

Spar, or Awning Dk.

IRON OR STEEL STEAMER.

No. 3653

State if Report is also sent on the Machinery of the Vessel *Yes* *How 45605*
Port of *Middlesbro* Date of completion of Report *15 Aug 03* Received at London Office *MUN. 17 AUG 1903*
Survey held at *Middlesbro* Date, First Survey *10th Feb 03* Last Survey *10 August 1903*
On the *S/S* "Carol Ter" Rig *SR*

TONNAGE under
Tonnage Deck...
Do. between Tonnage Dk.
and 3rd, 4th, Spar or
Awning Dk.
Total under Upper Dk. *2962.82*
Do. of Poop *88.97*
Do. of Bridge House *55.82*
Do. of Forecasts *76.69*
Do. of Houses on Deck *39.64*
Do. of excess of Hatchways
above Crown of
Engine Room...
Gross Tonnage *3223.94*
as Crew Space *72.67*
as above Crown of
Engine Room...
TONNAGE FOR FEES...
as Engine Room *3151.27*
as Navigation Spaces *1031.66*
as Navigation Spaces *24.67*

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

CLASS *100A1 "Spar Dk"*
"with freeboard"
FEET.
Half Breadth (moulded) *23.50*
Depth from upper part of keel to top of Main Deck Beams *19.00*
Girth of Half Midship Frame (as per Rule) *39.18*
1st Number *81.68*
Length *323*
2nd Number *26382*
Proportions—Breadths to Length...
Depths to Length—Main Deck to top of Keel *14*

Master *J. Ancelin*
Year of Appointment *1903*
Built at *Middlesbro*
When built *1903* Launched *24 June*
By whom built *Sir Raylton Dixon & Co Ltd*
Owners *L. Dreyfus & Co*
Managers
(Where necessary to be entered in Reg. Book.)
Residence *Paris*
Port belonging to *Dunkerque*

Register Tonnage *2094.94* Destined Voyage *Home via Suez* If Surveyed while Building, Afloat, or in Dry Dock *Yes*

LENGTH on Deck *323* Feet. Inches. BREADTH—Moulded *47* Feet. Inches. DEPTH, top of Floors to Spar or Awning Dk. Beams *23.6* Feet. Inches. Power of Engines *15* Horse. No. of Decks with flat laid *one*
as per Rule... Main Deck Beams...
Dimensions of Ship per Register, Length *325* breadth *47.3* depth *15.64* Spar or Awning Dk. Moulded depth, ft. *26* ins. — To Main Dk. Round up of Beam, Main Dk. *11 1/2* ins.

