

3 Decks.

IRON OR STEEL STEAMER.

Received at London Office

Date of completion of report

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

Survey held at

Port of

No.

On the

Date, First Survey

Last Survey

Rig Schooner 3 masts

TONNAGE under

THREE DECKED VESSEL.

Master J. A. Moses

Do. between Tonnage Dk.

CLASS 100-A-1

FEET.

Year of appointment

(1) As Master in service of owner of present vessel: 1892
(2) As Master of this vessel: 1890

Total under Upper Dk.

Half Breadth (moulded)

25.84

Do. of Poop

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

35.04

Do. of Bridge House

Girth of Half Midship Frame (as per Rule)

54.50

Do. of Houses on Dk.

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

Engine Room

Navigation Spaces

Master Tonnage

cut on Beam

1st Number

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

418.83

2nd Number

Proportions—Breadth to Length

8.13

Depth to Length—Upper Deck to top of Keel

11.95

Main Deck ditto

16.03

Destined Voyage Black Sea

If Surveyed while Building, Afloat, or in Dry Dock

Built at Newcastle

When built 1901 Launched 8th Dec

By whom built J. W. Armstrong Whitworth & Co. Ltd.

Owners Shell Transport & Trading Co. Ltd.

Managers M. Samuel & Co.

(Where necessary to be entered in Log Book.)

Residence 16 Gladwinhall Street

Port belonging to London

GTH on Deck	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Feet.	Inches.	No. of Decks with flat laid
per Rule	418	10	Moulded	51	9	Top of Floors to top of Upper Dk. Beams	32	2 1/2	2
						Do. Main Dk. Beams	24	8 1/2	No. of Tiers of Beams 2

Dimensions of Ship per Register, Length 420.8 breadth 52.1 depth 32.2. Moulded depth, ft. 34 ins. 0 To Upper Dk. Round of Upper Dk. Beam, Actual 12 1/2 ins.

