

STEEL STEAMER.

Received at London Office

Port of *Belfast*
Date, First Survey *2nd April*

No. 7082.
Last Survey *4th May* 1912
Rig *fore and aft schooner.*

CLASS 100 A, "with freeboard,"		FEET.
Breadth (greatest moulded).....	Contemplated.	41' 00
Depth, at middle of length from top of keel to top of upper deck beams at side.....		18' 15"
Transverse Number.....		59' 15"
Length on deck from fore part of stem to after part of stern post.....		320
Longitudinal Number.....		18928
Depth "d," at middle of length (See Secs. 2 & 13)		8' 6"
Proportions—Depths to Length—Upper Deck Beam at } side to top of keel {		17' 6"
" " Long Bridge Deck } Beam at side to top of keel {		12' 4"

Master *A. Porter.*
Year of appointment { (1) As Master in service of owner of present vessel:—191
(2) As Master of this vessel 191
Built at *Belfast.*
When built *1906* Launched *13th Jan'y 1906*
By whom built *Harland & Wolff Ltd.*
Owners *Belfast S. Co. Ltd.*
Managers
(Where necessary to be entered in Reg. Book.)
Residence
Port belonging to *Belfast.*

Tonnage ~~1578~~ 22 Destined Voyage *Liverpool & Belfast.* If Surveyed while ~~Building~~, Afloat, or in Dry Dock *Afloat & Dry Dock.*

[illegible]

WEB FRAMES. WEB-FRAMES, In Fore Body, No. and spacing. WEB-FRAMES, In E. & B. Space, No. & spacing. WEB-FRAMES, In After Body, No. and spacing. BRACKET PLATES to Stringers between Web Frames, depth and thickness.

FORGINGS or CASTINGS. KEEL, Bar, depth and thickness. STEM, moulding and thickness. STERN-POST for Rudder do. do. RUDDER-A x D* Table 22. Speed. Main-Piece, diameter at head. at heel.

BULKHEADS. W.T. BULKHEADS. COLLISION PARTITION LONGITUDINAL.

STIFFENERS. Horizontal. Vertical.

RUDDER, how constructed. Thickness of Plates or Single Plate. Can the Rudder be unshipped afloat? Manufacturer's name or trade mark of the Iron or Steel. Has the Steel been tested as required by the Rules?

PLATING. STRAKES. AS IN SHIP. PER RULE OR AS APPROVED. EDGES. BUTTS.

THICKNESS OF SHEERSTRAKE CLEAR OF LONG BRIDGE DO. OF STRAKE BELOW DBLG. OF Flat Plate Keel POOP SIDES SHORT BRIDGE SIDES FORECASTLE SIDES

Upper Deck Stringer Plate Butts, riveted for full length amidship. Straps, single, double or overlapped for full length amidship. Second Deck Stringer Plate Butts, riveted for full length amidship. Straps, single or overlapped for full length amidship.

Butts of Side Stringers riveted. Tie Plates riveted. Inner Bottom Plating, riveting of Edges. Butts. Centre Girder Butts, riveted. Keelson Butts, riveted. Frames, riveted through Plates with. Rivets, about. Rivets, state whether Iron or Steel.

FRAMES extend in one length from. REVERSED FRAMES on floors and frames extend from. MASTS, SPARS, &c.

LOWER MASTS. Fore. Main. Mizzen. Bowsprit. Topmasts, Yards and Remainder of Spars. Rigging, Material and Size, Shrouds. Sails.

Form No. 11

EQUIPMENT No. 22043				LETTER <i>f</i>				ANCHORS.				TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS					
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 31.		Description of Anchor.	Makers.	Where and when tested and Superintendent.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.				lbs.
55591	1st Bower ...	42	0	0				34	2	2	0	42	0	0	Halls Patent Stockless	H. Hingley & Sons Rotherham	21-12-05
55592	2nd " ...	41	3	12				34	0	3	21	42	0	0	"	"	20-12-05
36949	3rd " ...	37	1	3				34	0	2	14	35	2	0	Hingley's Patent Stockless.	"	25-10-95
	4th " ...														"	"	
	Collective weight	121	0	15								119	2	0		H. Green Supt.	
55654	Stream	11	1	0	2	3	10	13	2	2	0	11	0	0	Hotmans	H. Hingley & Sons Rotherham	23-12-05
55660	Kedge.....	5	3	12	1	2	0	8	2	3	7	5	1	0	"	"	23-12-05

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.	Length and size supplied.		Test per Certificate.	WEIGHT OF CHAIN CABLE.		Length and Size per Table 31.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire Towline.	Length and Size per Table 31.		Tons.	Fathoms.	Ins.	Fathoms.
	Fathoms.	Diam.		Supplied.	Per Rule.						Fathoms.	Ins.		Fathoms.	Ins.				
39173	120	1 7/8	63-25 88-5	213-2-25 7/8		240	1 7/8	Shed H. Hingley & Sons Rotherham 16-12-05		OWLINE	100	4	33	100	4				
39172	120	1 7/8	63-25 88-5	211-2-6 3/4	25-1-0	240	1 7/8	Shed		HAWSERS & WARPS	120	2 1/2	12 1/2	90	2 1/2				
11443	15	1 7/8	59 8 3/4	82 3/4	25-2-0			Re-tested at Chester 11-6-10		"	120	2 1/2	12 1/2	90	2 1/2				
Iron, Steel or Steel Wire	75	4 1/4	35			75	4 1/4	Shed Wire		"	90	2 1/2	12 1/2	90	2 1/2				
										"	90	2 1/2	12 1/2	90	2 1/2				