FRAMING.				FORGINGS AND CASTINGS.			
	Inches in Ship.	Inches in Ship.	20ths in Ship.		Inches in Ship.	Inches in Ship.	Inches per Rule.
FRAME, Angles, or L, C or U Bars, for 1/2 length amidships	5 1/2	3 1/2	8	5 1/2	3 1/2	8	
Do. for 1/2 at each end	3 1/2	3 1/2	8	5 1/2	3 1/2	8	
Do. in way of Double Bottoms at Solid Floors	5	3 1/2	8	5 1/2	3 1/2	8	
Frames in peaks at intermdt. Dkts.	5	3 1/2	8	5 1/2	3 1/2	8	
Distance of Frames from moulding edge to moulding edge, all fore and aft	6	3 1/2	8	5 1/2	3 1/2	8	
EVERSED FRAME, Angles	6	3 1/2	8	5 1/2	3 1/2	8	
DEEP FRAMING, depth of girder	8 1/2	3 1/2	8	5 1/2	3 1/2	8	
LOOPS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships							
" in way of Engines and Boilers							
" thickness at the ends of vessel							
" depth at 1/2 the half-bdth. as per Rule							
" height extended at the Bilges							
LOOPS & BRACKETS, in Cell Double Bottoms	40	24	7	40	24	7	
Distance apart	40	24	7	40	24	7	
CENTRE GIRDER, in Double bottom, depth and thickness	40	24	7	40	24	7	
" Angles, Top	4	4	9	4	4	9	
" Bottom	6	4	10	6	4	10	
DE GIRDERS, number and thickness	one	3 1/2	3 1/2	7	3 1/2	3 1/2	
" Angles	3 1/2	3 1/2	8	3 1/2	3 1/2	8	
MARGIN PLATE, depth (exclusive of flange) and thickness	3 1/2	3 1/2	8	3 1/2	3 1/2	8	
" Angles	48	9	8	48	9	8	
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	48	9	8	48	9	8	
" thickness in Engine and Boiler space	9/20	8	10	9/20	8	10	
Remainder in Holds	11	11	11	11	11	11	
RAMS, Spar or Awning Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	11	11	11	11	11	11	
" Angles on upper edge	12	48	13	12	48	13	
Average space	48	48	48	48	48	48	
RAMS, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	12	48	13	12	48	13	
" Angles on upper edge	48	48	48	48	48	48	
Average space	48	48	48	48	48	48	
RAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	12	48	13	12	48	13	
" Angles on upper edge	48	48	48	48	48	48	
Average space	48	48	48	48	48	48	
RAMS, Hold, or Orlop, Plate or Tee Bulb	6	3	8	6	3	8	
" Angles on upper edge	24	24	24	24	24	24	
Average space	24	24	24	24	24	24	
RAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	7	3	9	7	3	9	
" Angles on upper edge	5 1/2	3	8	5 1/2	3	8	
Average space	24	24	24	24	24	24	
RAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	9	11	9	9	11	9	
" Angles on upper edge	48	48	48	48	48	48	
Average space	48	48	48	48	48	48	
PILLARS, In tween Deck, size and spacing	2 1/2	48	2 1/2	48	2 1/2	48	
" Hold	5	48	5	48	5	48	
" Quarter, tween Dks., "							
" in Hold							
WEB FRAMES, In Fore Body, No. and spacing							
" breadth & thickness							
" No. of Side Stringers							
WEB FRAMES, In E. & B. Space, No. & spacing							
" breadth & thickness							
WEB FRAMES, In After Body, No. and spacing							
" breadth & thickness							
" No. of Side Stringers							
" Size of Angles or Tee Bars to Web Frames							
BRACKET PLATES to Stringers between Web Frames, depth and thickness							

PLATING.										RIVETING.									
STRAKES.		AS IN SHIP.				PER RULE OR AS APPROVED.		Lower EDGES.				BUTTS.							
		AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		RIVETS.		Double or Treble and for what Length.		RIVETS.		STRAPS.		IF LAPPED.	
		Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Single or Double.	Breadth of Lap.	Diam.	Spacing or to cr.	Inches.	Diam.	Spacing or to cr.	Breadth.	Thickness.	Breadth.	For what Length.	
FLAT PLATE KEEL		36	19	12	13	36	19	Double	6	1	4	2nd $\frac{1}{2}$	1	4	-	-	14	Full	
(If Bar Keel, state Riveting)		46	13	11	11-12	46	13	"	5 $\frac{1}{4}$	$\frac{7}{8}$	3 $\frac{3}{4}$	TR. all	$\frac{7}{8}$	3 $\frac{1}{2}$	-	-	9	"	
GARBOARD OR A STRAKE			10	9	9-11		10	"	"	"	"	2nd $\frac{3}{4}$	"	3 $\frac{1}{2}$	-	-	9	"	
State actual thickness in way of Double Bottom.			11	9	9-12		11	"	"	"	"	"	"	"	-	-	12	"	
B			11	9	9-12		11	"	"	"	"	"	"	"	-	-	"	"	
C			12	9	10-12		12	"	"	"	"	"	"	"	-	-	"	"	
D			11	9	9-11		11	"	"	"	"	"	"	"	-	-	"	"	
E			12	9	9		12	"	"	"	"	"	"	"	-	-	"	"	
F			11	9	9		11	"	"	"	"	"	"	"	-	-	"	"	
G			12	9	9		12	"	"	"	"	"	"	"	-	-	"	"	
H			11	9	9		11	"	"	"	"	TR all	"	3 $\frac{1}{2}$	-	-	9	"	
Main Sheer J		46	12	9	9	44	12	"	"	"	"	"	"	"	-	-	"	"	
K			13	9	9		13	"	"	"	"	"	"	"	-	-	"	"	
Spar Sheer L		45	15	10	10	44	15	"	6	1	4	2nd $\frac{1}{2}$	1	4	-	-	14	"	
M																			
N																			
O																			
P																			
Q																			
DOUBLING of Flat Plate Keel		Keel increased $\frac{3}{20}$, & garbds $\frac{1}{20}$ for $\frac{1}{2}$ L. in lieu of doubling																	
Length and thickness of Bilges		at ends of bridge abt 20ft. \times 13/20																	
of Sheerstrakes																			
of Strake below																			
POOP SIDES					7		7												
BRIDGE SIDES		9					9												
FORECASTLE SIDES				7			7												

