

Spar, or Awning Dk.

IRON OR STEEL STEAMER.

No. 12635

Port of **WEST HARTLEPOOL** Date of completion of Report **1st June 1905** Received at London Office **2 JUN 1905**
Survey held at **West Hartlepool** Date, First Survey **14th December 1904** Last Survey **25th May 1905**
On the **Screw Steamer "CLORIANA"** Rig **Schooner**

TONNAGE under Tonnage Deck
Do. between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk.
Total under Upper Dk. 2831.37
Do. of Poop 95.41
Do. of Bridge House 8.71
Do. of Forecastle 41.81
Do. of Houses on Deck 32.49
Do. of exch. of Hatchways 37.11
Do. of Crown of the Room 4.70
Tonnage 3050.80
Do. of Poop 90.41
Do. of Bridge House 4.70
Tonnage 2955.69
Do. of Forecastle 4.70
GE FOR FEES...
Do. of Engine Room 976.26
Do. of Navigation Spaces 49.06
Net Tonnage 1935.07
Do. on Beam...

SPAR, AWNING OR PART AWNING-DECKED VESSEL,
or a Vessel having a continuous Shade Deck.

CLASS **100A1**

FEET.

Half Breadth (moulded) 23.42
Depth from upper part of keel to top of Main Deck Beams 18.00
Girth of Half Midship Frame (as per Rule) 36.55
1st Number 77.97
Length 323.33
2nd Number 25210
Proportions—Breadths to Length 6.9
Depths to Length—Main Deck to top of Keel 17.96

Master **Thomas Jones**Year of Appointment **1905**Built at **West Hartlepool**When built **1905** Launched **20th April 05**By whom built **Wm's S.B. & Co. Dock & Eng.**Owners **Furness Withy & Co. Ltd.**

Managers

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

Residence **West Hartlepool**Port belonging to **West Hartlepool**Destined Voyage **Newport** Surveyed while Building, Afloat, & in Dry Dock

BREADTH on Deck **Feet. 32.3** **Inches. 4** **BREADTH—Moulded. Feet. 46** **Inches. 10** **DEPTH, top of Floors to Spar or Awning Dk. Beams. Feet. 18** **Inches. 9 1/2** **Power of Engines. Horse. 1** **No. of Decks with flat laid. one** **No. of Tiers of Beams. two**
Dimensions of Ship per Register, Length **325.3** breadth **47.1** depth **22.6** Spar or Awning Dk. Moulded depth, ft. **17** ins. **0 1/2** To Main Dk. Round up of Beam, Main Dk. **1 1/2** ins.

FRAMING.				FORGINGS AND CASTINGS.			
Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
1. Angle, or L or E Bars, for 1/2 length amidships	5 1/2	3 1/2	9 1/2	5 1/2	3 1/2	9 1/2	5 1/2
for 1/2 at each end			8			8	
in way of Double Bottoms at Solid Floors	3	3	8	3	3	8	3
at intermdt. Bkts.	24		24				
of Frames from moulding edge to moulding edge, all fore and aft	7 1/2	3 1/2	9 1/2	7 1/2	3 1/2	9 1/2	7 1/2
PERSED FRAME, Angles	10 1/2		10 1/2				
P FRAMING, depth of girder	10 1/2		10 1/2				
DRS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	8 1/2	3 1/2	10 1/2	8 1/2	3 1/2	10 1/2	8 1/2
in way of Engines and Boilers	8 1/2	3 1/2	10 1/2	8 1/2	3 1/2	10 1/2	8 1/2
thickness at the ends of vessel							
depth at 1/2 the half bth. as per Rule	60		60				
height extended at the Bilges	60		60				
DRS & BRACKETS, in Cell Dble Bottoms	24		24				
Distance apart	24		24				
RE GIRDER, in Double bottom, depth and thickness	4	4	9	4	4	9	4
" Angles, Top	4	4	12 1/2	4	4	12 1/2	4
" Bottom	4	4	12 1/2	4	4	12 1/2	4
GIRDERS, number and thickness	3 1/2	3 1/2	7 1/2	3 1/2	3 1/2	7 1/2	3 1/2
Angles	29		29				
SIN PLATE, depth (exclusive of flange) and thickness	3 1/2	3 1/2	9 1/2	3 1/2	3 1/2	9 1/2	3 1/2
Angles	39		39				
R BOTTOM PLATING, breadth and thickness of Middle Line Strake	8 1/2	3 1/2	10 1/2	8 1/2	3 1/2	10 1/2	8 1/2
" thickness in Engine and Boiler space	8 1/2	3 1/2	10 1/2	8 1/2	3 1/2	10 1/2	8 1/2
Remainder in Holds	8	3	11	8	3	11	8
IS, Spar or Awning Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	9	3 1/2	12	9	3 1/2	12	9
Angles on upper edge	24		24				
Average space	12	3 1/2	12	12	3 1/2	12	12
IS, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	10 1/2		10 1/2				
Angles on upper edge	10 1/2		10 1/2				
Average space	10 1/2		10 1/2				
IS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	10 1/2		10 1/2				
Angles on upper edge	10 1/2		10 1/2				
Average space	10 1/2		10 1/2				
IS, Hold, or Orlop, Plate or Tee Bulb	10 1/2		10 1/2				
Angles on upper edge	10 1/2		10 1/2				
Average space	10 1/2		10 1/2				
S, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	8	5	10	8 1/2	5	9	8
Angles on upper edge	48		48				
Average space	7	3	9	7	3	9	7
S, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	24		24				
Angles on upper edge	6 1/2	3	9	6 1/2	3	9	6 1/2
Average space	24		24				
S, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	24		24				
Angles on upper edge	24		24				
Average space	24		24				
IS, In tween Deck, size and spacing	4 1/2		4 1/2				
" Hold	4 1/2		4 1/2				
" Quarter, tween Dks., "	4 1/2		4 1/2				
" in Hold	4 1/2		4 1/2				
WEB FRAMES, In Fore Body, No. and spacing	2		2				
" breadth & thickness	2		2				
No. of Side Stringers	2		2				
WEB FRAMES, In E. & B. Space, No. & spacing	2		2				
" breadth & thickness	2		2				
No. of Side Stringers	2		2				
Size of Plates or Tee Bars to Web Frame	6	14	12	6	14	12	6
BRACKET PLATES to Stringers between Web Frames, depth and thickness	6	14	12	6	14	12	6