FRAMING.				FORGINGS or CASTINGS.			
NAME, Angles, or Bars for 1/2 length amidships	Inches in Ship	Inches in Ship	20ths per Rule Or as Approved	NAME, Angles, or Bars for 1/2 length amidships	Inches in Ship	Inches in Ship	20ths per Rule Or as Approved
o. for 1/2 at each end	8 1/2	13 1/2	8 1/2	o. for 1/2 at each end	12 3/8	12 3/8	12 3/8
o. in way of Double Bottoms at Solid Floors	6 1/2	10 9	6 1/2	o. in way of Double Bottoms at Solid Floors	12 3/4	12 3/4	12 3/4
" " at intermediate Blks	3 1/2	10 3/2	3 1/2	" " at intermediate Blks	12 3/4	12 3/4	12 3/4
Space of Frames from moulding edge to moulding edge, all fore and aft	26	26	26	" " at intermediate Blks	10 5/8	10 5/8	10 5/8
VERSED FRAME, Angles	4 1/2	4	10 4 1/2	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
EP FRAMING, depth of girder	34	10	34	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
DORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	34	10	34	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
" " in way of Engines and Boilers	10	10	10	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
" " thickness at the ends of vessel	8	8	8	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
" " depth at 1/2 the half breadth, as per Rule	10	10	10	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
" " height extended at the Bilges	10	10	10	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
DOORS & BRACKETS in Cell Dble Bottoms under bilges	26	26	26	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
NTRE GIRDER, in Double bottom, depth and thickness	12	12	12	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
" " Angles, Top	4	4	11 4	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
" " Angles, Bottom	6	6	12 6	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
IDE GIRDERS, number on each side & thickness	3 1/2	3 1/2	11 3 1/2	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
" " Angles	3 1/2	3 1/2	11 3 1/2	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
MARGIN PLATE, depth (exclusive of flange) and thickness	38	11	38	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
" " Angles to Outside Plating	4	4	10 4	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	9 3	12 9	3 12	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
" " in Engine and Boiler space	9 3	12 9	3 12	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
" " Remainder in Holds	9 3	12 9	3 12	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	9 3	12 9	3 12	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
" " Angles on upper edge	26	26	26	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
" " Average space	10 3 1/2	13 10 3 1/2	3 13	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
BEAMS, Middle Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	10 3 1/2	13 10 3 1/2	3 13	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
" " Angles on upper edge	26	26	26	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
" " Average space	26	26	26	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	26	26	26	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
" " Angles on upper edge	26	26	26	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
" " Average space	26	26	26	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
BEAMS, Hold, or Orlop, Plate or Tee Bulb	26	26	26	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
" " Angles on upper edge	26	26	26	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
" " Average space	26	26	26	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	4 3	9 4 3	3 9	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
" " Angles on upper edge	26	26	26	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
" " Average space	26	26	26	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	9 5 1/2	9 9 5 1/2	5 9	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
" " Angles on upper edge	52	52	52	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
" " Average space	10 6	9 10 6	6 9	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	10 6	9 10 6	6 9	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
" " Angles on upper edge	52	52	52	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
" " Average space	52	52	52	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
PILLARS, In 'tween Deck, size and spacing	4 3/8	52 4 3/8	52	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
" " Hold	4 3/8	52 4 3/8	52	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
" " Quarter 'tween Dks.	4 3/8	52 4 3/8	52	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
" " in Hold	4 3/8	52 4 3/8	52	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
WEB-FRAMES, In Fore Body, No. and spacing	14 per plan	14 per plan	14 per plan	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
" " brdth. & thickness	26	10 26	10	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
" " No. of Side Stringers	26	10 26	10	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
WEB-FRAMES, In E. & B. Space, No. & spacing	9 per plan	9 per plan	9 per plan	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
" " brdth. & thickness	26	10 26	10	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
WEB-FRAMES, In After Body, No. and spacing	14 per plan	14 per plan	14 per plan	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
" " brdth. & thickness	26	10 26	10	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
" " No. of Side Stringers	26	10 26	10	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
" " Size of Angles or Tee Bars to Web-Frames	6 1/2	4 1/2 15 6 1/2	4 1/2 15	" " at intermediate Blks	5 1/4	5 1/4	5 1/4
BRACKET PLATES to Stringers between Web Frames, depth and thickness	26	10 26	10	" " at intermediate Blks	5 1/4	5 1/4	5 1/4

STRAKES.	PLATING.						PER RULE OR AS APPROVED.		EDGES.		RIVETING.							
	AS IN SHIP.				AMIDSHIP.		Single or Double.	Breadth of Lap.	RIVETS.		Double or Treble and for what length.	RIVETS.		STRAPS.		IF LAPPED.		
	AMIDSHIP.		FORWARD.		AFT.				Diam.	Spacing or to cr.		Diam.	Spacing or to cr.	Breadth.	Thickness.	Breadth.	For Lap.	
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Inches.	Inches.			Inches.							Inches.
	Inches.	^{1/16} or ^{3/32} ths	^{1/16} or ^{3/32} ths	^{1/16} or ^{3/32} ths	Inches.	^{1/16} or ^{3/32} ths			Inches.	Inches.								
FLAT PLATE KEEL..... (If Bar Keel, state Riveting)	18	20	14	14	48	20	double	6	1	3/4	Quad	1	3				13 1/2	
GARBOARD OR A Strake...	5 1/4	15	13	13	5 1/4	15	"	"	5 1/4	7/8	3/4	Treble	7/8	2 1/8			10 1/2	
Side actual thickness in way of Double Bottom.	B	6	13	13	6	13	"	"	5 1/4	7/8	3/4	Quad	7/8	2 1/8			11 1/2	
C	6	13	10	10	6	13	"	"	"	"	"	"	"	"			"	
D	6	13	10	10	6	13	"	"	5 1/4	7/8	3/4	Quad	7/8	2 1/8			11 1/2	
E	6	13	10	10	6	13	"	"	"	"	"	"	"	"			"	
F	6	13	10	10	6	13	"	"	5 1/4	7/8	3/4	Quad	7/8	2 1/8			11 1/2	
G	6	13	10	10	6	13	"	"	"	"	"	"	"	"			"	
H	6	13	10	10	6	13	"	"	"	"	"	"	"	"			"	
J	6	13	10	10	6	13	"	"	"	"	"	"	"	"			"	
K	6	13	10	10	6	13	"	"	"	"	"	"	"	"			"	
L	5 1/2	15	10	10	5 1/2	15	"	"	6	1	3/4	Treble	1	3			10 1/2	
M	4 1/2	14	12	12	4 1/2	14	"	"	"	"	"	"	"	"			"	
N																		
O																		
P																		
Q																		
R																		
DOUBLING OF Flat Plate Keel																		
Length and thickness of Bilges.....	12																	
of Sheerstrakes.																		
of Strake below																		
POOP SIDES	8																	
BRIDGE SIDES	8																	
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.: *James Martin Steel*
Consett Co.; Bolckow Vaughan & Co.
Palmer & Sons; South Durham S & L Co.
 Has the Steel been tested as required by the Rules? *Yes*

