

Decks.

completion of report held at Newcastle Steel S.S. Polysses

AGE under age Deck... 5691.52

Green Tonnage Dk. 103.88

3rd and 4th Dk. 107.66

under Upper Dk 5691.52

Poop 57.25

Bridge House 103.88

Forecastle 107.66

Touses on Dk. 107.66

Access of Hatchways 107.66

to Crown of 107.66

ine Room 6069.47

Tonnage 124.12

Crew Space 107.66

above Crown of 107.66

ine Room 5837.69

AGE FOR FEES 1834.54

Engine Room 45.54

Navigation Spaces 3959.58

ster Tonnage 3959.58

out on Beam 4080

IRON OR STEEL STEAMER.

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

28 August 1900

Port of Newcastle

Date, First Survey 20 June '99

Last Survey 27th August 18900

Rig Schooner 3 masts

Master John L Scott

Year of appointment 1900

Built at Newcastle

When built 1900

Launched 29 May

By whom built J. W. G. Armstrong Whitworth

Owners Shell Transport & Trading Co. Ltd.

Managers M. Samuel & Co.

Residence 16 Gladenhall Street

Port belonging to London

Destined Voyage

If Surveyed while Building, Afloat, or in Dry Dock

THREE DECKED VESSEL.

CLASS 100 A.1

FEET.

25.84

35.04

54.50

118.41

4.00

111.41

408.00

134.55

4.80

11.64

14.80

Half Breadth (moulded) 25.84

Depth from upper part of Keel to top of Upper Deck Beams 35.04

Girth of Half Midship Frame (as per Rule) 54.50

deduct 7 feet 4.00

1st Number 111.41

Length on deck from after part of stem to fore part of stern post 408.00

2nd Number 134.55

Proportions—Breadth to Length 11.64

Depth to Length—Upper Deck to top of Keel 14.80

Main Deck ditto

Feet. Inches.

BREADTH—Moulded 51 9

DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams 52 2 1/2

No. of Decks with flat laid 1

No. of Tiers of Beams 1

Round of Upper Dk. Beam, Actual 12 1/2

To Upper Dk.

nsions of Ship per Register, Length 410. Breadth 52.1 depth 32.2

Moulded depth, ft. 34 ins. 0

Feet. Inches.

BREADTH—Moulded 51 9

DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams 52 2 1/2

No. of Decks with flat laid 1

No. of Tiers of Beams 1

Round of Upper Dk. Beam, Actual 12 1/2

To Upper Dk.

FRAMING

AME, Angles on T.E. or L. Bars for 1/2 length amidships 8 3 1/2 13 12

o. for 1/2 at each end 6 1/2 5 1/2 10 9 6 1/2 5 1/2 10 9

o. in way of Double Bottoms at Solid Floors 3 1/2 3 1/2 10 1 3 1/2 3 1/2 10

ance of Frames from moulding edge to moulding edge, all fore and aft 26 4

VERSED FRAME, Angles 4 1/2 4 10 4 1/2 4 10

EP FRAMING, depth of girder 34 + 10 34 + 10

DOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships 10 4 9 10 4 9

in way of Engines and Boilers 8 8

thickness at the ends of vessel 8 8

depth at 1/2 the half breadth, as per Rule 8 8

height extended at the Bilges 9 9

DOORS & BRACKETS in Cell Dble Bottoms 26 4

Distance apart 12 12

NTRE GIRDER, in Double bottom, depth and thickness 4 4 11 4 4 11

Angles, Top 6 6 12 6 6 12

Bottom 9 9

DE GIRDERS, number on each side & thickness 3 1/2 3 1/2 11 3 1/2 3 1/2 11

Angles 11-10 11-10

MARGIN PLATE, depth (exclusive of flange) and thickness 4 4 10 4 4 10

Angles to Outside Plating 4 4 10 4 4 10

NER BOTTOM PLATING, breadth and thickness of Middle Line Strake 10 8 1/2 10 8 1/2

in Engine and Boiler space 10 8 1/2 10 8 1/2

Remainder in Holds 9 3 12 9 3 12

BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate or Tee Bulb 9 3 12 9 3 12