PLATING.							RIVETING.										
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.						
	AMIDSHIP.		FORWARD.	AFT.	AMIDSHIP.		Single or Double.	Breadth of Lap.	RIVETS.		Double or Treble and for what Length.	RIVETS.		STRAPS.		IF LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	Breadth.	Thickness.	Breadth.	For what Length.
FLAT PLATE KEEL	36	16	12	12	36	16	12	double	5 1/4	1/8	3 1/2	4 R	1	4 1/2	14-12	whole	
GARBOARD or A Strake	60	12	11	11	53	12	11					4 R 1/2	1/8	3 1/2	12-9		
B "		11	9	9	11	9											
C "		10	9	9	10	9											
D "		12	9	9	12	9											
E "		11	9	9	11	9											
F "		12	9	9	12	9											
G "		11	9	9	11	9											
H "		12	9	9	12	9											
J "		13	9	9	13	9											
K "		15	10	10	14	15	10	6	1	4	3 R	1	3 1/2	10 1/2	9		
L "																	
M "																	
N "																	
O "																	
P "																	
Q "																	
DOUBLING of Flat Plate Keel																	
Length and thickness of Bilges	doubled below stringer at ends of bridge as per profile																
Length and thickness of Sheerstrakes																	
Length and thickness of Strake below																	
POOP SIDES	8-9																
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.?

Mild Steel
Steel: South Durham & Co.
Palmer & Co.
Iron: South Durham & Co.

Spar or Awning Butts, treble riveted for 3/4 length amidship.
Stringer Plate Straps, single, double or overlapped for whole length amidship.
Main Stringer Butts, treble riveted for 3/4 length amidship.
Plate Straps, single, double or overlapped for whole length amidship.
Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted?
Inner Bottom Plating, riveting of Edges double 1/2 L
Centre Girder Butts, treble 1/2 L riveted Keelson Butts, riveted.
Frames, riveted through Plates with 7/8 in. Rivets, about 6 apart.
Rivets, state whether Iron or Steel iron

FRAMES extend in one length from middle line to tank margin thence to gunwale
REVERSED FRAMES on floors and frames extend from middle line to tank margin thence to spar deck

MASTS, SPARS, &c.

	Material.	Total Length	DIAMETER AND THICKNESS.			No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.		Number.	Size.	Seams.	Butts.
LOWER MASTS....	Steel	48-9	18 x 6	17 x 6	14 x 5	2			single	treble
		50-9								
Fore										
Main										
Misc.										
Boomsprit										
Topmasts, Yards and Remainder of Spars										
Rigging, Material and Size, Shrouds										
Sails.										

EQUIPMENT No. 32121 LETTER u ANCHORS.