FRAMES extend in one length from *Keel* to *Main deck* as per app'd plans
 REVERSED FRAMES on floors and frames extend from *Centre line to bilge in oil compartments. Clear of oil tanks to Main & Upper decks alternately.*

MASTS, SPARS, &c.									
LOWER MASTS.....	Fore	Main	Mizen	DIAMETER AND THICKNESS.		No. of Plates in round.	ANGLES.		RIVETING.
				Heel.	Hoards.		Number.	Size.	
Fore	Steel	8 1/2	2 1/2	100	2 1/2	100	2	100	Single
Main	Steel	8 1/2	2 1/2	100	2 1/2	100	2	100	Single
Mizen	Steel	8 1/2	2 1/2	100	2 1/2	100	2	100	Single
Bowsprit	Steel	8 1/2	2 1/2	100	2 1/2	100	2	100	Single
Topmasts, Yards and Remainder of Spars	Steel	8 1/2	2 1/2	100	2 1/2	100	2	100	Single
Rigging, Material and Size, Shrouds	Steel	8 1/2	2 1/2	100	2 1/2	100	2	100	Single
Sails	Good	Steel	8 1/2	2 1/2	100	2 1/2	100	2	Single

EQUIPMENT No. 52178 LETTER AT									
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.		WEIGHT REQUIRED BY TABLE 22.	
		Cyts.	qrs.	Cyts.	qrs.	Tons.	qrs.	Cyts.	qrs.
38878 1st Bower	68	2	0	68	2	0	68	2	0
38878 2nd "	68	1	0	68	1	0	68	1	0
38878 3rd "	68	1	0	68	1	0	68	1	0
38878 4th "	68	1	0	68	1	0	68	1	0
38878 Collective weight	272	0	0	272	0	0	272	0	0
38564 Stream	19	1	2 1/4	19	1	2 1/4	19	1	2 1/4
43489 Kedge	4	3	23	4	3	23	4	3	23

CHAIN CABLES.									
Number of Certificate.	Fathoms.	Size.	Test per Certificate.	WEIGHT OF CHAIN CABLE.		Fathoms.	Size.	Description.	Makers of Cables.
				Supplied.	Per Table 22.				
15300	135	3/4	135	135	135	135	3/4	Steel	James Martin Steel
15312	135	3/4	135	135	135	135	3/4	Steel	James Martin Steel
Total	270								
Iron Circles-Glides or Steel Wire	90	5	59						