Angles on upper edge 26 4

Average space 10 3 1/2 13 10 3 1/2 13

BEAMS, Middle Deck, Single Angle, Bulb Angle, Plate or Tee Bulb 10 3 1/2 13 10 3 1/2 13

Angles on upper edge 26 4

Average space 26 4

BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb 26 4

Angles on upper edge 26 4

Average space 26 4

BEAMS, Hold, or Orlop, Plate or Tee Bulb 26 4

Angles on upper edge 26 4

Average space 26 4

BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb 4 3 9 4 3 9

Angles on upper edge 26 4

Average space 9 5 1/2 9 9 5 1/2 9

BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb 9 5 1/2 9 9 5 1/2 9

Angles on upper edge 52 52

Average space 10 6 9 9 1/2 6 9

BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb 52 52

Angles on upper edge 52 52

Average space 4 3 9 4 3 9

PILLARS, In 'tween Deck, size and spacing 4 3 9 4 3 9

Hold 4 3 9 4 3 9

Quarter 'tween Dks., 4 3 9 4 3 9

in Hold 4 3 9 4 3 9

WEB-FRAMES, In Fore Body, No. and spacing 4 3 9 4 3 9

brdth. & thickness 24 + 10 24 + 10

No. of Side Stringers 4 4

WEB-FRAMES, In E. & B. Space, No. & spacing 24 + 10 24 + 10

brdth. & thickness 24 + 10 24 + 10

WEB-FRAMES, In After Body, No. and spacing 24 + 10 24 + 10

brdth. & thickness 24 + 10 24 + 10

No. of Side Stringers 4 4

Size of Angles on Tee Bars to Web-Frames 6 1/2 4 1/2 15 6 1/2 4 1/2 15

BRACKET PLATES to Stringers between Web Frames, depth and thickness 24 + 10 24 + 10

FORGINGS or CASTINGS.

KEEL, Bar or Side Plates, depth and thickness 12 + 3 1/8 12 + 3 1/8

STEM, moulding and thickness 12 + 3 1/8 12 + 3 1/8

STERN-POST for Rudder do. do. 12 + 3 1/8 12 + 3 1/8

for Propeller 12 + 3 1/8 12 + 3 1/8

MAIN PIECE of Rudder, diameter at head 10 1/2 10 1/2

do. at heel 5 1/4 5 1/4

RUDDER, how constructed Cast Steel Single Plate

Can the Rudder be unshipped afloat? Yes

KEELSONS & STRINGERS.

CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate Centre Line

Rider Plate Bulkhead Fore &

Bulb Plate to Intercoastal Keelson aft. as per plans

Horizontal Plates on Floors 17 1/2 10 5 1/2 4 1/2 10

Angles 2 1/4 14 2 1/4 14

SIDE KEELSON, Angles in fore & aft 2 1/4 14 2 1/4 14

Bulb or Plate above floors, for 1/2 length 3 1/2 3 1/2 10 3 1/2 3 1/2 10

Intercoastal Plate, for whole length 3 1/2 3 1/2 10 3 1/2 3 1/2 10

Attached to outside Plating with Angle 6 1/2 4 1/2 10 6 1/2 4 1/2 10

BILGE KEELSON, Angles in fore & aft 2 1/4 14 2 1/4 14

Bulb or Plate above floors, for 1/2 length 3 1/2 3 1/2 10 3 1/2 3 1/2 10

Intercoastal Plate for 1/2 length 3 1/2 3 1/2 10 3 1/2 3 1/2 10

Attached to outside Plating with Angle 3 1/2 3 1/2 10 3 1/2 3 1/2 10

BILGE STRINGER Angles 4 1/2 4 10 4 1/2 4 10

Bulb Plate for length 4 1/2 4 10 4 1/2 4 10

Intercoastal Plate for length 4 1/2 4 10 4 1/2 4 10

Attached to outside Plating with Angle 4 1/2 4 10 4 1/2 4 10

SIDE STRINGER Angles 4 1/2 4 10 4 1/2 4 10

Bulb or Intercoastal Plate, for full length 4 1/2 4 10 4 1/2 4 10

Attached to outside plating with Angle 3 1/2 3 1/2 10 3 1/2 3 1/2 10

Upper Deck Stringer Plates, br'dth & thickness 64 + 13 64 + 13

Angle on ditto 5 + 5 + 11 5 + 5 + 11

Tie Plates fore and aft, outside Hatchways 8 - 4 8 - 4

Deck * Iron or Steel, for full length 8 - 4 8 - 4

Wood Deck Material & thickness 64 + 11 64 + 11

Middle Deck Stringer Plate, br'dth & thickness 5 + 5 + 12 5 + 5 + 12

Angles on ditto, No. 11 5 + 5 + 12

Tie Plates outside Hatchways 8 - 4 8 - 4

Diagonal Tie Plates on Bulkhead, No. of prs. 8 - 4 8 - 4

Deck * Iron or Steel, for full length 8 - 4 8 - 4

Wood Deck Material & thickness 64 + 11 64 + 11

Lower Deck Stringer Plate, br'dth & thickness 64 + 13 64 + 13

Angles on ditto, No. 5 + 5 + 11 5 + 5 + 11

Tie Plates, outside Hatchways 8 - 4 8 - 4

Deck * Material and thickness 64 + 11 64 + 11

Hold, or Orlop Stringer Plate, br'dth & thickness 64 + 13 64 + 13

Angles on ditto, No. 5 + 5 + 11 5 + 5 + 11

Tie Plates outside Hatchways 8 - 4 8 - 4

Deck Material and thickness 64 + 11 64 + 11

Poop Deck Stringer Plate, breadth & thickness 3 1/2 + 3 1/2 8 3 1/2 + 3 1/2 8

Angle on ditto 3 1/2 + 3 1/2 8 3 1/2 + 3 1/2 8

Tie Plates 6 6

Deck Material and thickness Steel 6 6

Bridge Deck Stringer Plate, br'dth & thickness 3 1/2 + 3 1/2 8 3 1/2 + 3 1/2 8

Angle on ditto 3 1/2 + 3 1/2 8 3 1/2 + 3 1/2 8

Tie Plates 6 6

Deck Material and thickness 3 1/2 + 3 1/2 8 3 1/2 + 3 1/2 8

Forecastle Deck Stringer Plate, b'dth & th'kns 3 1/2 + 3 1/2 8 3 1/2 + 3 1/2 8

Angle on ditto 3 1/2 + 3 1/2 8 3 1/2 + 3 1/2 8

Tie Plates 6 6

Deck Material and thickness 3 1/2 + 3 1/2 8 3 1/2 + 3 1/2 8

STIFFENERS.

Horizontal. Vertical. Single or Double Frames. Height up to upper

Size. Spacing. Size. Spacing. Inches. Inches. Inches. Inches.

W. T. BULKHEADS 16 16 9-8 9-8 9-8 9-8 9-8 9-8

PARTITION 9-8 9-8 9-8 9-8 9-8 9-8 9-8 9-8

LONGITUDINAL 9-8 9-8 9-8 9-8 9-8 9-8 9-8 9-8

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

Are the Sluice Valves and Watertight Doors in efficient working order? Yes

Form No. 1B.

Lloyd's Register Foundation

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case). 3/10/98
4/10/98; 15/10/98; 22/10/98; 7/11/98; 22/12/98; 23/12/98; 6/1/99; 20/1/99; 22/8/99

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 facing surfaces? Yes
Do any rivets break into or through the seams or butts of plating? Green fern
Are the butts of Plating, Stringers, &c., properly shifted and strapped? Yes
Have all the upper and weather decks been tested as required by the Rules (Sec. 23, par. 24)? Yes
State results of tests Satisfactory
Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? Yes
State results of tests Satisfactory