Boats *Six Life Boats.* Steering Gear, Steam *Harland & Wolff* Steering Gear, Hand *Relieving Tackle.*
Pumps, Number *Five* Diameter of Barrel *5"* State whether they are in efficient working order *Yes.*
Windlass is *Steam direct f. H. Wilson & Co.* Capstan *✓*
Engine Room Skylights.—How constructed? *Steel Plates & angles* What arrangements for deadlights in bad weather? *Bull's eyes and shutters.*
Coal Bunker Openings.—How constructed? *Cast Steel Rings.* How are lids secured? *Locking rings.* Height above deck? *Flush.*
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. *Four scuppers each side. Three ports. 24" x 9"*
Ceiling in Holds, thickness and material *2 1/2" W. Pine.* Cargo Battens, thickness and material *6" x 2" W. Pine.*
Cargo Hatchways.—How formed? *Steel Plates and angles* Hatches, If strong and efficient? *Yes.*
State size No. 1 Hatch (Forward) *10-0" x 10-0"* No. 2 Hatch *14-0" x 12-0"* No. 3 Hatch *16-0" x 10-0"* No. 4 Hatch *✓*
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *One web in No. 1. Two in No. 2 and 3. no fore & afters.*
No. of Breasthooks *Three* No. of Crutches *Dup. 2/3*
Bulwarks, height above deck and description *Full height of Forecastle & Prop.* Main Rail, material and size *✓*
The foregoing is a correct description. Surveyor's Signature *S.O. Kendall*
Builder's Signature (here only) *✓* *Surveyor to Lloyd's Register of British and Foreign Shipping.*

Correspondence.—State dates and initials of letters respecting this case (*Reference should be made in any correspondence connected with the case*)
7th Sept. 1911.

Workmanship. Are the butts of plating planed or otherwise fitted?
Are the riveted work properly closed?
Are the liners between the frames and plates solid single pieces? Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Are the rivet holes well and sufficiently countersunk in the plate and punched from the facing surfaces? Do any rivets break into or through the seams or butts of the plating?
Are the butts of Plating, Stringers, &c., properly shifted and strapped?
Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? State results of tests
Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? State results of tests

General Remarks (State quality of workmanship, &c.)
This vessel since she was built in 1906 has been solely engaged in the regular service of the Belfast S.S. Co. between Belfast and Liverpool and has now been submitted to the following inspection and survey, with satisfactory results in all respects, the riveting and materials being found good and sound throughout, with no deterioration from the original scantlings, with a view to classification in the Society's Register Book—
Vessel placed in dry dock, bottom examined throughout scraped and painted, rudder lifted pintles examined and found good, all holds and peaks cleared, examined and painted, wood ceiling lifted in holds & bunkers, bilges cleaned out, floors and cement examined & found good, engine and boiler room bilges cleaned out and examined, bunkers cleared throughout, examined and re-coated with black varnish, all ballast tanks cleaned out, examined internally and afterwards tested by water pressure and found good.
Decks examined, chain cables ranged and examined and compared with test certificates, masts, spars, rigging and general equipment examined, hatches examined in position
The Surveyor should state the Number of Report and Name of any Sister Vessel.

As per Secretary's Letter dated 7-9-11 Fees applied for,
the amount of Entry Fee £ *37 : 10 : 0* 1st May 1912
Special Survey Fee £ *37 : 10 : 0* Received by me, *26-6-1912*
Travelling Expenses, if any £ *27*
State whether the Vessel has been built under Special Survey *No.*
In my opinion this Vessel should be Classed *100 A1*
With, or without Freeboard, as condition of Class *"With Freeboard."*

Committee's Minute TUE. MAY. 21. 1912
Character assigned *100 A1 with freeboard*
ex. No. 2-12
L. M. C. 5.12
Leonard
Wright Bel.
Surveyor to Lloyd's Register of British and Foreign Shipping. *S.O. Kendall*
Date of issue *14/6/12*

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

GENERAL REMARKS—(continued).

Steering Gear, quadrant, tiller, windlass, hand pumps, watertight doors, air & sounding pipes, examined and tested and found or placed in good condition.
 One doubling plate about 5ft x 4 ft, fitted to shell plating on port side over aperture on account of slight pitting in way of the propeller.
 A few rivets in frames and shell lugs in fore peak tank cut out and renewed (about 20).

The freeboard of 2' 0½" assigned by the Board of Trade has been verified and found correct. See Verification form, Certificate dated 4th October 1910

S. D. Kendall

Sketches of Midship Section and Profile are forwarded herewith for reference, kindly return same to this office in due course for purpose of survey of sister vessel
 S.S. "Graphic"

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 51 ft., ^{Upper Bridge 152 ft.} Bridge 160 ft., Forecastle 76 ft.
 (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *Poop not joined to Bridge*

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 Dks (U.S.H. & W.S.)*
 Official No. *120712*; Signal Letters *HUCW* State if Machinery is fitted aft *no*
 How are the surfaces preserved from oxidation? Inside *Paint & Portland Cement* Outside *Paint*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors *Cellular*

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	58	58	Fore peak tank,		15
Double bottom, under Engines and Boilers,			After peak tank,		25
Double bottom, if under Engines only,	24	51	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
Total capacity of double bottom		109	(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. *Reg. H*
 Date *25th Jan 1912*
 No. *378* in builder's yard.

DATES OF SURVEYS
 held at

1912. Apr 2-3-4-5-10-12-15-19-22-23-24-26-29-30. May 1-4.

Total No. of Visits *16*

Surveyor's Signature

S. D. Kendall

Lloyd's Register
 Foundation