Boats *4 and Good*
 Pumps, Number *As per approved plans* Diameter of Barrel *4* State whether they are in efficient working order *Yes*
 Windlass is *Patent Steam*
 Engine Room Skylights—How constructed? *Steel Casings and Top*
 What arrangements for deadlights in bad weather? *Strong glass bullseyes*
 Coal Bunker Openings—How constructed? *Plates & angles* How are lids secured? *Buttressed* Height above deck? *15*
 Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. *8 Scuppers and 8 Freeing Ports 4x2 each side*
 Ceiling in Holds, thickness and material *2 1/2 Pine* Ceiling 'tween Decks, thickness and material *2 1/2 Pine*
 Cargo Hatchways—How formed? *Plates and angles* Hatches, If strong and efficient? *Yes*
 State size No. 1 Hatch (Forward) *10'0" x 10'0"* No. 2 Hatch *13'0" x 20'0"* No. 3 Hatch *13'0" x 20'0"* No. 4 Hatch *13'0" x 20'0"*
 Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *Fore and after to No. 2, 3 & 4 Hatches*
 Bulwarks, height above deck and description *3'8" Steel*
 The above is a correct description. *SIR W. G. ARMSTRONG, WHITWORTH & CO. LIMITED*
 Builder's Signature (here only) *John L. Orr* Surveyor's Signature *James M. Neil* R. L. Langford
 Surveyor 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 this case) *28/10/99*
2/11/99; 24/11/99
 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? *A very few*
 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 Steel Screen Steamer is a nearly similar vessel to the S.S. "Polysses", Newcastle report No. 40508. She has been built in accordance with the approved amended Midship Section forwarded to London on the 2nd instant, and plans attached; the Secretary's letters and in other respects with the Rules, to Class 100 A1, 3 deck Rule. Carrying Petroleum in bulk, and the material and workmanship throughout are good. The Oil Tanks, Copperdams, Ballast Tanks and Oil Fuel Tankers have been tested by water pressure as required by the Rules and found efficient. The pumps, valves, and water tight doors have been examined and found good working order. You will please note that 2 1/2 Portable Ceiling has been fitted in the Oil Tanks, and as per approved Midship Section.*

The Surveyor should state the Number of Report and Name of any Sister Vessel, as above
 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 *56* 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 1st frames*
 Official No. *112811*; Signal Letters
 How are the surfaces preserved from oxidation? Inside *Cement and Paint* Outside *Paint*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors									
Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.	Where fitted.
Double bottom, aft.			Fore peak tank,			Double bottom, under Engines and Boilers,			
Double bottom, if under Engines only,			After peak tank,			Double bottom, if under Boilers only,			
Double bottom, forward,			Midship deep tank,			Double bottom, if fitted,			
			Other tanks, if fitted,			(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. 5062									
Number of Certificate.	Anchors.	Fathoms.	Size.	Test per Certificate.	Fathoms.	Size.	Description.	Makers of Cables.	Where and when tested and by whom.
38878 1st Bower	68	2	0	68	2	0	68	2	0
38878 2nd "	68	1	0	68	1	0	68	1	0
38878 3rd "	68	1	0	68	1	0	68	1	0
38878 4th "	68	1	0	68	1	0	68	1	0
38878 Collective weight	272	0	0	272	0	0	272	0	0
38564 Stream	19	1	2 1/4	19	1	2 1/4	19	1	2 1/4
43489 Kedge	4	3	23	4	3	23	4	3	23

The amount of Entry Fee.....£ *5* : : :
 Special Survey Fee.....£ *175* : *5* : *6*
 Travelling Expenses, if any £ : : : :
 Fees applied for, *20 MAR 1901*
 Received by me, *29/3/01*
 Certificate to be sent to *Newcastle-on-Tyne*

State whether the Vessel has been built under Special Survey? *Yes*
 I am of opinion this Vessel should be Classed *100 A1 Steel* Carrying *Petroleum in bulk*
 With, or without Freeboard, as condition of Class *without*
 Committee's Minute *FRI, MAR 29 1901*
 Character assigned *100 A1*
Carrying petroleum in bulk + L.M.B. 3.01
asb. P.
Wm. J. W.
 Surveyor to Lloyd's Register of British and Foreign Shipping.