General Remarks (State quality of workmanship, &c.) This is a Sister vessel to the S.S. "Strombos" & S.S. "Cardium" Newcastle report N^o 39314 & 40124. She is built in accordance with the approved amended Midship Section Form added to London on the 10th instant and plans attached; the Secretary's letters and in other respects with the Rules to Class 100 A 1 3 deck Rule, Carrying Petroleum in bulk, and the materials and workmanship throughout are good.
The oil tanks, Copper dunn, Fallast tanks and oil-fuel tanks have been tested by water pressure as required by the Rules and found efficient. The deck pumps, valves and water tight doors have been examined and found in good working order. The burners have been constructed to carry oil-fuel as per approved plans and tested by water pressure to 12 feet above top tank. You will please note that 2 1/2" portable ceiling has been
The Surveyor should state the Number of Report and Name of any Sister Vessel. as above P.T.O.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 100 ft., R.Q.D. or Break 4 ft., Bridge Dk. 20 ft., F'castle 16 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) and Web frames
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 or with girders on floors No

Where fitted.	Length. Feet.	Water Capacity. Tons.	Where fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft, —	—	—	Fore peak tank, —	26.6"	219
Double bottom, under Engines and Boilers, —	—	—	After peak tank, —	12.6"	43
Double bottom, if under Engines only, —	—	—	Midship deep tank, —	—	—
Double bottom, if under Boilers only, —	57	112	Other tanks, if fitted, —	—	—
Double bottom, forward, —	—	—	(If necessary, furnish further information by sketch.) —	—	—

° The wells are not to be included in the lengths of the tanks. State whether the above have been tested as required by the Rules. Yes

