"Chelatros"

# ~~Awning or~~ Shelter Deck, ~~or Pt. Awning Deck.~~ STEEL STEAMER.

No. 65937

*State if Report is also sent on the Machinery of the Vessel* Yes (Hull Report)

SAT. APR. 25. 1914

Port of Newcastle-on-Tyne Date of completion of Report 9th April 1914 Received at London Office

Survey held at Howdon-on-Tyne Date, First Survey 15th Aug. 1913 Last Survey 3rd April 1914

On the (*State if Single, Twin, or Triple Screw*) Steel, Single Screw, Steamer S/S. "MAGDALA" Rig Schooner

| | |
|---|---|
| **TONNAGE under Tonnage Deck** | 3336·84 |
| *Do. between Tonnage Dk. and 3rd, 4th, or Awning Dk.* | |
| **Total under Upper Dk.** | ✓ |
| *Do. of Poop* | ✓ |
| *Do. of R. Qr. Dk.* Chart House | 4·67 |
| *Do. of ~~Bridge House~~* Side House | 2·46 |
| *Do. of Forecastle* | 64·38 |
| *Do. of Houses on Deck* | 80·55 |
| *Do. of excess of Hatchways* | ✓ |
| *Do. above Crown of Engine Room* | ✓ |
| **Gross Tonnage** | 3488·90 |
| *Less Crew Space* | 114·16 |
| *Crown of ...* | |
| ...R FEES... | 3374·74 |
| ... Room | 1116·45 |
| ...tion Spaces | 146·33 |
| ...ace | 12·38 |
| ...Tonnage Beam... | 2213·74 |

CLASS ✠ 100 A1.

| | Feet. |
|---|---|
| **Breadth** (*greatest moulded*) | 51·66 ✓ |
| **Depth,** *at middle of length from top of keel to top of beams at side of uppermost Continuous Deck* | 25·91 ✓ |
| **Deduct** *height of 'tween deck when this does not exceed 8ft.* | 77·57 ✓ |
| **Transverse Number** | 359·50 ✓ |
| **Length** *on deck from fore part of stem to after part of sternpost* | 359·50 ✓ |
| **Longitudinal Number** | 27886 ✓ |
| **Depth "d"** *at middle of length. See Secs. 2 & 13* | 22·5 ✓ |
| **Proportions,** *Depths to Length, Uppermost Continuous Deck at side to top of keel* | 10·57 ✓ |
| " " " *Upper Deck at side to top of keel* | |

Master G. Andersson

Year of Appointment (1) *As Master in service of owner of present vessel:* —1914 (2) *As Master of this vessel* April 1914

Built at Howdon-on-Tyne

When built 1914 Launched 27th December 1913

By whom built Northumberland S.B. Co. Ld

Owners The East Asiatic Co.

Managers ✓ (*Where necessary to be entered in Reg. Book.*)

Residence Copenhagen

Port belonging to Stockholm

Destined Voyage Middlesbrough If Surveyed while Building, Afloat, or in Dry Dock Special Survey

| | Ft. | Ins. | | Ft. | Ins. | | Ft. | Ins. | |
|---|---|---|---|---|---|---|---|---|---|
| ...H on ...r Rule | 360 | — | **BREADTH** — Moulded | 51 | 8 | **DEPTH, ACTUAL**—Top of Floors to top of ~~Awn. or~~ Shelter Dk. Beams | 31 | 7 | No. of Decks with flat laid: Two |
| | | | | | | do. Upper Deck Beams | 23 | 7½ | No. of Tiers of Beams: Two |

...of Ship per Register, Length 360·0 breadth 52·0 depth. ... ~~Awn. or~~ Shelter Dk. Moulded depth, ft. 34 ins. 0 To ~~Awning or~~ Shelter Dk. 23·6 Upper Deck. Moulded depth, ft. 26 ins. 0 To Upper Dk. Round up of Uppermost Dk. Beam, Actual 12½ ins.

