

Spar, or Awning Dk. IRON OR STEEL STEAMER.

No. 34703

NEWCASTLE-ON-TYNE
Port of
Survey held at
In the
TONNAGE under
Tonnage Deck...
Do. between Tonnage Dk.
and 3rd, 4th, Spar or
Awning Dk.
Total under Upper Dk.
Do. of Poop
Do. of Bridge House
Do. of Forecasts
Do. of Houses on Deck
Do. of excess of Hatchways
Do. above Crown of
Engine Room
Gross Tonnage
Less Crew Space
Less above Crown of
Engine Room
TONNAGE FOR FEES...
Less Engine Room
Less Navigation Spaces
Register Tonnage
as cut on Beam...
Date of completion of Report
Date, First Survey
Last Survey
Rig
Master
Year of Appointment
Built at
When built
Launched
By whom built
Owners
Residence
Port belonging to
Destined Voyage
If Surveyed while Building, Afloat, or in Dry Dock

LENGTH on Deck	Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH, top of Floors to Spar or Awn. Dk. Beams	Feet.	Inches.	Power of Engines	Horse.	No. of Decks with flat laid	No. of Tiers of Beams
as per Rule...	228	2 1/2	Moulded	45	1	Do. do.	26	4 1/2	4	10	2	2

Dimensions of Ship per Register, Length 230.0 breadth 45.25 depth 26.5 Spar or Awn. Dk. Moulded depth, ft 20 ins. 6 To Main Dk. Round up of Beam, Main Dk. 1 1/4 ins.

