

Spar ~~Awning~~ Dk. IRON OR STEEL STEAMER.

No. 19655

State if Report is also sent on the Machinery of the Vessel *Yes*
 Port of *Sunderland* Date of completion of Report *31.5.99* Received at London Office **THUR, 1 JUN 1899**
 Sur at *Sunderland* Date, First Survey *29th Sept 1898* Last Survey *19th May 1899*
 On *at Screw Steamer "ANGLO AUSTRALIAN"* Rig *Schooner*

TO under *Do. between Tonnage Dk. and 3rd, 4th, Spar or Tonnage Dk.*
 SPAR, ~~AWNING OR PART AWNING-DECKED VESSEL,~~
 or a Vessel having a continuous Shade Deck.
 CLASS *-100.A-1.*
 Master *Parsons.*
 Year of Appointment *(1) As Master in service of owner of present vessel: 1899 (2) As Master of this vessel: 1899*
 Built at *Sunderland*
 When built *1899* Launched *28th Mar 99*
 By whom built *Short Bros*
 Owners *Nitah Producers S.S. Co Ltd*
 Managers *Lawther Latta & Co*
 Residence *London.*
 Port belonging to *London.*
 Destined Voyage *New York*
 Surveyed while Building, Afloat, or in Dry Dock *Yes*

LENGTH on Deck	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, top of Floors to Spar	Feet.	Inches.	Power of Horse.	No. of Decks with flat laid
per Rule	368	0	Moulded	47	9	Do. do. Main Deck Beams	28	3 1/2	Engines 400	No. of Tiers of Beams
Dimensions of Ship per Register, Length	370	4	breadth	48	15	depth,	28	8 1/2	Spar or Awn. Dk. Moulded depth, ft. 28 ins. 2 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 per Rule Or as Approved.	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.
KEEL, Angles, or Bars, for length amidships	6 1/2	3 1/2	9	6 1/2	3 1/2	9	
do. for 1/2 at each end	6 1/2	3 1/2	8	6 1/2	3 1/2	8	
do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	8	3 1/2	3 1/2	8	
at intermdt. Bkts.	3 1/2	3 1/2	8	3 1/2	3 1/2	8	
Distance of Frames from moulding edge to moulding edge, all fore and aft	6	3 1/2	9	6	3 1/2	9	
REVERSED FRAME, Angles	6	3 1/2	9	6	3 1/2	9	
DEEP FRAMING, depth of girder	26	12	26	12			
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	10	8	10	8			
in way of Engines and Boilers	10	8	10	8			
thickness at the ends of vessel	10	8	10	8			
depth at 1/2 the half-bdth. as per Rule	10	8	10	8			
height extended at the Bilges	10	8	10	8			
FLOORS & BRACKETS, in Cell Dble Bottoms Distance apart	42	8	42	8			
CENTRE GIRDER, in Double bottom, depth and thickness	42	12	42	12			
Angles, Top	4	4	9	4	4	9	
Bottom	6	4	10	6	4	10	
DE GIRDERS, number and thickness	32	3 1/2	8	32	3 1/2	8	
Angles	4	4	9	4	4	9	
MARGIN PLATE, depth (exclusive of flange) and thickness	28	8	28	8			
Angles	4	4	9	4	4	9	
UNDER BOTTOM PLATING, breadth and thickness of Middle Line Strake	66	3 1/2	66	3 1/2			
thickness in Engine and Boiler space	8	3 1/2	8	3 1/2			
Remainder in Holds	8	3 1/2	8	3 1/2			
BEAMS, Spar or Awning Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	8 1/2	3	12	8 1/2	3	12	
Angles on upper edge	24		24				
Average space	24		24				
MS, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	8 1/2	3	12	8 1/2	3	12	
Angles on upper edge	24		24				
Average space	24		24				
MS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	8 1/2	3	12	8 1/2	3	12	
Angles on upper edge	24		24				
Average space	24		24				
BEAMS, Hold, or Orlop, Plate or Tee Bulb	7 1/2	3	11	7 1/2	3	11	
Angles on upper edge	48		48				
Average space	48		48				
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	6	3	8	6	3	8	
Angles on upper edge	24		24				
Average space	24		24				
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	8 1/2	3	12	8 1/2	3	12	
Angles on upper edge	24		24				
Average space	24		24				
BEAMS, In 'tween Deck, size and spacing	2 1/2	48	2 1/2	48			
Hold	4	96	4	96			
Quarter, 'tween Dks.,	4	96	4	96			
in Hold	4	96	4	96			
WEB FRAMES, In Fore Body, No. and spacing	30	8	30	8			
breadth & thickness	30	8	30	8			
WEB FRAMES, In E. & B. Space, No. & spacing	30	8	30	8			
breadth & thickness	30	8	30	8			
WEB FRAMES, In After Body, No. and spacing	30	8	30	8			
breadth & thickness	30	8	30	8			
No. of Side Stringers	4	3 1/2	8	4	3 1/2	8	
Size of Angles or Tee Bars to Web Frames	4	3 1/2	8	4	3 1/2	8	
BRACKET PLATES, to Stringers between Web Frames, depth and thickness	4	3 1/2	8	4	3 1/2	8	

