

For ADKs., R.Q.Dk.,
and Pt. Awng. Dk.

IRON OR STEEL STEAMER.

THUR 21 FEB 1895

Received at London Office.

9600

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

Date of completion of Report 20. 2. 95.

Port of WEST HARTLEPOOL.

No. 9600 Survey held at WEST HARTLEPOOL. Date, First Survey 11th May, 1894. Last Survey 18th Feb, 1895.

Rig 302 1/2 ft. Schooner

GE under 2223.88
age Deck... 399.69
Raised Qr. 206.24
or Break...
Bridge House
Forecastle
Houses on Deck 46.85
of excess of Hatchways 28.92
above Crown of 15.75
Engine Room... 2921.33
Crew Space 88.47
above Crown of 15.75
Engine Room... 2837.11
GE FOR FEES...
Engine Room 934.83
Navigation Spaces 36.77
Master Tonnage 1881.26
cut on Beam...

ONE OR TWO DECKED VESSEL.

CLASS 100A1

Master Evan Jones

Year of appointment (1) As master in service of owner of present vessel - 1895 (2) As master of this vessel - 1895

Built at West Hartlepool

When built 1894-95 Launched 15 Nov 1894

By whom built Furness Withy & Co. Ltd.

Owners Messrs Lunn & Macey

Managers

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

Residence Newcastle on Tyne

Port belonging to Newcastle on Tyne

Half Breadth (moulded) 20.17
Depth from upper part of Keel to top of Main Deck Bms. 24.86
Girth of Half Midship Frame (as per Rule) 40.00
1st Number 84.83
Length 312.33
2nd Number 264.95
Proportions—Breadths to Length 7.7
Depths to Length—Main Deck to top of Keel 12.6
Destined Voyage Cardiff to Port Said

Surveyed while Building, Afloat, or in Dry Dock

LENGTH on Deck	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH—	Feet.	Inches.	Power of	Horse.	No. of Decks with Flat laid
per Rule	312	4	Moulded	40	4	Top of Floors to Main Deck Beams	21	4	Engines	240	No. of Tiers of Beams
Dimensions of Ship per Register, Length,	314.0		breadth,	40.5		depth,	21.4		Moulded Depth, ft.	23	ins. 10
											Round of Beam 10 inches.