FRAMING.	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule.	Inches per Rule.	20ths per Rule.	FRGINGS AND CASTINGS.	Inches in Ship.	Inches per Rule.	20ths per Rule.
FRAME, Angles, or Bars, for length amidships	5	3 1/2	8	5	3 1/2	8	KEEL, Bar or Side Plates, depth and thickness	10 1/2	2 3/4	10 1/2
Do. for at each end	5	3 1/2	4	5	3 1/2	4	STEM, moulding and thickness	11	6	11
Do. in way of Double Bottoms at Solid Floors	5 1/2	3 1/2	8	5 1/2	3 1/2	8	STERN-POST for Rudder do. do.	11	6	11
Distance of Frames from moulding edge to moulding edge, all fore and aft	24		24				" for Propeller	11	6	11
REVERSED FRAME, Angles	6 1/2	3 1/2	8	6 1/2	3 1/2	8	MAIN PIECE of Rudder, diameter at head	4	4 1/2	4
DEEP FRAMING, depth of girder	8 1/2		8 1/2				" at heel	4 1/2		4 1/2
FLOORS, depth and thickness of Floor Plate at mid-line for length amidships							RUDDER, how constructed			
" in way of Engines and Boilers							Can the Rudder be unshipped afloat?			
" thickness at the ends of vessel							KEELSONS AND STRINGERS.			
" depth at the half-bdth as per Rule							CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate			
" height extended at the Bilges							" Rider Plate			
FLOORS & BRACKETS, in Cell Dble Bottoms	4		4				" Bulb Plate to Intercoastal Keelson			
Distance apart	24		24				" Horizontal Plates on Floors			
CENTRE GIRDER, in Double bottom, depth and thickness	4 1/2		4 1/2				" Angles			
" Angles, Top	4 1/2		4 1/2				SIDE KEELSON, Angles			
" " Bottom	4 1/2		4 1/2				" Bulb or Plate above floors, for lng.			
DE GIRDERS, number and thickness	4 1/2		4 1/2				" Intercoastal Plate, for length			
" Angles	4 1/2		4 1/2				Attached to outside plating with Angle			
MARGIN PLATE, depth (exclusive of flange) and thickness	3 1/2		3 1/2				BILGE KEELSON, Angles			
" Angles	3 1/2		3 1/2				" Bulb or Plate above floors, for lng.			
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	3 1/2		3 1/2				" Intercoastal Plate, for length			
" thickness in Engine and Boiler space	3 1/2		3 1/2				Attached to outside plating with Angle			
" Remainder in Holds	3 1/2		3 1/2				BILGE STRINGER Angles			
AMS, Spar or Awning Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	10		10				" Bulb Plate, for length			
Angles on upper edge	3 1/2		3 1/2				" Intercoastal Plate, for length			
Average space	48		48				Attached to outside plating with Angle			
AMS, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	12		12				SIDE STRINGER Angles			
Angles on upper edge	3 1/2		3 1/2				" Bulb or Intercoastal Plate, for lng.			
Average space	48		48				Attached to outside plating with Angle			
AMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	10		10				Spar, or Awning Deck Stringer Plates, breadth and thickness			
Angles on upper edge	3 1/2		3 1/2				" Angle on ditto			
Average space	48		48				" Tie Plates, fore and aft, outside Hatchways			
AMS, Hold, or Orlop, Plate or Tee Bulb	10		10				" Diagonal Tie Plates, No. of prs.			
Angles on upper edge	3 1/2		3 1/2				" Deck, * Iron or Steel, for lng.			
Average space	48		48				" Wood Deck, Material and thickness			
AMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	10		10				Main Deck Stringer Plate, breadth & thickness			
Angles on upper edge	3 1/2		3 1/2				" Angles on ditto, No. 2			
Average space	48		48				" Tie Plates, outside Hatchways			
AMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	10		10				" Diagonal Tie Plates, No. of prs.			
Angles on upper edge	3 1/2		3 1/2				" Deck, * Iron or Steel, for lng.			
Average space	48		48				" Wood Deck, Material and thickness			
AMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	10		10				Lower Deck Stringer Plates, breadth & thickness			
Angles on upper edge	3 1/2		3 1/2				" Angles on ditto, No.			
Average space	48		48				" Tie Plates, outside Hatchways			
PILLARS, In tween Deck, size and spacing	4 1/4		4 1/4				" Deck, * Material and thickness			
" Hold	4 1/4		4 1/4				Hold, or Orlop Stringer Plate, breadth & thickness			
" Quarter, tween Dks.	4 1/4		4 1/4				" Angles on ditto, No.			
" in Hold	4 1/4		4 1/4				" Tie Plates, outside Hatchways			
EB FRAMES, In Fore Body, No. and spacing	22		22				" Deck, Material and thickness			
" No. of Side Stringers	22		22				Poop Deck Stringer Plate, breadth & thickness			
EB FRAMES, In E. & B. Space, No. & spacing	22		22				" Angles on ditto			
" breadth & thickness	22		22				" Tie Plates			
EB FRAMES, In After Body, No. and spacing	22		22				" Deck, Material and thickness			
" breadth & thickness	22		22				Bridge Deck Stringer Plate, breadth & thickness			
" No. of Side Stringers	22		22				" Angles on ditto			
" Size of Angles or Tee Bars to Web Frames	3 1/2		3 1/2				" Tie Plates			
RACKET PLATES to Stringers between Web Frames, depth and thickness	12		12				" Deck, Material and thickness			

PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.						PER RULE OR AS APPROVED.		EDGES.		BUTTS.								
	AMIDSHIP.		FORWARD.		AFT.		Breadth of Lap.	Rivets.	Single or Double.	RIVETS.		STRAPS.		IF LAPPED.					
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.				Diam.	Spacing or to cr.	Diam.	Spacing or to cr.	Breadth.	Thickness.	Breadth.	For what Length.		
FLAT PLATE KEEL (If Bar Keel, state Riveting)	36	20	12	12	36	20	Double	1	4	Double	1	4	13 1/2	Full					
GARBOARD OR A Strake	23	13	11	13	23	13	"	5/16	48	39/16	18	3/8	9	"					
B "	44	11	9	11	44	11	"	5/16	48	39/16	18	3/8	9	"					
C "	52	10	9	11	52	10	"	5/16	48	39/16	18	3/8	9	"					
D "	43	11	9	14	43	11	"	5/16	48	39/16	18	3/8	9	"					
E "	54	12	10	14	54	12	"	5/16	48	39/16	18	3/8	9	"					
F "	40	13	10	15	40	13	"	5/16	48	39/16	18	3/8	9	"					
G "	31	12	10	12	31	12	"	5/16	48	39/16	18	3/8	9	"					
H "	42	12	9	12	42	12	"	5/16	48	39/16	18	3/8	9	"					
J "	32	11	9	11	32	11	"	5/16	48	39/16	18	3/8	9	"					
K "	43	12	9	12	43	12	"	5/16	48	39/16	18	3/8	9	"					
L "	53	11	9	9	53	11	"	5/16	48	39/16	18	3/8	9	"					
M "	44	13	10	10	44	13	"	5/16	48	39/16	18	3/8	9	"					
N "	54	11	9	9	54	11	"	5/16	48	39/16	18	3/8	9	"					
O "	40	13	9	9	40	13	"	5/16	48	39/16	18	3/8	9	"					
P "																			
Q "																			
DOUBLING of Flat Plate Keel																			
Length and thickness of Bilges	24	11	for 8	frames	spaces	at each end of	Bridge												
POOP SIDES																			
BRIDGE SIDES																			
FORECASTLE SIDES																			
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 full length amidship.									
Yuccus Martin Dept										Stringer Plate Butts, single, double or overlapped for full length amidship.									
Lynch & Co. Builders, 10, Cannon St. E.C. 4.										Main Stringer Plate Butts, treble riveted for full length amidship.									
Lockton M.S. & S. Spencer & Sons										Plate Butts, single, double or overlapped for full length amidship.									
Rotherham & Co. Builders, 10, Cannon St. E.C. 4.										Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted.									
Rotherham & Co. Builders, 10, Cannon St. E.C. 4.										Inner Bottom Plating, riveting of Edges, double riveted.									
Rotherham & Co. Builders, 10, Cannon St. E.C. 4.										Centre Girder Butts, treble riveted.									
Rotherham & Co. Builders, 10, Cannon St. E.C. 4.										Keelson Butts, double riveted.									
Rotherham & Co. Builders, 10, Cannon St. E.C. 4.										Frames, riveted through Plates with 8/11 in. Rivets, about 8 1/4 apart.									
Rotherham & Co. Builders, 10, Cannon St. E.C. 4.										Rivets, state whether Iron or Steel.									
FRAMES extend in one length from										Hull to Rigg, and Rigg to Gunwale.									
REVERSED FRAMES on floors and frames extend from										Spar and Midship alternately, but Spar deck abaft of after beam bulkhead, alternately to foremast deck, and foremast deck.									
MASTS, SPARS, &c.																			
LOWER MASTS																			
Fore Mast																			
Main Mast																			
Mizzen Mast																			
Bowsprit																			
Topmasts, Yards and Remainder of Spars																			
Rigging, Material and Size, Shrouds																			
Sails																			
EQUIPMENT No. 35811 LETTER N										ANCHORS.									
Number of Certificate										Anchors									
Weight, Ex. Stock										Weight, Ex. Stock									
Test, Per Certificate										Test, Per Certificate									
Weight Req. by Rule										Weight Req. by Rule									
Description of Anchor										Description of Anchor									
Makers										Makers									
Where and when tested and Superintendent										Where and when tested and Superintendent									
1st Bower										1st Bower									
2nd "										2nd "									
3rd "										3rd "									
Collector weight										Collector weight									
Stream										Stream									
Kedge										Kedge									
2nd Kedge										2nd Kedge									
CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate										Number of Certificate									
Fathoms										Fathoms									
Size										Size									
Test per Certificate										Test per Certificate									
Weight of Chain Cable										Weight of Chain Cable									
Fathoms and Size Per Rule										Fathoms and Size Per Rule									
Description										Description									
Makers of Cables										Makers of Cables									
When and where tested, and Superintendent										When and where tested, and Superintendent									
Material										Material									
Fathoms										Fathoms									
Size										Size									
Breaking Test of Steel Wire										Breaking Test of Steel Wire									
Fathoms and Size Per Rule										Fathoms and Size Per Rule									
Boats										Boats									
Pumps, Number										Pumps, Number									
Windlass is										Windlass is									
Engine Room Skylights—How constructed?										Engine Room Skylights—How constructed?									
What arrangements for deadlights in bad weather?										What arrangements for deadlights in bad weather?									
Coal Bunker Openings—How constructed?										Coal Bunker Openings—How constructed?									
Number of Scuppers, and number and dimensions of Freeing Ports, &c.										Number of Scuppers, and number and dimensions of Freeing Ports, &c.									
Ceiling in Holds, thickness and material										Ceiling in Holds, thickness and material									
Cargo Hatchways—How formed?										Cargo Hatchways—How formed?									
State size No. 1 Hatch (Forward)										State size No. 1 Hatch (Forward)									
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch										Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch									
Bulwarks, height above deck and description										Bulwarks, height above deck and description									
The above is a correct description.										The above is a correct description.									
Builder's Signature (here only)										Builder's Signature (here only)									
For C. S. SWAN & HUNTER, LIMITED.										For C. S. SWAN & HUNTER, LIMITED.									
Surveyor's Signature										Surveyor's Signature									
Surveyor to Lloyd's Register of British & Foreign Shipping.										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) 15/4/96

