

3 Decks.

IRON OR STEEL STEAMER.

Received at London Office

505

Date of completion of report December 4th 1907. State if Report is also sent on the Machinery of the Vessel ☒ Yes
Held at Newcastle Port of Newcastle on Tyne No. 42696
the Steel S.S. "Kinsman" Date, First Survey February 1st 1901 Last Survey 2nd November 1890
Rig Schooner, 2 masts
Master W. H. Matthen
Year of appointment (1) As Master in service of owner of present vessel—1896
(2) As Master of this vessel—1890

TONNAGE under
Tonnage Deck... 4140.27
Do. between Tonnage Dk. and 3rd and 4th Dk. 4140.27
Total under Upper Dk. 4140.27
Do. of Poop 155.80
Do. of Bridge House 69.50
Do. of Forecastle 48.55
Do. of Houses on Dk. 7.10
Do. of excess of Hatchways—
Do. above Crown of Engine Room 112.64
Gross Tonnage 4573.86
Less Crew Space 88.59
Less above Crown of Engine Room 112.64
AGE FOR FEES.. 4332.63
Engine Room 1138.20
Navigation Spaces 29.01
Net Tonnage 2965.42
Net on Beam .. 2965.42

THREE DECKED VESSEL.
CLASS 100 A-1
Half Breadth (moulded) 24.75
Depth from upper part of Keel to top of Upper Deck Beams 31.23
(with the normal round up of beam)
Girth of Half Midship Frame (as per Rule) 107.73
deduct 7 feet..... 4.00
1st Number 100.73
Length on deck from after part of stem to fore part of stern post 358.16
2nd Number 36.048
Proportions—Breadth to Length 7.23
Depth to Length—Upper Deck to top of Keel 11.47
Main Deck ditto
Destined Voyage Atlantic

Built at Newcastle
When built 1901 Launched 1st October
By whom built Sir W. G. Armstrong & Co. Ltd.
Owners Blair & Co. Shipping & Trading Co. Ltd.
Managers C. J. Boring & Co. Ltd.
(Where necessary to be entered in Reg. Book)
Residence London
Port belonging to Liverpool
Surveyed while Building, Afloat, or in Dry Dock

DEPTH on Deck Feet. Inches. BREADTH—Feet. Inches. DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams Feet. Inches.
per Rule 358 2 Moulded 49 6 Do. do. do. do. Main Dk. Beams 21 6
Dimensions of Ship per Register, Length 360.0 breadth 49.75 depth 28.75 Moulded depth, ft. 30 ins. 3 To Upper Dk. Round of Upper Dk. Beam, Actual 11 1/4 ins.