| FRAMING. | Inches in Ship. | Inches in Ship. | Inches in Ship. | Inches per Rule Or as | Inches per Rule Approved. | Inches per Rule Approved. |
|---|---|---|---|---|---|---|
| ~~Angles, or E or~~ [ Bars, amidships | 10½ | 3½ | ·56 ✓ | 10½ | 3½ | ·56 |
| ...peaks | 6½ | 3½ | ·42 ✓ | 6½ | 3½ | ·42 |
| ...way of Double Bottoms at Solid Floors | 3½ | 3½ | ·38 ✓ | 3½ | 3½ | ·38 |
| ... " B.A. at intermdt. Bkts. | 7½ | 3½ | ·44 ✓ | 7½ | 3½ | ·44 |
| ... Frames from centre to centre amidships | 27 | ✓ — | — | 27 | — | — |
| ... " " " from ⅗ ...ength to collision bulkhead | 27 | ✓ — | — | 27 | — | — |
| ... Frames from centre to centre in peaks | 24 | ✓ — | — | 24 | — | — |
| ...ED FRAME, Angles | Bulb Angle Frames | | | | | |
| ...way of Double bottoms at Solid Floors | Flanged Floors | | | | | |
| ... " B.A at intermdt. Bkts. | 7 | 3 | ·40 ✓ | 7 | 3 | ·40 |
| ...G, depth of girder | 10½ | ✓ — | — | 10½ | — | — |
| ..., depth and thickness of Floor Plate ...t mid-line for ¾ length amidships | — | — | — | — | — | — |
| ... way of Engine and Boiler spaces | — | — | — | — | — | — |
| ...ickness at the ends of vessel | — | — | — | — | — | — |
| ...epth at ¾ the half-bdth. as per Rule | — | — | — | — | — | — |
| ...eight extended at the Bilges | — | — | — | — | — | — |
| ..., in **Cell Double Bottoms** | ·40 | - ·38 ✓ | | ·40 | - ·38 | |
| ... state if flanged (top and bottom) | Flanged to tank top | | | | | |
| ... spacing of Solid | On every 3rd frame ✓ | | | | | |
| ...GIRDER, in Dbl.bottom.,dpth.&thicknss | 41 | × ·50 | - ·40 ✓ | 41 | × ·50 | - ·40 |
| " Angles, Top Single | 4½ | 4½ | ·58 ✓ | 4½ | 4½ | ·58 |
| " " Bottom Double | 4½ | 4½ | ·58 ✓ | 4½ | 4½ | ·58 |
| " " to Floors Single | 5 | 5 | ·54 ✓ | 5 | 5 | ·54 |
| Brackets at intermdt. frmg.,wdth & thknss | 3-6 | × ·38 | - ·36 ✓ | 3-6 | × ·38 | - ·36 |
| ...RDERS, number and thickness | 2 - | ·36 | - ·34 ✓ | 2 - | ·36 | - ·34 |
| " state if flanged (top & bottom) | Flanged to Floors | | | | | |
| Angles | 3½ | × 3½ | × ·38 ✓ | 3½ | × 3½ | × ·38 |
| ...PLATE, depth (exclusive of flange) and thickness | 34 | × ·44 ✓ | | 34 | × ·44 | |
| Angles to outside plating | 3½ | × 3½ | × ·44 ✓ | 3½ | × 3½ | × ·44 |
| " to floors | 5 | 3½ | ·38 ✓ | 5 | 3½ | ·38 |
| Brackets at intermdt. frmg.,wdth & thknss | 2-6 | × ·38 | - ·36 ✓ | 2-6 | × ·38 | - ·36 |
| Height of Brackets above at bilge | 2 - | 8½ | ✓ | 2 - | 8½ | |
| **BOTTOM PLATING,** breadth and thickness of **Middle Line Strake** | 63 | × ·48 | - ·40 ✓ | 63 | - ·48 | - ·40 |
| " thickness in Engine and Boiler space | E.R. ·46 | B.S. ·54 | | E.R. ·46 | B.S. ·54 | |
| " " Remainder in Holds | ·40 | - ·36 ✓ | | ·40 | - ·36 | |
| ~~Awng or~~ **Shltr Dk,** ~~Single Angle,~~ Bulb Angle, ~~Plate, Tee Bulb or Channel~~ | 8½ | 3 | ·48 ✓ | 8½ | 3 | ·48 |
| ...cing | On every frame ✓ | | | | | |
| **Upper Deck,** ~~Single Angle,~~ Bulb Angle, ~~Plate, Tee Bulb or Channel~~ | 10½ | 3½ | ·58 | 10½ | 3½ | ·58 |
| ...cing | On alternate Frames | | | | | |
| **Second, Third & Fourth Deck,** Single ...le, Bulb Angle, Plate, Tee Bulb or Channel | — | — | — | — | — | — |
| ...les on upper edge | — | — | — | — | — | — |
| ...cing | — | — | — | — | — | — |
| **Poop Deck,** Angle, Bulb Angle, Plate, Tee Bulb or Channel | — | — | — | — | — | — |
| " Angles on upper edge | — | — | — | — | — | — |
| " Spacing | — | — | — | — | — | — |
| **BEAMS, Bridge Deck,** Angle, Bulb Angle, Plate, Tee Bulb or Channel | — | — | — | — | — | — |
| " Angles on upper edge | — | — | — | — | — | — |
| " Spacing | — | — | — | — | — | — |
| **BEAMS, Forecastle Deck,** Angle, Bulb Angle, Plate, Tee Bulb or Channel | — | — | — | — | — | — |
| " Angles on upper edge | — | — | — | — | — | — |
| " Spacing | — | — | — | — | — | — |