FRAMING.	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as	Inches per Rule as Appro	20ths per Rule ved.
RAILS, Angles, 7 or 8 Bars, for $\frac{1}{2}$ length amidships	6 $\frac{1}{2}$	3 $\frac{1}{2}$	11	6 $\frac{1}{2}$	3 $\frac{1}{2}$	11
Do. for $\frac{1}{2}$ at each end	"	"	10	"	"	10
Do. in way of Double Bottoms at Solid Floors ..						
" " at intermdt. Bkts.	7	3 $\frac{1}{2}$	8 $\frac{1}{2}$	7	3 $\frac{1}{2}$	8 $\frac{1}{2}$
Distance of Frames from moulding edge to moulding edge, all fore and aft	24			24		
FLARED FRAMES, Angles						
FLARED FRAMES, depth of girder						
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships	40		9 $\frac{1}{2}$	40		9
" in way of Engines and Boilers	40		8 $\frac{1}{2}$	40		9
" thickness of the ends of vessel						
" depth at $\frac{1}{2}$ the half breadth as per Rule ..						
Height extended at the Bilge						
DOORS & BRACKETS, in Cell Dble Bottoms			8			8
" " Distance apart						
CENTRE GIRDER, in Double Bottom, depth and thickness	40		10	40		10
" " Angles, Top	4	4	9 $\frac{1}{2}$	4	4	9
" " " Bottom	8 $\frac{1}{2}$	4	9 $\frac{1}{2}$	8 $\frac{1}{2}$	4	9
THE GIRDERS, number and thickness	One	9 $\frac{1}{2}$	One	9		9
3 on each side under engines						
MARGIN PLATE, depth (exclusive of flange) and thickness	29		8	29		8
" Angles ..	4	3	8	3 $\frac{1}{2}$	3 $\frac{1}{2}$	8
LOWER BOTTOM PLATING, breadth and thickness of Middle Line Strake ..	63		9	63		9
" " thickness in Engine and Boiler space ..	Iron 8/16		Iron 8/16			
" " Remainder in Holds	10	6	9	9 $\frac{1}{2}$		9
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb ..						
" Angles on Upper Edge	48			48		
" Average space	9	5 $\frac{1}{2}$	9	9		9
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb						
" Angles on Upper Edge	48			48		
" Average space	15		10	15		10
BEAMS, Hold, Plate or Tee Bulb	5	4	9	5	4	9
" Angles on Upper Edge	As approved					
" Average space	14		10	14		10
BEAMS, Roop Deck, Angle, Bulb Angle, Plate or Tee Bulb	5	4	9	5	4	9
" Angles on Upper Edge	As approved					
" Average space	5 $\frac{1}{2}$	3	7	5 $\frac{1}{2}$	3	7
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb						
" Angles on Upper Edge	24			24		
" Average Space						
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb						
" Angles on Upper Edge						
" Average space						
PILLARS, In 'tween Decks, Size and Spacing ..	7/20	Slab frame division				
" " Hold " " ..	7/16	Iron frame division				
" " Quarter 'tween Decks, " " ..						
" " in Hold " " ..						
WEB FRAMES, In Fore Body, No. and Spacing ..	Iron	- 7 frame spaces				
" " " Brdth. & Thickness ..	21	8	21	8		
" " No. of Side Stringers " " ..	Three		Three			
WEB FRAMES, In E. & B. Space, No. & Spacing ..	Five	- 465 spaces				
" " " Brdth. & Thickness ..	21	8	21	8		
WEB FRAMES, In After Body, No. and Spacing ..	Six	- 7 spaces				
" " " Brdth. & Thickness ..	21	8	21	8		
" " No. of Side Stringers " " ..	Three	Hold Stringer				
" " Size of Angles on Tee Run to Web Frames ..	3 $\frac{1}{2}$	3 $\frac{1}{2}$	8	3 $\frac{1}{2}$	3 $\frac{1}{2}$	8
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness	18		8	18		8

FORGINGS AND CASTINGS.	Inches in Ship.	Inches per Rule Or as Approved.
KEEL, Bar or Side Plates depth and thickness	10 x 2 3/4	10 x 2 3/4
STEM, moulding and thickness	10 x 6	10 x 6
STERN-POST for Rudder do. do.	10 x 6	10 x 6
" for Propeller	10 x 6	10 x 6
MAIN PIECE of Rudder, diameter at head	8	8
do. at heel	4	4

RUDDER, how constructed Forged iron frame, plated.

Can the Rudder be unshipped afloat? Yes.

KEELSONS AND STRINGERS.	Inches in Ship.	Inches in Ship.	16ths or 20ths per Rule Or as Approved.	Inches in Ship.	Inches in Ship.	16ths or 20ths per Rule Or as Approved.
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate						
" Rider Plate						
" Bulb Plate to Intercoastal Keelson						
" Horizontal Plates on Floors						
" Angles						
SIDE KEELSON, Angles						
" Bulb or Plate above floors for lng.						
" Intercoastal Plate for length						
" Attached to outside plating with Angle						
BILGE KEELSON, Angles						
" Bulb or Plate above floors for len.						
" Intercoastal Plate for length						
" Attached to outside plating with Angle						
BILGE STRINGER Angles						
" Bulb Plate for length						
" Intercoastal Plate for length						
" Attached to outside plating with Angle						
SIDE STRINGER Angles						
" Bulb or Intercoastal Plate for lng.						
" Attached to outside plating with Angle						