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.?	Spar or Awning Butts, treble riveted for at ends. Quad $\frac{1}{2}$ length amidship.
Consett, Palmers, South Durham	Stringer Plate Straps, single, double or overlapped for full length amidship.
	Main Stringer Butts, treble riveted for full length amidship.
	Plate Straps, single, double or overlapped for full length amidship.
	Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted? $Y \times D$
	Inner Bottom Plating, riveting of Edges $Y \times D$ Butts $D \times S$
	Centre Girder Butts, Treble Laps riveted Keelson Butts, Treble riveted.
	Frames, riveted through Plates with $\frac{7}{8}$ in. Rivets, about 6 $\frac{1}{2}$ apart.
	Rivets, state whether Iron or Steel Iron

FRAMES extend in one length from margin to Spar, P.B. & F. dks
REVERSED FRAMES on floors and frames extend from all to spar deck
Double in E & B. Space.

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 pole.	Steel	70-6	19 \times $\frac{7}{16}$	-	-	12 $\frac{1}{2}$ \times $\frac{1}{2}$	2	-	-	Single	Treble
Main	"	71-3	20			20				"	"
Mizen	"										
Masts stepped at main dk											
Bowsprit ✓											
Topmasts, Yards and Remainder of Spars Single Steel topmasts - p. pine											
Rigging, Material and Size, Shrouds Steelwire, 3 $\frac{1}{4}$ "											
Stays 4 $\frac{1}{2}$ \times 4"											
Sails. one Suit of fore & aft Sails, and the following spare sails ✓											

EQUIPMENT No. 33927 LETTER V - ANCHORS.																
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQ. BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.			
24683	1st Bower	48	1	4	Stockless	44	5	2	14	47	2	-	Byers	Byers	Tip. 18-2-03	
24762	2nd "	47	1	-	Do	40	13	-	14	47	2	-	Patent	Do	Do. 10-3-03	
3838	3rd "	40	3	14	Do	36	8	-	14	40	1	-	Stockless	Do	Sld. 25-5-03	
	Collective weight	136	1	18		135	1	-		135	1	-			Perrins & Relf	
49276	Stream	11	3	10	3 - 18	13	15	-	-	11	2	-	Rodgers	Hartshorne	Net. 20-5-03	
49275	Kedge	5	3	10	1 - 24	8	2	3	7	5	3	-	Do	Do	Do	
	2nd Kedge	Certs for Cast Steel heads produced (Perrins & Koch)												H. Green		

CHAIN CABLES.										HAWSERS AND WARPS.				
Number of Certificate.	Fathoms.	Size.	Test per Certificate.	WEIGHT OF CHAIN CABLE.		Fathoms and Size Per Rule.	Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size Per Rule.
				Supplied.	Per Rule.									
31972	270	2	100.8	538-3-14	538-3-0	270-2"	Stud	Hartshorne	Net. 29-5-03	TOWLINE	Steel	120	4	33 120-4
			72						H. Green	HAWSER	Manila	90	7	90-7
										WARP	"	90	7	90-7
											"	90	7	90-7
											"	90	7	90-7
Iron Stream Chain or Steel Wire ... 90 4 $\frac{1}{2}$ 39 - - 90-4 $\frac{1}{2}$ Steel wire Wood Haggie Makers Cert														

