

1 or 2 Dks., ~~POPK~~,  
and ~~Pt. Awng. Dk.~~

# IRON OR STEEL STEAMER.

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

Date of completion of Report *June 2<sup>nd</sup> 1905*

Date, First Survey *January 6<sup>th</sup> 1905*

Port of *Newcastle-on-Tyne*

Last Survey *May 31<sup>st</sup> 1905*

Rig *✓*

Survey held at *South Shields*  
On the *Tiddle Tug*

TONNAGE under Tonnage Deck	141.47
Do. of Poop	
Do. of Ranges Gr.	
Do. of Break.	
Do. of Bridge House	
Do. of Forecastle	2.18
Do. of Houses on Deck	
Do. of excess of Hatchways	
Do. above Crown of Engine Room	14.83
Gross Tonnage	158.48
Less Crew Space	20.54
Less above Crown of Engine Room	14.83
TONNAGE FOR FEES	123.08
Less Engine Room	124.35
Navigation Spaces	7.01

ONE OR TWO DECKED VESSEL.

CLASS *100 A-*

FEET.

Half Breadth (moulded)	10.0
Depth from upper part of Keel to top of Main Deck Bms. (with the normal round up of beam)	11.0
Girth of Half Midship Frame (as per Rule)	18.5
1st Number	39.5
Length on deck from after part of stem to fore part of stern post	99.0
2nd Number	3910
Proportions—Breadths to Length	4.95
Depths to Length—Main Deck to top of Keel	9.0

Master *✓*

Year of appointment

Built at *South Shields*

When built *1905* Launched *April 6<sup>th</sup> 1905*

By whom built *J. T. Elvingham & Co*

Owners *Manchester Ship Canal Co*

Managers

(Where necessary to be entered in Reg. Book).

Residence *Manchester*

Port belonging to *Manchester*

Destined Voyage *Manchester* Surveyed while Building *float, or in Dry Dock* *Special*

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH, ACTUAL—Top of Floors to top of Main Deck Beams	Feet.	Inches.	No. of Decks with Flat laid	No. of Tiers of Beams
99.0	20	0	100.0	20	15	10.0	10	0	one	one

Dimensions of Ship per Register, Length, 100.0 breadth, 20.15 depth, 10.0 Moulded Depth, 10 ft. 4 ins. Round of Beam, Actual 8 ins.

FRAMING.						FORGINGS AND CASTINGS.					
NAME, Angles, Bars, for length	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as	20ths per Rule	KEEL, Bar or Side Plates depth and thickness	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as	20ths per Rule
amidships	3	2 1/2	5	3	2 1/2	5	6 x 1 1/4			6 x 1 1/4	
Do. for 1/2 at each end	✓						6 x 1 1/4			6 x 1 1/4	
Do. in way of Double Bottoms at Solid Floors.	✓						5 3/4 x 1 1/8			5 3/4 x 1 1/8	
Do. at intermdt. Bkts.	✓						nil			3 1/2	
ing of Frames from centre to centre	2 1/2	2 1/2	5	2 1/2	2 1/2	5	3 1/2			2 3/4	
VERSED FRAME, Angles	2 1/2	2 1/2	5	2 1/2	2 1/2	5	2 3/4			2 3/4	
EP FRAMING, depth of girder	✓										
DOORS, depth and thickness of Floor Plate	12	5	12	5							
at mid-line for 1/2 length amidships	6 1/2	5	6 1/2	5							
in way of Engines and Boilers	✓										
thickness at the ends of vessel	✓										
depth at 1/2 the half breadth, as per Rule	2 1/4	12									
height extended at the Bilges	✓										
DOORS & BRACKETS, in Cell Dble Bottoms	✓										
state if flanged (top & bottom)	✓										
Spacing	✓										
TRE GIRDER, in Double Bottom, depth	✓										
and thickness	✓										
Angles, Top	✓										
Bottom	✓										
E GIRDERS, number on each side & thickness	✓										
state if flanged (top & bottom)	✓										
Angles	✓										
GIN PLATE, depth (exclusive of flange)	✓										
and thickness	✓										
Angles to Outside Plating	✓										
Floors	✓										
Height of Floors at the Bilges	✓										
ER BOTTOM PLATING, breadth and	✓										
thickness of Middle Line Strake	✓										
thickness in Engine and Boiler space	✓										
Remainder in Holds	5	3	7	5	3	7					
MS, Main and Raised Quarter Deck,	3 1/2	2 1/2	6	3 1/2	2 1/2	6					
Single Angle, Bulb Angle, Plate or Tee Bulb	42	21	42	21							
Angles on Upper Edge in Way of STEEL DECK	✓										
Spacing	✓										
MS, Lower Deck, Single Angle, Bulb	✓										
Angle, Plate or Tee Bulb	✓										
Angles on Upper Edge	✓										
Spacing	✓										
MS, Hold, Plate or Tee Bulb	✓										
Angles on Upper Edge	✓										
Spacing	✓										
MS, Poop Deck, Angle, Bulb Angle, Plate	✓										
or Tee Bulb	✓										
Angles on Upper Edge	✓										
Spacing	✓										
MS, Bridge or Pt. Awng. Deck, Angle,	✓										
Bulb Angle Plate, or Tee Bulb	✓										
Angles on Upper Edge	✓										
Spacing	✓										
MS, Forecastle Deck, Angle, Bulb Angle,	✓										
Plate or Tee Bulb	✓										
Angles on Upper Edge	✓										
Spacing	✓										
ARS, In 'tween Decks, Size and Spacing											
Hold	2 3/8										
Quarter, 'tween Dks.,	where practicable										
in Hold											
WEB FRAMES, In Fore Body, No. and Spacing											
Brdth. & Thickness											
No. of Side Stringers											
WEB FRAMES, In E. & B. Space, No. and Spacing	6		5								
Brdth. & Thickness	10		5	10	5						
WEB FRAMES, In After Body, No. and Spacing											
Brdth. & Thickness											
No. of Side Stringers											
Size of Angles or Tee Bars to Web Frames	3 1/2	2 1/2	7	3 1/2	2 1/2	7					
BRACKET PLATES to Stringers between											
Web Frames, Depth and Thickness											