| PILLARS. | Inches. Size in Ship. | Inches. Spacing in Ship. | Inches. per Rule. Or as | Inches. per Rule. Approved. |
|---|---|---|---|---|
| **PILLARS, In 'tween Deck,** size and spacing | 2⅞ | 54 | 2⅞ | 54 |
| " " **Hold** " " | Inside spaced Pillars as per approved Profile | | | |
| " **Quarter, 'tween Dks.,** " " | | | | |
| " " **in Hold** " " | | | | |

| KEELSONS AND STRINGERS. | Inches in Ship. | Inches in Ship. | Inches in Ship. | Inches per Rule Or as | Inches per Rule Approved. | Inches per Rule Approved. |
|---|---|---|---|---|---|---|
| **CENTRE LINE KEELSON,** Vertical Plate above floors, Through Plate, or Intercostal Plate | — | — | — | — | — | — |
| " Rider Plate | — | — | — | — | — | — |
| " Flat Keel Plate Angles | — | — | — | — | — | — |
| " Horizontal Plates on Floors | — | — | — | — | — | — |
| " Angles or Bulb Angles | — | — | — | — | — | — |
| **SIDE KEELSONS,** Number | — | — | — | — | — | — |
| " Angles or Bulb Angles | — | — | — | — | — | — |
| " Plate above floors, for ... length | — | — | — | — | — | — |
| " Intercostal Plate, for ... length | — | — | — | — | — | — |
| " Attached to outside plating with Angle | — | — | — | — | — | — |
| **BILGE KEELSON,** Angles | — | — | — | — | — | — |
| " Intercostal Plate, for ... length | — | — | — | — | — | — |
| " Attached to outside plating with Angle | — | — | — | — | — | — |
| **SIDE STRINGERS,** Number | — | — | — | — | — | — |
| " " Angle | — | — | — | — | — | — |
| " " Intercostal Plate, for ... lng. | — | — | — | — | — | — |
| " Attached to outside plating with Angle | — | — | — | — | — | — |
| ~~Awning or~~ **Shelter Deck Stringer Plates,** breadth and thickness | 54 | × ·52 ✓ | | 54 | × ·52 | |
| " Angle on ditto | 4½ | × 4½ | × ·56 | 4½ | × 4½ | × ·56 |
| " Tie Plates, fore and aft, outside Hatchways | — | — | | — | — | |
| " Deck.* ~~Iron or~~ Steel, for full lng. | ·36 | - ·32 ✓ | | ·36 | - ·32 | |
| " Wood Deck. Material & thickness | — | — | | — | — | |
| **Upper Deck Stringer Plate,** breadth and thickness | ·63 | × ·42 ✓ | | 63 | × ·42 | |
| " Angles on ditto, No. Two | 3½ | × 3½ | × ·46 ✓ | 3½ | × 3½ | × ·46 |
| " Tie Plates, outside Hatchways | — | — | | — | — | |
| " Deck.* ~~Iron or~~ Steel, for full lng. | ·34 | - ·30 ✓ | | ·34 | - ·30 | |
| " Wood Deck. Material & thickness | — | — | | — | — | |
| **Second Deck Stringer Plates,** br'dth & thickn's | — | — | | — | — | |
| " Angles on ditto, No. | — | — | | — | — | |
| " Tie Plates, outside Hatchways | — | — | | — | — | |
| " Deck.* Material and thickness | — | — | | — | — | |
| **Third, Fourth & Fifth Deck Stringer Plate,** breadth and thickness | — | — | | — | — | |
| " Angles on ditto, No. | — | — | | — | — | |
| " Tie Plates, outside Hatchways | — | — | | — | — | |
| " Deck. Material and thickness | — | — | | — | — | |
| **Poop Deck Stringer Plate,** breadth & thickness | — | — | | — | — | |
| " Angles on ditto | — | — | | — | — | |
| " Tie Plates | — | — | | — | — | |
| " Deck. Material and thickness | — | — | | — | — | |
| **Bridge Deck Stringer Plate,** br'dth & thickness | — | — | | — | — | |
| " Angle on ditto | — | — | | — | — | |
| " Tie Plates | — | — | | — | — | |
| " Deck. Material and thickness | — | — | | — | — | |
| **Forecastle Deck Stringer Plate,** b'dth & th'kns | — | — | | — | — | |
| " 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.*