FRAMING.				FORGINGS or CASTINGS.				Inches in Ship.				Inches per Rule, Or as Approved.			
	Inches in Ship	Inches in Ship	20ths in Ship		Inches in Ship	Inches in Ship	20ths in Ship		Inches in Ship	Inches in Ship	20ths in Ship		Inches in Ship	Inches in Ship	20ths in Ship
ME, Angles or L or C Bars for 1/2 length amidships	4	3 1/2	13	4	3 1/2	13	4	KEEL, Bar or Side Plates, depth and thickness	11	+	3	11	+	3	11
for 1/2 at each end	4	3 1/2	12	4	3 1/2	12	4	STEM, moulding and thickness	11	+	7	11	+	7	11
in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	10	3 1/2	3 1/2	10	3 1/2	STERN-POST for Rudder do. do.	11	+	7	11	+	7	11
								" for Propeller	11	+	7	11	+	7	11
of Frames from moulding edge to building edge, all fore and aft	25		25					MAIN PIECE of Rudder, diameter at head	9 1/2		9 1/2		9 1/2		9 1/2
PERSECTED FRAME, Angles 4 x 4 x 9/16								" do. at heel	9 1/4		9 1/4		9 1/4		9 1/4
FRAMING, depth of girder	30		9	30		9		RUDDER, how constructed	Forged from Single plate 22/20						
ORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	30		9	30		9		Can the Rudder be unshipped afloat?	Yes						
in way of Engines and Boilers	60	24	8	24	60	24	8	KEELSONS & STRINGERS.							
thickness at the ends of vessel	30		9	30		9		CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate							
depth at 1/2 the half breadth, as per Rule	30		9	30		9		" Rider Plate							
height extended at the Bilges	30		9	30		9		" Bulb Plate to Intercoastal Keelson							
ORS & BRACKETS in Cell Dble Bottoms	4 1/4		9	4 1/4		9		" Horizontal Plates on Floors							
" Distance apart	25		25					" Angles							
TRE GIRDER, in Double bottom, depth and thickness	4 1/4		11	4 1/4		11		SIDE KEELSON, Angles	6 1/2	4 1/2	10	6 1/2	4 1/2	10	
" Angles, Top	4 1/4		10	4 1/4		10		" Bulb or Plate above floors, for Full lng.	19		14	19		14	
" Bottom	6 1/2	4 1/2	10	6 1/2	4 1/2	10		" Intercoastal Plate, for Full length			9			9	
E GIRDERS, number on each side & thickness	3 1/2	3 1/2	9	3 1/2	3 1/2	9		" Attached to outside Plating with angle	3 1/2	3 1/2	10	3 1/2	3 1/2	10	
" Angles	3 1/2	3 1/2	10	3 1/2	3 1/2	10		BILGE KEELSON, Angles	6 1/2	4 1/2	10	6 1/2	4 1/2	10	
ARGIN PLATE, depth (exclusive of flange) and thickness	3 1/2		11	3 1/2		11		" Bulb or Plate above floors, for Full lng.	13		14	13		14	
" Angles to Outside Plating	4		4	4		4		" Intercoastal Plate, for 1/2 length			9			9	
ER BOTTOM PLATING, breadth and thickness of Middle Line Strake	36		11	36		11		" Attached to outside Plating with Angle	3 1/2	3 1/2	10	3 1/2	3 1/2	10	
" in Engine and Boiler space	Steel		11	Steel		11		BILGE STRINGER Angles							
" Remainder in Hold	7		7	7		7		" Bulb Plate for							
AMS, Upper Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	7	3	8	7	3	8		" Intercoastal Plate for							
" Angles on upper edge	25		25					" Attached to outside Plating with Angle							
" Average space	7	3	8	7	3	9		SIDE STRINGER Angles	4	4	9	4	4	9	
AMS, Middle Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	8	3	10	8	3	10		" Bulb or Intercoastal Plate, for Full lng.	20		10	20		10	
" Angles on upper edge	25		25					" Attached to outside plating with Angle	4	4	9	4	4	9	
" Average space	8	3	10	8	3	10		Upper Deck Stringer Plates, br'dth & thickness	5-8		10	5-8		10	
AMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	6	3	8	6	3	8		" Angle on ditto	4 1/2	4 1/2	11	4 1/2	4 1/2	11	
" Angles on upper edge	25		25					" Tie Plates fore and aft, outside Hatchways							
" Average space	6	3	8	6	3	8		" Deck * Iron or Steel, for Full lng.	4-6			4-6			
AMS, Hold, or Orlop, Plate or Tee Bulb	8	3	10	8	3	10		" Wood Deck, Material & thickness							
" Angles on upper edge	25		25					Middle Deck Stringer Plate, br'dth & thickness	5-8		10	5-8		10	
" Average space	8	3	10	8	3	10		" Angles on ditto, No. (1)	5-7	5-7	10	5-7	5-7	10	
AMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	6	3	8	6	3	8		" Tie Plates outside Hatchways							
" Angles on upper edge	25		25					" Diagonal Tie Plates on Bulk No. of prs.							
" Average space	6	3	8	6	3	8		" Deck * Iron or Steel, for Full lng.	8-6			8-6			
AMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	9	3 1/2	12	9	3 1/2	12		" Wood Deck, Material & thickness							
" Angles on upper edge	50		50					Lower Deck Stringer Plate, br'dth & thickness							
" Average space	9	3 1/2	12	9	3 1/2	12		" Angles on ditto, No.							
LLARS, In 'tween Deck, size and spacing								" Tie Plates, outside Hatchways							
" Hold								" Deck * Material and thickness							
" Quarter 'tween Dks.,								Hold, or Orlop Stringer Plate, br'dth & thickness							
" in Hold								" Angles on ditto, No.							
WEB-FRAMES, In Fore Body, No. and spacing								" Tie Plates outside Hatchways							
" br'dth. & thickness								" Deck, Material and thickness							
" No. of Side Stringers	(3)			(3)				Poop Deck Stringer Plate, breadth & thickness							
EB-FRAMES, In E. & B. Space, No. and spacing								" Angle on ditto							
" br'dth. & thickness								" Tie Plates							
WEB-FRAMES, In After Body, No. and spacing								" Deck, Material and thickness							
" br'dth. & thickness								Bridge Deck Stringer Plate, br'dth & thickness							
" No. of Side Stringers	(3)			(3)				" Angle on ditto							
" Size of Angles or Tee Bars to Web-Frames								" Tie Plates							
BRACKET PLATES to Stringers between Web-Frames, depth and thickness								" Deck, Material and thickness							
								Forecastle Deck Stringer Plate, b'dth & th'kns							
								" Angle on ditto							
								" Tie Plates							
								" Deck, Material and thickness							

PLATING.

STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.			
	AMIDSHIP.	FORWARD.	AFT.	AMIDSHIP.	AMIDSHIP.	AMIDSHIP.	Single or Double.	Breadth of Lap.	Diam.	Spacing or to cr.	Double or Treble and for what Length.	RIVETS.	STRAFS.	IF LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.								
FLAT PLATE KEEL.....	48	20	14	14	48	20	double	1 1/8	3 1/2	Quadr	1 1/8			14
GARBOARD OR A Strake ..	64	15	14	15	64	15	"	3 1/4	1/8	3 1/8	"	1 1/8		11 1/2
B "	64	13	13	15	64	13	"	"	"	"	"	"		"
C "	64	12	10	14	64	12	"	"	"	"	"	"		"
D "	64	13	10	15	64	13	"	"	"	"	"	"		"
E "	64	12	9	12	64	12	"	"	"	"	"	"		"
F "	64	13	10	13	64	13	"	"	"	"	"	"		"
G "	64	12	9	12	64	12	"	"	"	"	"	"		"
H "	64	13	10	13	64	13	"	"	"	"	"	"		"
J "	64	12	9	12	64	12	"	"	"	"	"	"		"
K "	64	13	10	13	64	13	"	"	"	"	"	"		"
Sheer L "	44	16	15	11	44	16	Single	3	7/8	3 1/8	"	"		"
M "														
N "														
O "														
P "														
Q "														
R "														
Double Line of Flat Plate Keel														
Length and thickness of Sheerstrakes.														
Length and thickness of Strake below														
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. : <i>Glenn's No. 1 Steel</i>							Upper Deck (Butts, treble riveted for full length amidship.							
Plating, &c. : <i>Glenn's No. 1 Steel</i>							Stringer Plate (Straps, single, double or overlapped for full length amidship.							
Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted? <i>Double</i>							Inner Bottom Plating, riveting of Edges <i>dbl. 9 Sq.</i>							
Centre Girder Butts, <i>treble</i> riveted							Keelson Butts, <i>treble</i> riveted.							
Frames, riveted through Plates with <i>1 1/8</i> in. Rivets, about <i>6-5 1/4</i> apart.							Rivets, state whether Iron or Steel <i>Iron</i>							
FRAMES extend in one length from <i>Sheer</i> to <i>Main deck &c. as per approved plans</i>							REVERSED FRAMES on floors and frames extend from <i>Centre line to Bilge</i>							
MASTS, SPARS, &c.														
	Material.	Total Length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.				
			At Partners.	Heel.	Round.	Head.		Number.	Size.	Seams.	Butts.			
LOWER MASTS.....														
Fore	Steel	77.0	21 x 1/2	21 x 1/2	21 x 1/2	2	14 x 1/2	2	-	-	Single			
Main	Steel	77.0	21 x 1/2	21 x 1/2	21 x 1/2	2	14 x 1/2	2	-	-	Single			
Mizen														
Topmasts, Yards and Remainder of Spars <i>Pitch pine</i>														
Rigging, Material and Size, <i>Shrouds Steel wire 3/4</i>														
Sails, <i>Good</i> Suit of <i>one</i> Sails, and the following spare sails <i>-</i>														
EQUIPMENT No. 40405 LETTER 2														
ANCHORS.														
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.		WEIGHT REQUIRED BY TABLE 22.		Description of Anchor.	Makers.	Where and when tested and Superintendent.		
		Owts.	qrs.	Owts.	qrs.	Tons.	owts.	qrs.	lbs.					
17872	1st Bower	34	2	14	3	45	2	3	4	2	Patent	14/10/01		
17866	2nd "	54	1	4	1	44	19	2	21	3	do	14/10/01		
17867	3rd "	47	0	10	1	40	10	0	0	4	do	14/10/01		
	4th "													
	Offshore weight	156	0	3	1	156	1	0						
17885	Stream	13	1	0	3	14	14	19	1	14	12	3		
17884	Kedge	6	3	0	1	9	0	0	0	6	2	0		
CHAIN CABLES.														
Number of Certificate.	Fathoms.	Size.	Test per Certificate.	WEIGHT OF CHAIN CABLE.		Fathoms and Size per Table 22.	Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towing.	Fathoms and Size per Table 22.
				Supplied.	Per Table 22.									
9561	135	1 1/2	81	14	89	135	2 1/2	do	14/10/01	do	120	1 1/2	39	120 x 1 1/2
9567	135	1 1/2	113	14	308	135	2 1/8	do	21/10/01	do	120	1 1/2	39	120 x 1 1/2
Total	270													
Iron-Steel Chain (or Steel Wire) 90 x 1 1/2 39 90 x 1 1/2														
HAWSERS AND WARPS.														
Number of Certificate.	Fathoms.	Size.	Test per Certificate.	WEIGHT OF CHAIN CABLE.		Fathoms and Size per Table 22.	Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towing.	Fathoms and Size per Table 22.
				Supplied.	Per Table 22.									
9561	135	1 1/2	81	14	89	135	2 1/2	do	14/10/01	do	120	1 1/2	39	120 x 1 1/2
9567	135	1 1/2	113	14	308	135	2 1/8	do	21/10/01	do	120	1 1/2	39	120 x 1 1/2
Total	270													
Iron-Steel Chain (or Steel Wire) 90 x 1 1/2 39 90 x 1 1/2														
Boats 4 and 4 Good														
Pumps, Number 4 as per approved plan														
Windlass is Patent Steam														
Engine Room Skylights, How constructed? Steel Coamings, and Top														
What arrangements for deadlights in bad weather? Strong glass bullseyes &c.														
Coal Bunker Openings, How constructed? Plates & angles														
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 7 Scuppers and 7 Freeing Ports, each side 48 x 27														
Ceiling in Holds, thickness and material 1/2 in. with 1/4 in. thickness														
Cargo Hatchways, How formed? Plates and angles														
State size No. 1 Hatch (Forward) 8' 4 x 8' 0" No. 2 Hatch 10' 5 x 8' 0" No. 3 Hatch 10' 5 x 8' 0" No. 4 Hatch 10' 5 x 8' 0" 14														
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 1 in. 4 after to No. 1 Hatch. Strong steel plate														
Covers to oil Hatches 4" Steel														
Bulwarks, height above deck and description 4" Steel														
The above is a correct description. W. G. ARMSTRONG, WHITEWORTH & CO. LIMITED Surveyor's Signature														
Builder's Signature (here only) J. M. Neil & Bernard C. Laws.														