Main and Raised Quarter Deck Stringer Plate, breadth and thickness	75	11	75	11
" Angle on ditto	4 1/2 x 4	9	4 1/2 x 4	9
" Tie Plates fore & aft outside Hatchways	4 1/2 x 4 1/2	10	4 1/2 x 4 1/2	10
" Diagonal Tie Plates on Bms. No. of Pairs				
" Main Dk* Iron or Steel for	Slab 9 x 8	Slab 9 x 8		
" R. Q. Dk* Iron or Steel for	Iron 7/16	Iron 7/16		
" Wood Deck Material & thickness				
Lower Deck Stringer Plate, breadth and thickness	46	11	46	11
" Angles on ditto, No. 2	4 x 4	9	4 x 4	9
" Tie Plates outside Hatchways	Bulb Angle 6 x 3 1/2 x 11	6 x 3 1/2 x 11		
" Deck Material and thickness	at full			
Hold Stringer Plate				
" Angles on ditto, No.				
Roop Deck Stringer Plate, breadth & thickness				
" Angle on ditto				
" Tie Plates				
" Deck Material and thickness				
Bridge Deck Stringer Plate, brdth & thickness	75	9	75	9
" Angle on ditto	5 x 4	10	5 x 4	10
" Tie Plates	Iron 6 x 5	Slab 8/10	Iron 5 1/2	10
" Deck, Material and thickness	Iron 7/16	Slab 8/10	Slab 8/10	
Forecastle Deck Stringer Plate, brdth & thickness				
" Angle on ditto				
" Tie Plates				
" Deck, Material and thickness				

* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.

BULKHEADS.	Number.		Thickness.	STIFFENERS.			Single or Double Frames.	Height up
	In Vessel.	Per Rule.		Horizontal.	Vertical.	Spacing		
				Inches.	Inches.	Inches.		
W. T. BULKHEADS	6	6	$7\frac{5}{16}$	$6\frac{1}{2} \times 3 \times \frac{11}{16}$	$6\frac{1}{2} \times 3 \times \frac{11}{16}$	48	Double	1 to 10
After each Engine Room		Iron	$7\frac{5}{16}$	$7\frac{1}{2} \times 3 \times \frac{11}{16}$	$7\frac{1}{2} \times 3 \times \frac{11}{16}$	48	-	At. 2 to 10
PARTITION "								
LONGITUDINAL.,	In hold,	iron $\frac{5}{16}$	Iron	$5 \times 3 \times \frac{9}{16}$		48		Main deck
	In 'tween decks	$\frac{5}{16}$	6" double	flanged edge		48		3 to 8 ft
Are the outside Plates doubled two spaces of Frames in length?								
Yes								

PLATING.										RIVETING.										
STRAKES.	AS IN SHIP.						PER RULE OR AS APPROVED.		EDGES.				BUTTS.							
	AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		Single or Double.	Breadth of Lap.	RIVETS.		Double or Treble and for what Length.	RIVETS.		STRAFS.		IF LAPPED.		
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Diam.	Spacing cr. to cr.			Diam.	Spacing cr. to cr.		Breadth.	Thickness.	Breadth.	For what Length.			
FLAT PLATE KEEL.....	48	24	12	12	48	24			Double	6 1/2	1 1/2	4	3 R. 3m	1 1/2	1 1/2	4 1/2	19	16	3	✓
(If Bar Keel, state Riveting)																				
GARBOARD OR A STRAKE	48	12	11	8 1/2	✓	12			—	5 1/4	7/8	3 1/2	4 apt.	7/8	3 1/2	✓	✓	✓	9	3m apt
State actual thickness in way of Double Bottom.																				
B	54	11	9	11	✓	11			—	—	—	—	—	—	—	✓	✓	✓	—	—
C	48	12	9	12	✓	12			—	—	—	—	—	—	—	✓	✓	✓	—	—
D	54	11	9	12	✓	11			—	—	—	—	3 R. 3/4 L.	—	—	16 1/4	15	✓	✓	✓
E	51	12	3 1/2	12	✓	12			—	—	—	—	—	—	—	—	16	✓	✓	✓
F	51	11	9	11	✓	11			—	—	—	—	—	—	—	—	15	✓	✓	✓
G	47	12	9	12	✓	12			—	—	—	—	—	—	—	—	16	✓	✓	✓
H	52	11	9	11	✓	11			—	—	—	—	—	—	—	—	15	✓	✓	✓
J	46	12	9	9	✓	12			—	—	—	—	—	—	—	—	16	✓	✓	✓
K	53	12	9	9	✓	12			—	—	—	—	—	—	—	—	16	✓	✓	✓
M. Sheer.	50	14	10	10	50	14			—	—	—	—	—	—	—	—	18	✓	✓	✓
P. W. W. Sheer.	50	10	7	8	✓	10			—	—	—	—	—	—	—	—	16 1/4	14	✓	✓
N																				
O																				
P																				
DOUBLING of Flat Plate Keel																				
Length and thickness of Bilges																				
of Sheerstrakes																				
of Strake below																				
POOP SIDES	✓	12	✓	8	✓	12-8			Double	✓	✓	✓	3 R. 3/4 L.	7/8	3 1/2	✓	✓	✓	✓	✓
RAISED QUARTER DECK SIDES																				
BRIDGE SIDES																				
FORECASTLE SIDES	✓	16	✓	3 1/2	✓	7			Double	✓	✓	✓	Double	3/4	2 3/8	9 1/4	7	✓	✓	✓
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.?		Main Stringer Plate (Butts, treble riveted for length amidship)	
Build Steel - Bolton & Vaughan & Co. Limited, Bolton		Butts of Bilge & Side Stringers, and Tie Plates, treble or double riveted?	
Iron - J. Hill & Co. Liverpool		Inner Bottom Plating, riveting of Edges Double & Single Butts 2 R for 1/2 L.	
		Centre Girder Butts, 3 R and 2 R riveted. Keelson Butts, riveted.	
		Frames, riveted through Plates with 7/8 in. Rivets, about 6" apart.	
		Rivets, state whether of Iron or Steel Iron	