Form No. 1B.—5c,8,12. T.



W20-0062

| WEB FRAMES. | Inches in Ship. | Inches in Ship. | Inches per Rule. Or as Approved. | Inches per Rule. Or as Approved. |
|---|---|---|---|---|
| **WEB-FRAMES, In Fore Body,** No. and spacing | — | — | — | — |
| ,, ,, ,, brdth. & thickness | — | — | — | — |
| ,, No. of Side Stringers ,, ,, | — | — | — | — |
| **WEB-FRAMES, In E. & B. Space,** No. & spacing | — | — | — | — |
| ,, ,, ,, brdth. & thickness | — | — | — | — |
| **WEB-FRAMES, In After Body,** No. and spacing | — | — | — | — |
| ,, ,, ,, brdth. & thickness | — | — | — | — |
| ,, No. of Side Stringers ,, ,, | — | — | — | — |
| ,, Size of Face Angles to **Web-Frames**..... | — | — | — | — |
| **BRACKET PLATES to Stringers between Web Frames,** depth and thickness..... | — | — | — | — |

| ~~FORGINGS or~~ CASTINGS. | Inches in Ship. | Inches per Rule. Or as Approved. |
|---|---|---|
| **KEEL, Bar,** depth and thickness ..... | Flat plate keel | |
| **STEM,** moulding and thickness Rolled Steel. | 10" × 2 5/8 ✓ | 10" × 2 5/8 |
| **STERN-POST** for Rudder do. do. ..... | 9 × 7 ✓ | 9 × 7 |
| ,, for Propeller ..... | 10 × 7 ✓ | 10 × 7 |
| **RUDDER—A×D*** Table 22. Speed 10 Knots | 121·54 × 3·29 = 399·96 | |
| ,, **Main-Piece,** diameter at head ..... | 9" ✓ | 9" |
| ,, ,, ,, at heel ..... | 6¾ ✓ | 6¾ |

