

With or Without

# STEEL STEAMER.

Received at London Office

## Disconnected Erections.

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

yes

Date of completion of report

Sept 27<sup>th</sup> 1910

Port of Hull

No. 23003

Survey held at

Selly

Date, First Survey

July 1<sup>st</sup>

Last Survey

Sept 26<sup>th</sup> 1910

On the

Steamer

"APAR."

Rig Signal pole

TONNAGE under

90.93

Tonnage Deck

Do. between Tonnage Dk.

and 3rd and 4th Dk.

Total under Upper Dk.

Do. of Poop

Do. of R.Q.Dk.

Do. of Bridge House

Do. of Forecastle

Do. of Houses on Dk.

Do. of excess of Hatchways

Do. above Crown of

Engine Room

Room

Spaces

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CLASS IDEAL

Breadth (greatest moulded) 21.00

Depth, at middle of length from top of keel to top of upper deck beams at side 10.16

Transverse Number 31.16

Length on deck from fore part of stem to after part of stern post 75.0

Longitudinal Number 2337

Depth "d," at middle of length (See Secs. 2 & 13) 9.0

Proportions—Depths to Length—Upper Deck Beam at side to top of keel 4.38

" " Long Bridge Deck Beam at side to top of keel

Destined Voyage London

If Surveyed while Building, Afloat, or in Dry Dock

Yes

Yes

Yes

Yes

Yes

Yes

Yes

Yes

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Master

Year of appointment

Built at

When built

By whom built

Owners

Managers

Residence

Port belonging to

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of Ship per Register, Length 75-1 breadth 21-15 depth 9-55. Moulded depth, ft. 10 ins. 2 To Bridge Dk. Round of Upper Dk. Beam, Actual 7 ins.

Moulded depth, ft. 10 ins. 2 To Upper Dk. Dk. Beam, Actual 7 ins.

Moulded depth, ft. 10 ins. 2 To Upper Dk. Dk. Beam, Actual 7 ins.

Moulded depth, ft. 10 ins. 2 To Upper Dk. Dk. Beam, Actual 7 ins.

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PLATING. STRAKES. AS IN SHIP. PER RULE OR AS APPROVED. EDGES. RIVETING. BUTTS. IF LAPPED. ... [Form content continues with various tables and sections for ship specifications] ...

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case)

(2) 115-7-10

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 the plating? A 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. 26, par. 20)? Yes

State results of tests Satisfactory.

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? Yes

State results of tests Satisfactory.

General Remarks (State quality of workmanship; &c.) Workmanship good.

This vessel has been built in accordance with the approved plans, the Secretary's letters of the above dates, and in general conformity to the Rules for the class contemplated.

Accompanying this report; Plans of Midship Section, etc, Profile and deck. Plan of Pumping Arrangements.

Just before this vessel left Hull a small boat was placed on board. The boat was taken from Messrs. Otto & Zorn's "N° 525," it is not known whether this boat is to remain on the "Opas."

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle ☒ 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 Dh (ste pl w.s.)

Official No. ☒ ; Signal Letters ☒

State if Machinery is fitted aft No

How are the surfaces preserved from oxidation? Inside Portland 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.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	<input checked="" type="checkbox"/>		Fore peak tank,	<input checked="" type="checkbox"/>	
Double bottom, under Engines and Boilers,	<input checked="" type="checkbox"/>		After peak tank,	<input checked="" type="checkbox"/>	
Double bottom, if under Engines only,	<input checked="" type="checkbox"/>		Deep tank, aft,	<input checked="" type="checkbox"/>	
Double bottom, if under Boilers only,	<input checked="" type="checkbox"/>		Deep tank, forward,	<input checked="" type="checkbox"/>	
Double bottom, forward,	<input checked="" type="checkbox"/>		Other tanks, if fitted,	<input checked="" type="checkbox"/>	
	Total capacity of double bottom	<input checked="" type="checkbox"/>	(If necessary, furnish further information by sketch.)	<input checked="" type="checkbox"/>	

\* 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. ☒

Order for Special Survey No. 1841

Date 7/8/10

No. 1446 in builder's yard.

DATES of Surveys held while building

1910:—July 1. 5. 11. 14. 29. Aug 8. 19. 23. 29. Sep 2. 7. 13. 17. 26

Total No. of Visits 14

The amount of Entry Fee . . . £ 1 : 0 : 0

Special Survey Fee . . . £ 7 : 0 : 0

Travelling Expenses, if any £ — : 7 : 3

Fees applied for, 27.9.1910

Received by me, 19.9.1910

Certificate to be sent to Hull

State whether the Vessel has been built under Special Survey Yes.

I am of opinion this Vessel should be Classed \*100A1, "For Tug purposes."

With, or without Freeboard, as condition of Class Without

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

Committee's Minute

Character assigned

TUES. 4 OCT 1910  
100A1  
For towing purposes

Lloyds A.R.B.P.W. + L.M.B.G.10

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

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