Boats	2 Life & 2 others
Pumps, Number	Flywheel hand pump connected to all hold suction & forepeak pump 5". Tested
Windlass is	Steam. Emerson Walker
Engine Room Skylights.	How constructed? Steel
What arrangements for deadlights in bad weather?	Bulls up
Coal Bunker Openings.	How constructed? Bolt angles
How are lids secured?	Battened
Height above deck?	9"
Number of Scuppers, and number and dimensions of Freeing Ports, &c.	Scuppers 8 pr. & Ports 6 pr. 42" \times 19"
Ceiling in Holds, thickness and material	2 $\frac{1}{2}$ pine
Ceiling 'tween Decks, thickness and material	2" pine
Cargo Hatchways.	How formed? Plates & angles. Coaming 45" \times 39 stayed
Hatches, If strong and efficient?	2 $\frac{3}{4}$ solid
State size No. 1 Hatch (Forward)	24' \times 16'
No. 2 Hatch	24' \times 16'
No. 3 Hatch	24' \times 16'
No. 4 Hatch	24' \times 16'
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch	2 web plates, 3 fore & afters
No. of Breasthooks	seven
No. of Crutches	2 floors
Bulwarks, height above deck and description	3'-6" - Bull plate stays
Main Rail, material and size	6" bulb angle
The above is a correct description.	for SIR RAYLTON DIXON & COMPANY, LIMITED.
Builder's Signature (here only.)	Surveyor's Signature. W. H. Cooper
	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)
M-1903 Jan 14, 17, Feb 9, Mar 3, July 3- E-10-2-02

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.)

Good
This vessel has been built in accordance with the approved plans, the Secretary's letters of the above dates, & in general conformity to the Rules for the Class contemplated. The decks & shaft tunnel were tested by hose, the fore peak was filled to the load line, & the B.H. W.T. doors examined & found in order. The steam & hand steering gears were seen working satisfactorily. The vessel left for the Lyne to be dry docked.

Wood middle dk omitted & partly compensated for.

One forging report - 6 Plans.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *30* ft., R.Q.D. or Break ☒ ft., Bridge Dk. *88* ft., F'castle *34* 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) *Spar dk (stl) 2 tr B & deep framing*
Official No. ; Signal Letters
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 *yes*

Where fitted.	Length. Feet.	Water Capacity. Tons.	Where fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	<i>96</i>	<i>220</i>	Fore peak tank,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Double bottom, forward,	<i>144</i>	<i>367</i>	After peak tank,	<input checked="" type="checkbox"/>	<i>100</i>
Double bottom, under Engines and Boilers,	<i>36</i>	<i>103</i>	Midship deep tank,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Double bottom, if under Engines only,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Other tanks, if fitted,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Double bottom, if under Boilers only,	<input checked="" type="checkbox"/>	<i>690</i>	(If necessary, furnish further information by sketch.)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

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

Order for Special Survey No. *594* Date *16.1.03*
Order for Ordinary Survey No. ☒ Date ☒
No. *500* in builder's yard.
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 *1903 Feb 10 12 13 17 19 23 Mar 3 4 5 9 11 13 16 16 18 20 25 27 28*
2nd. On the plating during the process of riveting *Apr 2 8 16 17 20 23 27 29 May 6 8 11 13 14 15 18 22 25 27 28*
3rd. When the beams were in and fastened, and before the decks were laid *29 June 3 5 8 9 10 11 19 22 29 July 14 20 22 30 Aug 5 7 10*
4th. When the ship was complete, and before the plating was finally coated or cemented
5th. After the ship was launched and equipped
Total No. of Visits *55*

The amount of Entry Fee.....£ *5:0:0*
Special Survey Fee ...£ *103:15:6*
Travelling Expenses, if any £ : :
Fees applied for, *14.8.1903*
Received by me, *RHD*
14.8.1903

Certificate to be sent to

I am of opinion this Vessel should be Classed *100A1 "Spar Dk" with freeboard*
With, or without Freeboard, as condition of Class

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

Committee's Minute

TUES. 18 AUG 1903

Character assigned

100A1 Steel Spar dk. w. freebd. 8.5.12

Lloyd's rep

+ LMC 8, 03

Write up