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case) *10/12/00*
28/12/00; 11/1/01; 16/2/01

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 Steam Steamer has been constructed in accordance with the approved amended Midship Section forwarded to London on the 3rd inst. and plans attached, the Secretaries 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, Cofferdams and ballast tanks have been tested by water pressure as required by the Rules and found efficient

The Surveyor should state the Number of Report and Name of any Sister Vessel. *None*

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *46* ft., R.Q.D. or Break *-* ft., Bridge Dk. *25* 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 dxs (Steel) & Web frames*
 Official No. *115230*; Signal Letters
 How are the surfaces preserved from oxidation? Inside *bluement 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.
Double bottom, aft.			Fore peak tank,	18.6	113
Double bottom, under Engines and Boilers.			After peak tank,	8.4	24
Double bottom, if under Engines only.			Midship deep tank,		
Double bottom, if under Boilers only.	33.4	80	Other tanks, if fitted.		
Double bottom, forward.	37.6	74	(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. *3240*
 Date *9.4.07*
 No. *414* in builder's yard.
 Dates of Surveys held while building *1901/ Feb. 11. 14. 20. 22. 23. 24. Mch. 4. 8. 9. 14. 16. 22. 24. Apr. 17. 23. 26. May 2. 6. 13. 16. 22. June 6. 13. 18. July. 5. 8. 12. 22. Aug. 1. 6. 14. 16. 19. 27. 30. Sept. 2. 4. 6. 17. 19. 24. 26. 28. 30. Oct. 1. 18. 24. 27. 31. 30. Nov. 4. 6. 11. 14. 15. 20. 23. 25. 26*
 Total No. of Visits *64*

The amount of Entry Fee *£ 5* : : : :
 Special Survey Fee *£ 123* : 6 : 6
 Travelling Expenses, if any *£ -* : - : -
 Fees applied for, *Dec. 3rd 1901*
 Received by me, *5.13.01*
 Certificate to be sent to *AB 12/01*

State whether the Vessel has been built under Special Survey *Yes*
 I am of opinion this Vessel should be Classed *100 A. 1. Steel* carrying *Petroleum*
 With, or without Freeboard, as condition of Class *Without* *in bulk*
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *FRI. 6 DEC 1901*
 Character assigned *100 A. 1. Steel*
Lead a + c
+ 2 mc 11.07
carry? Petroleum in bulk

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

W1217-0065 2/2