FRAMES extend in one length from	Cause Side	to	gunwale
REVERSED FRAMES on floors and frames extend from	✓		

MASTS, SPARS, &C.											
	Material.	Total length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners	Heel	Hounds	Head		Number.	Size.	Seams.	Butts.
LOWER MASTS	Fore	55.0	22 x 4/16	19 x 4/16	17 1/2 x 5/16	16 1/2 x 5/16	Two	✓	✓	Single	Treble
	Main	15.0	21 x 4/16	18 x 4/16	16 1/2 x 5/16	16 x 5/16	—	✓	✓	—	—
	Mizen										
Iron masts built by J. Hill & Co. of Stockton on Tees											
Rigging, Material and Size, Shrouds 3 3/4 gal. Steel wire											
Stays 4 1/4 gal. Steel wire											
Sails, One Suit of Sails and the following spare sails.											

EQUIPMENT No.	29807	LETTER	t	TONNAGE FOR TRAWLERS	U.D.R.
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.			
28096	1st Bower	43	3	0				38	8	3	0	42	2	0	Hartshorne's	J. Hartshorne 20.8.94 Sunderland
25288	2nd	40	3	0				36	6	1	0	42	2	0	Patent	— 29.8.94 J. Hartshorne
26952	3rd	37	1	0				33	18	3	0	36	1	0	Steeless	— 30.10.94 J. Hartshorne
	Collective weight	121	3	0								121	1	0		
28947	Stream	10	3	7	2	3	0	12	15	1	7	10	3	0	Common	J. Hartshorne 27.10.94 Sunderland
26948	Kedge	5	2	7	1	1	21	7	18	1	21	5	2	0	—	J. Hartshorne
	and Kedge															

CHAIN CABLES.										HAWSERS AND WARPS.					
Number of Certificate.	Fathoms.	Size.	Test per Certificate, Tons.	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.										
11151	240	1 1/8	88 1/2	425	2 1/2	240-1 1/8	Steel line	J. Hartshorne & Co. 3.11.94 J. Hartshorne		TOWLINE	Steel	100	4	33 1/2	100-4
11164	75	1 1/8	34 1/2	22 1/2	49 1/2	75-1 1/8	—	—	26.9.94 J. Hartshorne	HAWSER	—	90	3 1/4	22	90-3 1/4
										WARP	Manilla	90	8	—	90-8
															and others