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.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.				
6484	1st Bower	47	1	0	drop test	40	13	0	14	45	0	0	Reeds Pat. stockless	W.H. Reeds & Co.	28/4/05	W. J. Kelly		
6485	2nd "	44	0	0	cut for heads	38	12	2	0	45	0	0						
6533	3rd "	39	0	21	sufficed	35	5	2	14	38	0	0						
	Collective weight	130	1	21						128	0	0						
53755	Stream	12	1	0	0	0	19	14	1	3	14	12	0	0	Rodgers	J. P. Jones & Co.	Netherthorpe 28/4/05	H. Green
53697	Kedge	5	2	9	1	2	1	7	18	1	21	5	2	0			27/4/05	
	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 Towline.	Fathoms and Size Per Rule.
				Supplied.	Per Rule.									
36779	135	1 1/2	6 1/2	256.0	25	511.1	14 2/3	20 x 1 1/2	28/4/05	TOWLINE	100	1 1/2	33	100 x 1 1/2
37847	135	1 1/2	6 1/2	255.1	3	511.2	0		28/4/05	HAWSER	180	7		180 x 7
	270									WARP	180	6		180 x 6
Stream	90	1 1/2	39					90 x 1 1/2	28/4/05					

Boats 2 lifeboats and 2 others
Pumps, Number as per approved plan
Windlass is Emerson, Walker & Thomson Bros Ltd
Engine Room Skylights. How constructed? steel plates angles with wood flaps
What arrangements for deadlights in bad weather? bullseyes in flaps
Coal Bunker Openings. How constructed? steel plates angles How are lids secured? bars and tarpaulins Height above deck? 12 above bridge deck
Number of Scuppers, and number and dimensions of Freeing Ports, &c. 8 scuppers and 8 freeing ports 33 x 15 on each side
Ceiling in Holds, thickness and material 2 1/2 wp
Ceiling 'tween Decks, thickness and material 2 wp
Cargo Hatchways. How formed? steel plates and angles
State size No. 1 Hatch (Forward) 24 x 16 No. 2 Hatch 24 x 16 No. 3 Hatch 10 x 15 No. 4 Hatch 24 x 16
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 2 web plates and 3 fore afters in each large hatch
No. of Breasthooks 7 x diff plates No. of Crutches 3 x diff floors
Bulwarks, height above deck and description 3-6 of 3 plates
The above is a correct description.
Builder's Signature (here only.) J. B. Gordon
MANAGING DIRECTOR.
Surveyor's Signature J. Bennett
Surveyor to Lloyd's Register of British & Foreign Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case)
6/12/04 "m" 16/12/04 "m" 17/11/04 "m" 23/11/04 "E" Hda 16/5/05 "m"

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 plating? *a few*

Are the butts of Plating, Stringers, &c., properly shifted and lapped? *yes*

General Remarks (State quality of workmanship, &c.) *The workmanship is good, and the vessel has been constructed in accordance with the approved plans (6 in no) which together with the forgings reports are attached hereto*

Vessel placed in dry dock bottom cleaned examined and recoated

Drawings
Midship Section *Cross plating in BR well*
Profile *East Steel Stem frame*
Pumping Arrangement *Mast Plan*

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

ARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *32.8* ft., R.Q.D. or Break *✓* ft., Bridge Dk. *100* ft., F'castle *32* ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

to. 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) *Spar dk (ft 2m ft 8ft) 2 tiers Beams & deep framing*

Official No. *119869*; Signal Letters

How are the surfaces preserved from oxidation? Inside *Portland cement and paint* Outside *paint*

ARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system *yes*

Where fitted.	Length. Feet.	Water Capacity. Tons.	Where fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	<i>106</i>	<i>235</i>	Fore peak tank,		
Double bottom, forward,	<i>138</i>	<i>352</i>	After peak tank,		<i>100</i>
Double bottom, under Engines and Boilers,			Midship deep tank,		<i>42</i>
Double bottom, if under Engines only,	<i>24</i>	<i>67</i>	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. <i>1958</i>	DATES of Surveys held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>1904 Dec 14 1905 Jan 6, 7, 9, 11, 13, 17, 18, 20, 23, 25, 28, 30, 31 Feb 2, 6</i>
Date <i>13 Dec 1904</i>		2nd. On the plating during the process of riveting	<i>7, 8, 10, 13, 14, 16, 23, 24, 25, 27, 28 March 1, 3, 6, 9, 10, 11, 13, 14, 16, 17, 18</i>
Order for Ordinary Survey No.		3rd. When the beams were in and fastened, and before the decks were laid	<i>20, 21, 24, 25, 27, 29, 30 April 1, 5, 6, 8, 10, 12, 13, 17, 20 May 11, 12, 15, 16</i>
Date		4th. When the ship was complete, and before the plating was finally coated or cemented	<i>18, 19, 22, 24, 25</i>
To <i>141</i> in builder's yard.		5th. After the ship was launched and equipped	

Total No. of Visits *63*

The amount of Entry Fee£ *5* :
Special Survey Fee ...£ *98* :
Travelling Expenses, if any £ : :
Fees applied for, *26.5.905*
Received by me, *13.18.05*
Certificate to be sent to *West Hartlepool*
Signature *J Bennett*
Surveyor to Lloyd's Register of British and Foreign Shipping.

am of opinion this Vessel should be Classed **100A1* Spar deck
With, or without Freeboard, as condition of Class *with*

Committee's Minute
Character assigned *TUES. 6 JUN 1905*
100 A1 (SIL)
Spar dk with fbd
Lloyd's A+C/P + LMC 5.05

0247 2/2

14/6/05.