Order for Special Survey No. 3012
Date 20/10/98
No. 694 in builder's yard.
Dates of Surveys held while building
1899 June 10, July 10, 1900 June 10, July 10, 1901 June 10, July 10, 1902 June 10, July 10, 1903 June 10, July 10, 1904 June 10, July 10, 1905 June 10, July 10, 1906 June 10, July 10, 1907 June 10, July 10, 1908 June 10, July 10, 1909 June 10, July 10, 1910 June 10, July 10, 1911 June 10, July 10, 1912 June 10, July 10, 1913 June 10, July 10, 1914 June 10, July 10, 1915 June 10, July 10, 1916 June 10, July 10, 1917 June 10, July 10, 1918 June 10, July 10, 1919 June 10, July 10, 1920 June 10, July 10, 1921 June 10, July 10, 1922 June 10, July 10, 1923 June 10, July 10, 1924 June 10, July 10, 1925 June 10, July 10, 1926 June 10, July 10, 1927 June 10, July 10, 1928 June 10, July 10, 1929 June 10, July 10, 1930 June 10, July 10, 1931 June 10, July 10, 1932 June 10, July 10, 1933 June 10, July 10, 1934 June 10, July 10, 1935 June 10, July 10, 1936 June 10, July 10, 1937 June 10, July 10, 1938 June 10, July 10, 1939 June 10, July 10, 1940 June 10, July 10, 1941 June 10, July 10, 1942 June 10, July 10, 1943 June 10, July 10, 1944 June 10, July 10, 1945 June 10, July 10, 1946 June 10, July 10, 1947 June 10, July 10, 1948 June 10, July 10, 1949 June 10, July 10, 1950 June 10, July 10, 1951 June 10, July 10, 1952 June 10, July 10, 1953 June 10, July 10, 1954 June 10, July 10, 1955 June 10, July 10, 1956 June 10, July 10, 1957 June 10, July 10, 1958 June 10, July 10, 1959 June 10, July 10, 1960 June 10, July 10, 1961 June 10, July 10, 1962 June 10, July 10, 1963 June 10, July 10, 1964 June 10, July 10, 1965 June 10, July 10, 1966 June 10, July 10, 1967 June 10, July 10, 1968 June 10, July 10, 1969 June 10, July 10, 1970 June 10, July 10, 1971 June 10, July 10, 1972 June 10, July 10, 1973 June 10, July 10, 1974 June 10, July 10, 1975 June 10, July 10, 1976 June 10, July 10, 1977 June 10, July 10, 1978 June 10, July 10, 1979 June 10, July 10, 1980 June 10, July 10, 1981 June 10, July 10, 1982 June 10, July 10, 1983 June 10, July 10, 1984 June 10, July 10, 1985 June 10, July 10, 1986 June 10, July 10, 1987 June 10, July 10, 1988 June 10, July 10, 1989 June 10, July 10, 1990 June 10, July 10, 1991 June 10, July 10, 1992 June 10, July 10, 1993 June 10, July 10, 1994 June 10, July 10, 1995 June 10, July 10, 1996 June 10, July 10, 1997 June 10, July 10, 1998 June 10, July 10, 1999 June 10, July 10, 2000 June 10, July 10, 2001 June 10, July 10, 2002 June 10, July 10, 2003 June 10, July 10, 2004 June 10, July 10, 2005 June 10, July 10, 2006 June 10, July 10, 2007 June 10, July 10, 2008 June 10, July 10, 2009 June 10, July 10, 2010 June 10, July 10, 2011 June 10, July 10, 2012 June 10, July 10, 2013 June 10, July 10, 2014 June 10, July 10, 2015 June 10, July 10, 2016 June 10, July 10, 2017 June 10, July 10, 2018 June 10, July 10, 2019 June 10, July 10, 2020 June 10, July 10, 2021 June 10, July 10, 2022 June 10, July 10, 2023 June 10, July 10, 2024 June 10, July 10, 2025 June 10, July 10, 2026 June 10, July 10, 2027 June 10, July 10, 2028 June 10, July 10, 2029 June 10, July 10, 2030 June 10, July 10, 2031 June 10, July 10, 2032 June 10, July 10, 2033 June 10, July 10, 2034 June 10, July 10, 2035 June 10, July 10, 2036 June 10, July 10, 2037 June 10, July 10, 2038 June 10, July 10, 2039 June 10, July 10, 2040 June 10, July 10, 2041 June 10, July 10, 2042 June 10, July 10, 2043 June 10, July 10, 2044 June 10, July 10, 2045 June 10, July 10, 2046 June 10, July 10, 2047 June 10, July 10, 2048 June 10, July 10, 2049 June 10, July 10, 2050 June 10, July 10, 2051 June 10, July 10, 2052 June 10, July 10, 2053 June 10, July 10, 2054 June 10, July 10, 2055 June 10, July 10, 2056 June 10, July 10, 2057 June 10, July 10, 2058 June 10, July 10, 2059 June 10, July 10, 2060 June 10, July 10, 2061 June 10, July 10, 2062 June 10, July 10, 2063 June 10, July 10, 2064 June 10, July 10, 2065 June 10, July 10, 2066 June 10, July 10, 2067 June 10, July 10, 2068 June 10, July 10, 2069 June 10, July 10, 2070 June 10, July 10, 2071 June 10, July 10, 2072 June 10, July 10, 2073 June 10, July 10, 2074 June 10, July 10, 2075 June 10, July 10, 2076 June 10, July 10, 2077 June 10, July 10, 2078 June 10, July 10, 2079 June 10, July 10, 2080 June 10, July 10, 2081 June 10, July 10, 2082 June 10, July 10, 2083 June 10, July 10, 2084 June 10, July 10, 2085 June 10, July 10, 2086 June 10, July 10, 2087 June 10

been fitted in the Oil Tanks, as per approved
Midship Section.

James M Neil

W. P. Collins

Damage. Stated to have been sustained while
on trial of machinery, by Collision
with the S. S. "Greenwood" of the Line.

2 shell plates on port-bow in Forecastle
slightly indented and the Rivetting & Caulking
in way of same disturbed; also, one side light-
bulb and damaged. The stem bar set back
and out of line about one inch in a length
of 28 feet, from water line upwards.

The Rivetting and Caulking of the
2 indented plates have now been made good
and the damaged side light renewed. The
Stem bar and the Rivetting and Caulking of
vessel inside, and outside above the load water
line have been carefully examined and tested
and found in good condition. The slight
apparent alteration in the shape of the
stem bar does not in our opinion affect
the efficiency or condition of Classification
in any way.

A telegram and letter from the
owner's relating to this case attached herewith.

James M Neil
W. P. Collins