Boats	2 Life boats & 2 others.
Pumps, Number	Four deck pumps & as appd.
Windlass is	Emerson Walker & Thompson Bros Captain
Engine Room Skylights.—How constructed?	Iron on iron casing 7.0 above Part-Awning deck.
What arrangements for deadlights in bad weather?	Thick glass bulls eyes in iron hinged covers.
Coal Bunker Openings.—How constructed?	3 Hatches each side How are lids secured? Bars & Jarpaulins Height above deck? 19" & 12"
Number of Scuppers, and number and dimensions of Freeing Ports, &c.	4 Ports (22 x 15) & 5 Scuppers each side of 12" deck.
Ceiling in Holds, thickness and material	2 1/2 W.P.
Ceiling 'tween Decks, thickness and material	6" & 2" W.P. battens
Cargo Hatchways.—How formed?	Steel plate coamings
Hatches.—If strong and efficient?	Yes, Solid.
State size No. 1 Hatch (Forward)	16.0 x 15.10
No. 2 Hatch	23.9 x 16.0
No. 3 Hatch	21.10 x 16.0
No. 4 Hatch	23.10 x 14.10
Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch	1 web plate in No. 1 2 web plates in No. 2 3 & 4.
3 Jore Yards in each hatch.	
No. of Breasthooks	7 deep floors
No. of Crutches	1 deep floor.
Bulwarks, height above deck and description	Thick plating 3" above Stringer Main Rail, material and size 6" 1/2 Batt angle at 12" Dk.
The above is a correct description.	FURNESS, WITBY & CO., LIMITED.
Builder's Signature (here only).	Chas. F. W. L. Surveor to Lloyd's Register of British and Foreign Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case) 1894 Feb. 21 May 30.

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.
Do any rivets break into or through the seams or butts of the 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 & the vessel has been constructed in accordance with the approved plans (4 in No.) which together with one Forgings Report are attached hereto.
The fore peak has been tested by filling with water to height of load line; decks and tunnel tested by hose found good. Hand pumps tried & found to work satisfactorily.

Drawings:
Midship Section
Profile
Q^r ax. side plating
Pumping plan.
With the exception of the arrangements at the beam, this vessel is similar to the S.S. "Saint Jerome", see W & P. Report No. 9487.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 123 ft., R.Q.D. or Break 191 ft., Bridge Dk. 191 ft., F'castle 191 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.
One deck (iron & steel), Part Auming deck (iron & steel) & web frames.
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).
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, cellular.

Where fitted.	Length. Feet.	Water Capacity. Tons.	Where fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	104	190	Fore peak tank,	✓	✓
Double bottom, forward,	110	206	After peak tank	✓	30
Double bottom, under Engines and Boilers,	46	100	Midship deep tank,	✓	✓
Double bottom, if under Engines only,	✓	496	Other tanks, if fitted,	✓	✓
Double bottom, if under Boilers only,	✓	✓	(If necessary, furnish further information by sketch.)		

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

Order for Special Survey No. 16044
Date 16th May, 1894
Order for Ordinary Survey No. ✓
Date ✓
No. 210 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 }
2nd. On the plating during the process of riveting }
3rd. When the beams were in and fastened }
4th. When the ship was complete, and before the }
5th. After the ship was launched and equipped }
plating was finally coated or cemented ... }
Built under Special Survey.—
First survey, 11th May, 1894.
Last " 18th Feb, 1895.
Total No. of Visits 66

The amount of Entry Fee£ 5 :
Special.....£ 95 : 18 : 6
Certificate* £ : :
Travelling Expenses, if any £ : :
Fees applied for, 20.2.1895
Received by me, 19.2.1895
* Certificate to be sent to
I am of opinion this Vessel should be Classed 100A1 Part Auming deck
With, or without Freeboard, as condition of Class with Freeboard.
Chas. Fowling.
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRI 22 FEB 1895
Character assigned 100A1 Steel
a & p
+ 2mc 2, 95
1 Dr pk. Iron + pk. Steel 2 str B
+ Web frames
+ pk. Auming dk. (pk. Steel + pk. Iron)
This vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classified 100A1 ("Steel") Part Auming deck with freeboard, as recommended. The Summer freeboard of 9' 5" from keel of deck to top of stationary deck lines at part auming deck, not marked on the vessel's side, to be inserted in the Classification Certificate and recorded in the Register Book, and further the Summer freeboards, as shown in the accompanying certificate form to be inserted in the Certificate of Classification.
+ 100A1 ("Steel") Part Auming dk. with freeboard
1 Dr (pk. Iron + pk. Steel) 2 str B & web frames & pk. Auming dk. (pk. Steel + pk. Iron)
M.B. = 100A1 104' 4" L x 26' 4" B x 11' 0" D 1900 Tons
FK Cam.

The Surveyors are requested not to write on or below the Committee's Minute.