**RUDDER,** how constructed Cast Steel, Arms at + between Gudgeons.

,, Thickness of ~~Plates or~~ Single Plate ·74 ✓

*Can the Rudder be unshipped afloat?* Yes. ✓

| BULKHEADS. | Number. Vessel. | Number. Per Rule. | Thickness. | STIFFENERS. Horizontal. Size. | Horizontal. Spacing | Vertical. Size. | Vertical. Spacing | Single or Double Frames. | Height up, state deck. |
|---|---|---|---|---|---|---|---|---|---|
| | | | Inches. | Inches. | Inches. | Inches. | Inches. | | |
| Afte Peak No. 8 **W.T. BULKHEADS** | 6 ✓ | 6 ✓ | ·38-·30 | Semi Box | Beam | Bulb Angle 8·3·50 | 24" ✓ | Single | U.D. |
| No. 37 | | | ·32 ✓ | — | — | 10·3½·54 | 30 | " | " |
| No. 65 | | | ·32 ✓ | — | — | 9½·3½·50 | 30 ✓ | " | " |
| No. 85 | | | ·32 ✓ | — | — | 9½·3½·50 | 30 ✓ | " | " |
| No. 124 | | | ·32 ✓ | — | — ✓ | 10½·3½·56 | 29 | " | " |
| ,, **COLLISION** ,, | | | ·40-·30 ✓ | 7½·3½·42 | per plan | 9·3·50 | 24 ✓ | " | Shelter D. |
| **PARTITION** ,, | | | | | | | | | |
| **LONGITUDINAL** ,, | | | | | | | | | |

Are the outside Plates doubled two spaces of Frames in length? Joggled plating + Brackets

Are the ~~Sluice Valves and~~ Watertight Doors in efficient working order? Yes. ✓

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.? South Durham Steel + Iron Co. Cargo Fleet Iron Co. Palmers S.B. + Iron Co. Consett Iron Co. Dorman Long + Co. John Spencer + Sons.

Has the Steel been tested as required by the Rules? Yes.

## PLATING. / RIVETING.

| STRAKES. | AS IN SHIP. Amidship. Breadth. | Amidship. Thickness. | Forward. Thickness. | Aft. Thickness. | PER RULE OR AS APPROVED. Amidship. Breadth. | Amidship. Thickness. | EDGES. Ordinary or joggled? Joggled. Single or Double. | Breadth of Lap. | Rivets. Diam. | Rivets. Spacing cr. to cr. | BUTTS. Double or Treble and for what Length. | Rivets. Diam. | Rivets. Spacing cr. to cr. | Straps. Breadth. | Straps. Thickness. | If Lapped. Breadth. | If Lapped. For what Length. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Inches. | Inches. | Inches. | Inches. | Inches. | Inches. | | Inches. | Inches. | Inches. | | Inches. | Inches. | Inches. | Inches. | Inches. | Feet. |
| Flat Plate Keel (If Bar Keel, state Riveting.) | 47 | ·94 | ·66 | ·66 ✓ | 48 | ·94 | Double | 6" | 1" | 3 7/8 | Quad to 78 | 1⅛ | 4 ✓ | — | — | 16 ✓ | Fwd |
| Garboard or A Strake | 72½ | ·58 | ·48 | ·48 ✓ | 72 | ·62 × | " | 5½ | 7/8 | 3 3/8 | Quad 1/2 Lap | 7/8 | 3½ ✓ | — | — | 12 | " |
| B " | 73 | ·58 | ·48 | ·48 ✓ | 72 | ·62 × | " | " | " | " ✓ | " | " | " | — | — | " | " |
| C " | 72 | ·58 | ·48 | ·48 ✓ | 72 | ·62 × | " | " | " | " | " | " | " | — | — | " | " |
| D " | 68½ | ·58 | ·48 | ·48 ✓ | 69 | ·62 × | " | " | " | " | " | " | " | — | — | " | " |
| E " | 67 | ·62 | ·48 | ·48 ✓ | 69 | ·62 | " | " | " | " | " | " | " | — | — | " | " |
| F " | 71 | ·66 | ·44 | ·44 ✓ | 72 | ·66 | " | " | " | " | " | " | " | — | — | " | " |
| G " | 71 | ·66 | ·44 | ·44 ✓ | 72 | ·66 | " | " | " | " | " | " | " | — | — | " | " |
| H " | 72 | ·66 | ·44 | ·44 ✓ | 72 | ·66 | " | " | " | " | " | " | " | — | — | " | " |
| J " | 75 | ·66 | ·44 | ·44 ✓ | 72 | ·66 | " | " | " | " | " | " | " | — | — | " | " |
| K " | 89 | ·64 ✓ | ·44 | ·44 | 89 | ·64 | | | | | Quint 1/2 L | " | 4 ✓ | — | — | 15 ✓ | " |
| L " | | | | | | | | | | | | | | | | | |
| M " | | | | | | | | | | | | | | | | | |
| N " | × A.B.C + D strakes reduced ·04 in thickness in Engine space where solid floors on every frame ✓ | | | | | | | | | | | | | | | | |
| O " | A.B + C strakes maintain midships thickness to Collision Bulkhead | | | | | | | | | | | | | | | | |
| P " | A.B.C.D + E strakes have been increased ·02 in thickness for increase in frame spacing ✓ | | | | | | | | | | | | | | | | |
| Q " | | | | | | | | | | | | | | | | | |
| R " | | | | | | | | | | | | | | | | | |
| S " | | | | | | | | | | | | | | | | | |
| T " | | | | | | | | | | | | | | | | | |
| U " | | | | | | | | | | | | | | | | | |
| V " | | | | | | | | | | | | | | | | | |
| W " | | | | | | | | | | | | | | | | | |
| Th'kness of Sh'rstrke clear of Long Bridge | | | | | | | | | | | | | | | | | |
| Do. of Strake below | | | | | | | | | | | | | | | | | |
| Dblg. of Flat Plate Keel | | | | | | | | | | | | | | | | | |
| ,, Sheerstrakes (Length and thickness.) | | | | | | | | | | | | | | | | | |
| Poop Sides ..... | | | | | | | | | | | | | | | | | |
| Short Bridge Sides ... | | | | | | | | | | | | | | | | | |
| Forecastle Sides ..... | | | | | | | | | | | | | | | | | |

