 88 Certificate £ - Travelling Expenses, if any £ -
 on this Vessel should be Classed * 100-A.1 Part Awning Deck
 is received by me, W. L. Sharpe 20. 1. 1894
 * Certificate to be sent to -
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Minute assigned 100A1 Steel
pt. Awning sh
with f'd 58 6/12
100A1 Steel
opt. Awning sh
7K
 This Vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted that it is eligible to be classed 100 A1 ("Steel") Part Awning Deck with freeboard, as recommended. The dimensions freeboard of 8.8 1/2 from centre of disc to top of statutory deck line at part awning deck, are marked on the Vessel's side to be inserted in the Classification Certificate and recorded in the Register Book, and further the recommended freeboard as shown on the above plan is to be inserted in the Certificate of Classification.
 100 A1 ("Steel") Part Awning Deck with freeboard (St) & web frames & pt Awning Deck
 N.B. = Cell 2 B.D. (particulars above)
 F.K.
 Hull Certificate Written.
 Lloyd's Register Foundation

See also Remarks p. 11.

attached