29/7/96; 25/8/96; 25/3/97

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? No

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

General Remarks (State quality of workmanship, &c.) This Steel Iron Steamer is a sister vessel to the S. S. "Neptune" Newcastle report N° 33571. She has been built in accordance with the approved amended Midship Section forwarded to London on the 10th instant, and plans attached. The Secretary's letters and in other respects with the 100 A 1 Class, Spar deck, and the materials and workmanship throughout are good.

The decks and waterways have been tested by water and found efficient. The pumps and water-tight doors have been examined and tested and found in good working order.

The Surveyor should state the Number of Report and Name of any Sister Vessel. "Neptune" No 33571

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 30 ft., R.Q.D. or Break 4 ft., Bridge Dk 96 ft., F'castle 38 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) 2 decks steel; 2 tiers of beams & deep framing

Official No. 105847; Signal Letters

How are the surfaces preserved from oxidation? Inside Paint Outside Paint

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system Cellular system

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
Feet.	Tons.	Feet.	Tons.		
Double bottom, aft,	146	226	Fore peak tank,		
Double bottom, forward,	140	260	After peak tank,		
Double bottom, under Engines and Boilers,	38	110	Midship deep tank,	14	19
Double bottom, if under Engines only,			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. 2769

Date 17.8.96

Order for Ordinary Survey No. 1

Date 17.8.96

No. 218 in builder's yard

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, and before the decks were laid

4th. When the ship was complete, and before the plating was finally coated or cemented

5th. After the ship was launched and equipped

1896 Aug 4, 6, 7, 10, 12, 13, 19, 25, 27, 28, 31 Sep 3, 7, 9, 11, 15, 18

22, 24, 25 Oct 2, 7, 8, 13, 14, 16, 20, 23, 26, 30 Nov 2, 4, 16, 19, 23, 24, 26, 30

Dec 1, 2, 4, 8, 10, 14, 17, 24, 28, 1897 Jan 4, 8, 15, 19, 22, 25, 27, 29 Feb 2, 4, 6, 9

10, 11, 16, 19, Mar 4, 9, 11, 16, 20, 22, 25, 28, 31

Total No. of Visits 74

The amount of Entry Fee.....£ 5: - -

Special Survey Fee ...£ 106 1: -

Travelling Expenses, if any £ : -

Fees applied for, 15.4.1897

Received by me, 24/4/97

Certificate to be sent to NEWCASTLE-ON-TYNE.

I am of opinion this Vessel should be Classed 100 A 1 Steel Spar deck

With, or without Freeboard, as condition of Class Without Freeboard

James M Neil

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

Committee's Minute

Character assigned

100 A 1 Steel Spar dk.

2 a o c p + 2 m c 3, 9 T

15 k (S) + Spar dk. (S) + deep framing.

TUES 20 APR 1897

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