*State actual thickness in way of Double Bottom.*

Write "Awning or Shelter Deck" "Sheer Strake" opposite its corresponding letter.

~~Awning or~~ **Shelter Deck Stringer Plate** { **Butts,** Treble riveted for full length ~~amidship.~~ and ~~**Straps,** single, double or~~ overlapped for full length ~~amidship.~~

**Upper Deck Stringer Plate** { **Butts** Treble riveted for full length ~~amidship.~~ and ~~**Straps,** single or~~ overlapped for full length ~~amidship.~~

**Butts of Side Stringers** ✓ — riveted.

,, **Tie Plates** ✓ riveted.

**Inner Bottom Plating,** riveting of **Edges** Centre Strake Double ✓ others Single **Butts** Centre Treble, 2 lgth others Double, 1 lgth

**Centre Girder Butts,** Treble riveted **Keelson Butts,** ✓ riveted.

**Frames,** riveted through Plates with 7/8 in. Rivets, about 5¼ apart.

**Rivets,** state whether Iron or Steel Iron

FRAMES extend in one length from Tank Side to Upper Deck State if ordinary or joggled Ordinary

REVERSED FRAMES on floors and frames extend from Bulb Angle panning and flanged floors State if ordinary or joggled ✓

## MASTS, SPARS, &c.

| | | Material. | Total Length. | Diameter and Thickness. At Partners. | Heel. | Hounds. | Head. | No. of Plates in round. | Angles. Number. | Angles. Size. | Riveting. Seams. | Riveting. Butts. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lower Masts | Fore | Steel | 49-0 | 24 × ·45 | 23½ × ·35 | — | 15 × ·30 | One | | | Single | Treble |
| | Main | " | 50-0 | 24 × ·45 | 23½ × ·35 | — | 15 × ·30 | " | | | " | " |
| | Mizen | | | | | | | | | | | |
| Bowsprit | | | | | | | | | | | | |

Topmasts, Yards and Remainder of **Spars** Pitch Pine

**Rigging,** Material and Size, **Shrouds** 3¼ Galt Steel Wire **Stays** 3¾ Galt. Steel Wire

**Sails.** 1 Fore Staysail and ~~Sail of~~ One Jib sail. Jib Headed Sails, and the following spare sails

Form No. 1B.