PLATING.										RIVETING.									
AS IN SHIP.					PER RULE OR AS APPROVED.					EDGES.					BUTTS.				
STRAKES.		AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		FORWARD.		AFT.	
Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.
FLAT PLATE KEEL	48	19	13	13	48	19	13	13	48	19	13	13	48	19	13	13	48	19	13
(If Bar Keel, state Riveting)																			
GARBOARD OR A STRAKE	60	14	13	12	60	14	13	12	60	14	13	12	60	14	13	12	60	14	13
State actual thickness in way of Double Bottom.																			
B	60	12	9	14	60	12	9	14	60	12	9	14	60	12	9	14	60	12	9
C	60	12	9	14	60	12	9	14	60	12	9	14	60	12	9	14	60	12	9
D	60	13	10	14	60	13	10	14	60	13	10	14	60	13	10	14	60	13	10
E	58	13	10	13	58	13	10	13	58	13	10	13	58	13	10	13	58	13	10
F	54	13	12	13	54	13	12	13	54	13	12	13	54	13	12	13	54	13	12
G	54	12	12	12	54	12	12	12	54	12	12	12	54	12	12	12	54	12	12
H	54	12	12	12	54	12	12	12	54	12	12	12	54	12	12	12	54	12	12
J	54	12	12	9	54	12	12	9	54	12	12	9	54	12	12	9	54	12	12
Keel Strake	47	13	12	10	47	13	12	10	47	13	12	10	47	13	12	10	47	13	12
Strake	54	14	12	9	54	14	12	9	54	14	12	9	54	14	12	9	54	14	12
M	46	14	11	11	46	14	11	11	46	14	11	11	46	14	11	11	46	14	11
N																			
O																			
P																			
Q																			
DOUBLING OF PLATE KEEL																			
Length and thickness of Bilges																			
Length and thickness of Sheerstrakes																			
Length and thickness of Strake below																			
POOP SIDES		7																	
BRIDGE SIDES		10	9																
FORECASTLE SIDES		8																	
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. <i>Siemens Martin Steel.</i>										Spar or Awning Butts, riveted for <i>hull</i> length amidship.									
Plates, Plating, &c. <i>See above.</i>										Stringer Plate Butts, riveted for <i>hull</i> length amidship.									
Plates, Plating, &c. <i>See above.</i>										Main Stringer Plate Butts, riveted for <i>hull</i> length amidship.									
Plates, Plating, &c. <i>See above.</i>										Butts of Bilge & Side Stringers and Tie Plates, riveted for <i>hull</i> length amidship.									
Plates, Plating, &c. <i>See above.</i>										Inner Bottom Plating, riveting of Edges <i>double</i> Butts <i>double</i> .									
Plates, Plating, &c. <i>See above.</i>										Centre Girder Butts, riveted for <i>hull</i> length amidship.									
Plates, Plating, &c. <i>See above.</i>										Frames, riveted through Plates with <i>7/8</i> in. Rivets, about <i>54</i> apart.									
Plates, Plating, &c. <i>See above.</i>										Rivets, state whether Iron or Steel <i>Iron.</i>									
FRAMES extend in one length from <i>Centre Line</i> to <i>Tank Side</i> , thence to <i>gunwale</i> .																			
REVERSED FRAMES on floors and frames extend from <i>Centre Line</i> to <i>Margin Plate</i> , thence to <i>Spar Dk.</i>																			
MASTS, SPARS, &c.																			
Material. Total Length. At Partners. Heel. Hounds. Head. No. of Plates in round. ANGLES. Riveting.																			
LOWER MASTS. Fore. Main. Mizzen. <i>Steel 54-0 22 x 7/20 21 x 7/20 16 x 7/20 13 x 7/20 Two</i>																			
Rigging, Material and Size, Shrouds <i>E.S.P. 3 1/2</i> Stays <i>4"</i>																			
Sails. <i>One complete</i> Suit of <i>Schooner</i> Sails, and the following spare sails																			
EQUIPMENT No. <i>42618</i> LETTER <i>X</i> ANCHORS. <i>See above.</i>																			
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.																			
36005 1st Bower <i>55 2 0</i> 45 13 3 0 54 2 0 <i>Handmade Patent Anchor</i> <i>P.L.C. 18 May 1899</i>																			
36003 2nd " <i>53 2 14</i> 44 11 1 0 54 2 0 " " " " " " " "																			
38970 3rd " <i>47 2 14</i> 40 17 3 7 46 1 0 " " " " " " " "																			
36018 Stream " <i>13 1 14</i> 14 15 1 2 7 12 3 0 <i>Common</i> <i>Handmade</i> <i>P.L.C. 28 May 1899</i>																			
34847 Kedge " <i>6 3 0</i> 2 21 9 0 0 6 2 0 " " " " " " " "																			
2nd Kedge " " " " " " " " " " " " " "																			
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. Fathoms and Size per Rule.																			
14139 270 <i>2 7/8 3 1/2 8 1/2 2 10 608 2 14 270 2 7/8</i> <i>Shaw Handmade</i> <i>P.L.C. 5th May 1899</i>																			
14396 90 <i>1 3/8 3 1/2 2 3/8 6 5 0 7 65 0 16 90 1 3/8</i> <i>Shaw Handmade</i> <i>P.L.C. 6th May 1899</i>																			
Boats <i>2 Life boats, and 2 others.</i>																			
Pumps, Number <i>8</i> <i>Hand pumps, as per plan.</i> Diameter of Barrel and Tail Pipe <i>5 1/2 x 2 1/2</i>																			
Windlass is <i>Cameron Walker & Thompson's (Shum) Capstan</i> <i>9</i> <i>Shum</i> <i>Winch</i>																			
Engine Room Skylights. How constructed? <i>Shut</i> <i>Planks.</i>																			
What arrangements for deadlights in bad weather? <i>Solid shutters & Butts eyes.</i>																			
Coal Bunker Openings. How constructed? <i>Shut</i> <i>How are lids secured? Chain & latch.</i> Height above deck? <i>18"</i>																			
Number of Scuppers, and number and dimensions of Freeing Ports, &c. <i>7 Scuppers & 4 P.P.s 4 1/2 x 1-3 in each side.</i>																			
Ceiling in Holds, thickness and material <i>2 1/2</i> Ceiling 'tween Decks, thickness and material <i>2"</i>																			
Cargo Hatchways. How formed? <i>Planks & angles in usual manner.</i> Hatches, If strong and efficient? <i>Yes.</i>																			
State size No. 1 Hatch (Forward) <i>20 0 x 15 8</i> No. 2 Hatch <i>24 0 x 15 8</i> No. 3 Hatch <i>24 0 x 15 8</i> No. 4 Hatch <i>20 0 x 15 8</i>																			
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch <i>P.L. 1 1/2 plates 3 1/2 x 15 1/2 2 1/2 x 15 1/2 3 1/2 x 15 1/2</i>																			
No. of Breasthooks <i>2</i> No. of Crutches <i>2</i>																			
Bulwarks, height above deck and description <i>Plates 4-9 high</i> Main Rail, material and size <i>6 x 3 x 7/20 B.D.</i>																			
The above is a correct description.																			
Builder's Signature <i>See above.</i> Surveyor's Signature <i>See above.</i>																			