KEEL, Bar or Side Plates depth and thickness	6 x 1 1/4	6 x 1 1/4		
STEM, moulding and thickness	6 x 1 1/4	6 x 1 1/4		
STERN-POST for Rudder do. do.	5 3/4 x 1 1/8	5 3/4 x 1 1/8		
for Propeller	nil	3 1/2		
MAIN PIECE of Rudder, diameter at head	3 1/2	3 1/2		
do. at heel	2 3/4	2 3/4		
RUDDER, how constructed	forging, shrunk arms	single plate		
Can the Rudder be unshipped afloat?	Yes.			
KEELSONS AND STRINGERS.				
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate		5		
Rider Plate				
Bulb Plate to Intercoastal Keelson				
ANGLES FOR SET OF MACH. SPACE	4	4		
Horizontal Plates on Floors	3	3		
Angles in MACHINERY SPACE				
SIDE KEELSON, Angles				
Bulb or Plate above floors for lng.				
Intercoastal Plate for length				
Attached to outside plating with Angle				
BILGE KEELSON, Angles	5	3		
Bulb or Plate above floors for lng.				
Intercoastal Plate for length				
Attached to outside plating with Angle				
BILGE STRINGER Angles				
Bulb Plate for length				
Intercoastal Plate for length				
Attached to outside plating with Angle				
SIDE STRINGER Angles	5	3		
Bulb or Intercoastal Plate for lng.				
Attached to outside plating with Angle				
Main and Raised Quarter Deck Stringer Plate, breadth and thickness	23	6		
Angle on ditto	3 x 3	6		
Tie Plates, outside Hatchways	7	6		
Diagonal Tie Plates on Bms. No. of Pairs				
Main Dk* Iron or Steel for MACH. SPACE	5			
R. Q. Dk* Iron or Steel for lng.				
Wood Deck, Material & thickness	3"	P.P.		
Lower Deck Stringer Plate, breadth and thickness				
Angles on ditto, No.				
Tie Plates, outside Hatchways				
Deck* Material and thickness				
Hold Stringer Plate				
Angles on ditto, No.				
Poop Deck Stringer Plate, breadth & thickness				
Angle on ditto				
Tie Plates				
Deck, Material and thickness				
Bridge or Pt. Awning Deck Stringer Plate, breadth and thickness				
Angle on ditto				
Tie Plates				
Deck, Material and thickness				
Forecastle Deck Stringer Plate, brdth & thcknss				
Angle on ditto				
Tie Plates				
Deck, Material and thickness				
* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.				
BULKHEADS.				
Number.	STIFFENERS.		Single or Double Frames.	Height.
In Vessel.	Per Rule.	Thickness.	Horizontal.	Vertical.
			Size.	Size.
			Spacing.	Spacing.
			Inches.	Inches.
			Inches.	Inches.
W.T. BULKHEADS	3	3	5	3 x 2 1/2
PARTITION				
LONGITUDINAL				
Are the outside Plates doubled two spaces of Frames in length?				
Are the Sluice Valves and Watertight Doors in efficient working order?				