EQUIPMENT No. 30370 LETTER X

## ANCHORS.

| Number of Certificate. | Anchors. | Weight, Ex. Stock Cwts. | qrs. | lbs. | Weight of Stock Cwts. | qrs. | lbs | Test, per Certificate Tons. | cwts. | qrs. | lbs. | Weight Req. by Table 31. Cwts. | qrs. | lbs. | Description of Anchor. | Makers. | Where and when tested and Superintendent. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 41476 | 1st Bower | 57 | 1 | 0 | Stockless | | | 46 | 15 | 2 | 14 | 56¼ | — | — | Sykes Britannia | R. Sykes & Sons Ld. | Lipton 15 10/13 C. E. Perrins |
| 15309 | 2nd " | 55 | 1 | 6 | | " | | 45 | 10 | 2 | 14 | 56¼ | — | — | Britannia Cast Steel Head | " " | Cradley Heath 6 11/13 J. C. Paul |
| 15308 | 3rd " | 47 | 3 | 14 | | " | | 41 | 0 | 3 | 21 | 47½ | — | — | " " " " | " " | " " 6 11/13 " |
| | Collective weight | 160 | 1 | 20 | | | | | | | | 160 | | | | | |
| 15382 | Stream | 15 | 1 | 2 | 3 | 3 | 24 | 16 | 14 | 1 | 14 | 15 | — | — | Rodgers | R. Sykes & Sons Ld. | Cradley Heath 15 11/13 J. C. Paul |
| 15383 | Kedge | 6 | 2 | 20 | 1 | 3 | 0 | 8 | 17 | 2 | 0 | 6½ | — | — | " | " " | " " 15 11/13 " |

If Patent state Name of Patentee. If Stockless state Mechanical Tests.

## CHAIN CABLES.

| Number of Certificate. | Length and Size supplied. Length. | Diam. | Test per Certificate. Statutory. | Breaking. | Weight of Chain Cable. Supplied. | Per Rule. | Fathoms and Size per Table 31. Length. | Diam. | Description. | Makers of Cables. | Where and when tested, and Superintendent. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Fathoms. | Ins. | Tons. | Tons. | Cwts. qrs. lbs. | Cwts. qrs. lbs. | Fathoms. | Ins. | | | |
| 14054 | 270 | 2⅛ | 81½ | 113¾ | 616-1-0 | 608-2-14 | 270 | 2⅛ | Stud | R. Sykes & Sons Ld. | Cardiff 30 10/13 J. D. Pum |
| ~~Iron~~ Stream ~~Chain~~ or Steel Wire... | 90 | Cir. 4½ | | 39 | | | | Cir. 39 | | | |

## HAWSERS AND WARPS.

| Material. | Length and Size supplied. Length. | Cir. | Breaking Test of Steel Wire Towline. Tons. | Fathoms and size per Table 31. Length. | Cir. |
|---|---|---|---|---|---|
| | Fathoms. | Ins. | | Fathoms. | Ins. |
| TOWLINE | 120 | 4½ | 39 | 120 | 4½ |
| HAWSERS & WARPS | 2-90 | 3 | 18 | 4-90 | 7 |
| " " | 2-90 | 2½ | 12½ | | |
| " " | 2-90 | 8 | | | |
| " " | 2-90 | 7 | | | |

**Boats** Two Life Boats, One Dingy, One Cutter **Steering Gear, Steam** J. Hastie & Co. **Steering Gear, Hand** Westmoor Engine Works

**Pumps,** Number Doxonton Pump + Hand pump to the Peak Diameter of Barrel 6" and 5" State whether they are in efficient working order Yes

**Windlass** is Steam by Clarke Chapman & Co. **Capstan**

**Engine Room Skylights.**—How constructed? Steel plates + Angles What arrangements for deadlights in bad weather?

**Coal Bunker Openings.**—How constructed? Built Angle Coamings How are lids secured? Tarpaulins & Battens Height above deck? 9"

Number of **Scuppers,** and numbers and dimensions of **Freeing Ports, &c.** 6 scuppers each side at upper + Shelter Decks, + Freeing port in tonnage opening 22 22

**Ceiling in Holds,** thickness and material 2½ White Pine over timbers only **Cargo Battens,** thickness and material 6 × 2 White Pine

**Cargo Hatchways.**—How formed? Steel plates + Angles + web plates **Hatches,** If strong and efficient? Yes.

State size **No. 1 Hatch** (Forward) 27'-0" × 16'-0" × 2'-0" **No. 2 Hatch** 27'-0" × 16'-0" × 2'-0" **No. 3 Hatch** 27'-0" × 16'-0" × 2'-0" **No. 4 Hatch** 27'-0" × 16'-0" × 2'-0"

Number of **Web Plates, Shifting Beams** and **Fore** and **Afters** to each Hatch 4 web plates in each hatch.