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case) *(M) Mar 31 (M) May 4 & 31 (M) June 2 (M) July 5 (E) Oct 18 (M) Dec 13*

Workmanship. Are the butts of plating planed or otherwise fitted? *planed & overlapped.*

Is the riveted work properly closed? *Yes.*

Are the liners between the frames and plates solid single pieces? *Yes. frame joined in bottom.* 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 at butts.*

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

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the approved plans, the Secretary's letters of the above date, and in other respects as required by the Rules, and the workmanship is good.*

The steel used in her construction has been manufactured at the Works set forth on this report, and duly tested by the Society's Surveyors. The decks and waterways have been tested by water, and the working of the hand pumps and watertight doors ascertained.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *35* ft., R.Q.D. or Break *—* ft., Bridge Dk *2 1/2* ft., F'castle *37* 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) *1 Dk (Steel) & Spar Dk (Steel) & Deep Framing.*

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

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
Feet.	Tons.	Feet.	Tons.	Feet.	Tons.
Double bottom, aft,	106	355	Fore peak tank,	22	69
Double bottom, forward,	152	452	After peak tank,	16	78
Double bottom, under Engines and Boilers,			Midship deep tank,		
Double bottom, if under Engines only,	24	93	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. *414* Date *3rd Feb 1898*

Order for Ordinary Survey No. *—* Date *—*

No. *283* in builder's yard.

1st. On the several parts of the frame, when in place, and before the plating was wrought *1898 Sep 29, Oct 3, 5, 7, 12, 18, 20, 27, Nov 4, 7, 10, 14, 16, 21, 24, 28, Dec 1, 5, 11, 14, 20, 22, 24, 28, 30, 1899 Jan 6.*

2nd. On the plating during the process of riveting *1413, 16, 18, 21, 24, 30, Feb 6, 7, 14, 17, 22, 28, March 3, 6, 10, 11.*

3rd. When the beams were in and fastened, and before the decks were laid *14, 15, 17, 27 April 6, 11, 19, May 1, 3, 5, 8, 15, 16, 18, 19.*

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 *58*

The amount of Entry Fee *5* : Fees applied for, *31 5 1899*

Special Survey Fee *123* : Received *210 18 99*

Travelling Expenses, if any £ *—*

I am of opinion this Vessel should be Classed *100 A-1 (Steel) "Spar Dk."* *See Light.*

Without Freeboard, as condition of Class

Committee's Minute *100 A-1 (Steel)*

Character assigned *"Spar deck"*

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

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