PLATING.										RIVETING.																			
AS IN SHIP.					PER RULE OR AS APPROVED.					EDGES.					BUTTS.														
STRAKES.					AMIDSHIP.					Single or Double.					Double or Treble.														
Breadth.					Thickness.					Breadth.					Thickness.														
FLAT PLATE KEEL (If Bar Keel, state Riveting)										double 5 1/2										single 2 1/2									
GARBOARD OF A STRAKE										34 7 1/2										34 7 1/2									
State actual thickness in way of Double Bottom.										39 6 1/2										39 6 1/2									
SHEER										39 6 1/2										39 6 1/2									
DOUBLING OF Flat Plate Keel										39 6 1/2										39 6 1/2									
Length and thickness of Bilges										39 6 1/2										39 6 1/2									
Length and thickness of Sheerstrakes										39 6 1/2										39 6 1/2									
Length and thickness of Strake below										39 6 1/2										39 6 1/2									
POOP SIDES										39 6 1/2										39 6 1/2									
RAISED QUARTER DECK SIDES										39 6 1/2										39 6 1/2									
BRIDGE SIDES										39 6 1/2										39 6 1/2									
FORECASTLE SIDES										39 6 1/2										39 6 1/2									
LENGTHS OF PLATING										seven spaces										seven spaces									
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, outside Plating, &c.?										South Durham & Co. Ltd.										South Durham & Co. Ltd.									
Has the Steel been tested as required by the Rules?										Yes										Yes									
FRAMES extend in one length from										Keel										Keel									
REVERSED FRAMES on floors and frames extend from upper turn of bilge to upper turn of bilge										double in engine space carried to deck in way of paddle wheels										double in engine space carried to deck in way of paddle wheels									
MASTS, SPARS, &c.										Fore Mast										Fore Mast									
Lower Masts										Fore Mast										Fore Mast									
Bowsprit										Fore Mast										Fore Mast									
Topmasts, Yards and Remainder of Spars										Fore Mast										Fore Mast									
Rigging, Material and Size, Shrouds										1/2 wire										1/2 wire									
Sails										nil										nil									
Equipment No.										Letter										Letter									
ANCHORS.										Tonnage U.D.K. or Plating No. for Travlers										Tonnage U.D.K. or Plating No. for Travlers									
Number of Certificate										Weight, Ex Stock										Weight, Ex Stock									
5940										2 2 21										2 2 21									
5943										1 3 14										1 3 14									
Collective weight										4 2 7										4 2 7									
Stream										nil										nil									
Kedge										nil										nil									
CHAIN CABLES.										HAWERS AND WARPS.										HAWERS AND WARPS.									
Number of Certificate										Length and size supplied										Length and size supplied									
2284										75 3/4										75 3/4									
Boats										one lifeboat										one lifeboat									
Pumps, Number										three										three									
Windlass is										Emerson Washers hand										Emerson Washers hand									
Engine Room Skylights—How constructed?										as part of casing										as part of casing									
What arrangements for deadlights in bad weather?										bulboyes										bulboyes									
Coal Bunker Openings—How constructed?										flush scuttles										flush scuttles									
Number of Scuppers, and number and dimensions of Freeing Ports, &c.										Scuppers freeing ports										Scuppers freeing ports									
Ceiling in Holds, thickness and material										nil										nil									
Cargo Hatchways—How formed?										nil										nil									
State size No. 1 Hatch (Forward)										No. 2 Hatch										No. 2 Hatch									
Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch										No. of Breasthooks										No. of Breasthooks									
Bulwarks, height above deck and description										70 steel plates 3/16 thick										70 steel plates 3/16 thick									
The above is a correct description.										Main Rail and Stays, material and size										Main Rail and Stays, material and size									
Builder's Signature (here only)										M. J. Clitham										M. J. Clitham									
Surveyor's Signature										Thos Shaw										Thos Shaw									

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

17 24/10/04 E 9/2/05

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 the 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 *good*

Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? *Yes*

State results of tests *good*

General Remarks (State quality of workmanship, &c.) *this vessel has been built in accordance with the approved plans, the Secretary's letters and otherwise in general conformity with the Rules.*

*The materials & workmanship are good.*

*Copy of approved Midship Section is enclosed*

*This vessel is a duplicate of the same Builders Paddle Tug "RIXTON" Newcastle report No. 48,689*

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. or Break ☒ ft., Bridge Dk. ☒ ft., F'castle ☒ ft. (in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. 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 (pl stl)*

Official No. ☒; Signal Letters ☒

How are the surfaces preserved from oxidation? Inside *portland cement, paint, hot tar, &c.* 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.	Feet.	Tons.
Double bottom, aft.			Fore peak tank.		
Double bottom, under Engines and Boilers.			After peak tank.		
Double bottom, if under Engines only.			Deep tank, aft.		
Double bottom, if under Boilers only.			Deep tank, forward		
Double bottom, forward.			Other tanks, if fitted.		

Total capacity ☒

\* 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. *3610*

Date *12th February 05*

No. *252* in builder's yard.

DATE OF SURVEY held while building

1905 Jan. 13, 23, 25 Feb. 6, 13, 16, 23 Mar. 2, 10, 21, 28 Apr. 5, 12, 19, 26 May 15, 23, 31

The amount of Entry Fee .....£ *100*

Special .....£ *7*

Travelling Expenses, if any £ *15-6-9*

Fees applied for, *3/6 1905*

Received by me, *15-6-9*

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

I am of opinion this Vessel should be Classed *100 A- for towing purposes*

With, or without Freeboard, as condition of Class *without*

Committee's Minute

Character assigned

TUES. 6 JUN 1905

*100 A- (Shl)*

*For towing purposes*

*+ dmc 605*

Thos Shaw

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