**No. of Breasthooks** 4 & Decks **No. of Crutches** Deep Floors

**Bulwarks,** height above deck and description Rails and Stanchions Main Rail and Stays, material and size

*The foregoing is a correct description.*

FOR THE NORTHUMBERLAND SHIPBUILDING Co. LTD.

*Builder's Signature (here only)* Richard Garlick *Surveyor's Signature* Alex. Munro

*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*) M. 18-3-13, 18-4-13, 25-4-13, 9-5-13, 16-5-13, 27-5-13, 28-5-13, 6-6-13, 13-6-13, 20-6-13, 21-6-13, 8-7-13, 11-7-13, 15-7-13, 22-9-13, 23-9-13, 24-10-13, 9-10-13, 14-11-13, 5-12-13, 19-12-13, E. 28-5-13.

**Workmanship.** Are the butts of plating planed or otherwise fitted? Planed & Chipped

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? 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. 26, par. 20)? Yes State results of tests Good

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? 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 of the above mentioned dates, and in general conformity with the rules. The materials and workmanship employed during the construction are of good quality

*The Surveyor should state the Number of Report and Name of any Sister Vessel built or Yard Number of any building.*

The amount of Entry Fee..... £ 5 : 0 : 0

Special Survey Fee.... £109 : 7 : 6

*Travelling Expenses, if any* £ : :

Fees applied for, APR 24 1914

Received by me, 27.4.1914

Certificate to be sent to Newcastle Date of issue 28/4/14.

State whether the Vessel has been built under Special Survey Yes

I am of opinion this Vessel should be Classed ✠100A1.

With, or without Freeboard, as condition of Class

Alex. Munro

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

*Committee's Minute* TUE. APR. 28. 1914

*Character assigned*

100 A1. Shelter Dk. with fbd

Lloyds A&CP.

+ L.M.C. 4.14

Write Nov.

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



W20-0062 2/2

GENERAL REMARKS—(*continued*).

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop ..... ft., R.Q.D. ..... ft., Bridge ..... ft., Forecastle Complete Shelter Deck with Tonnage Opening Aft
(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 should appear in the Register Book*) One Dk (stl) & Shelter Dk (stl)

Official No. ✓ ; Signal Letters ✓ State if Machinery is fitted aft Amidships

How are the surfaces preserved from oxidation? Inside Paint & Cement Outside Paint

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

| Where Fitted. | *Length. Feet. | Water Capacity. Tons. | Where Fitted. | *Length. Feet. | Water Capacity. Tons. |
|---|---|---|---|---|---|
| Double bottom, aft, | 118·25 | 352 | Fore peak tank, | — | — |
| Double bottom, under Engines and Boilers, | — | — | After peak tank, | 16-0 | 45 |
| Double bottom, if under Engines only, | 22-6 | 95 | Deep tank, aft, | — | — |
| Double bottom, if under Boilers only, | — | — | Deep tank, forward, | — | — |
| Double bottom, forward, | 153·25 | 549 | Other tanks, if fitted, | — | — |
| | Total capacity of double bottom | 996 | (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. 4424

Date 28 Apl 1913

No. 216 in builder's yard.

Dates of Surveys held while building: 1913 Aug 15·22·26. Sep. 1·4·17·23·25·30. Oct. 2·7·13·15·20·22·24. Nov. 3·5·12·17·19·21·2[illegible] Dec. 2·4·10·12·16 23·30. 1914 Jan 8·16·21·22·27. Feb. 3. Mar. 16·19·23·24·25·26·30· Apr 3.

Total No. of Visits 46

*Surveyor's Signature* Alex. Munro