With ~~or Without~~

Disconnected Erections.

# STEEL STEAMER.

Received at London Office 5 JUL 1911

State if Report is also sent on the Machinery of the Vessel Yes (See Rep)

Date of completion of report 24th June 1911 Port of Newcastle-on-Tyne No. 60620

Survey held at Howdon-on-Tyne, Date, First Survey 18th Oct. 1910 Last Survey June 15th 1911

On the Steel Screw Steamer "ORELAND" Rig Schooner

| | |
|---|---|
| TONNAGE under Tonnage Deck | 4020·92 |
| Do. between Tonnage Dk. and 3rd and 4th Dk. | ✓ |
| Total under Upper Dk. | |
| Do. of Poop | ✓ |
| Do. of R.Q.Dk. Chart House | 3·90 |
| Do. of Bridge House | 4·34 |
| Do. of Forecastle | 34·49 |
| Do. of Houses on Dk. | 57·61 |
| Do. of excess of Hatchways | 68·49 |
| Do. above Crown of Engine Room | ✓ |
| Gross Tonnage | 4189·75 |
| Less Crew Space | 76·60 |
| Less above Crown of Engine Room | ✓ |
| TONNAGE FOR FEES | 4113·15 |
| Less Engine Room | 1340·72 |
| Less Navigation Spaces | 128·57 |
| Water Ballast Space | 11·90 |
| Register Tonnage as cut on Beam | 2708·56 |

CLASS 100 A1.

| | FEET. |
|---|---|
| Breadth (greatest moulded) | 50·66 |
| Depth, at middle of length from top of keel to top of upper deck beams at side | 28·75 |
| Transverse Number | 79·41 |
| Length on deck from fore part of stem to after part of stern post | 370·00 |
| Longitudinal Number | 29381·7 |
| Depth "d," at middle of length (See Secs. 2 & 13) | 25'-3" |
| Proportions—Depths to Length—Upper Deck Beam at side to top of keel | 12·86 |
| " " Long Bridge Deck Beam at side to top of keel | 10·35 |

Master W. R. Bennett

Year of appointment (1) As Master in service of owner of present vessel:—191 ✓ (2) As Master of this vessel June 1911

Built at Howdon-on-Tyne

When built 1911 Launched 28th April 1911

By whom built Northumberland Shipbuilding Co. Ld.

Owners Noreuro Traders Limited

Managers Fred Drughorn Ld. (Where necessary to be entered in Reg. Book.)

Residence London

Port belonging to London

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

| LENGTH on Deck as per Rule | Feet. 370 | Inches. 0 | BREADTH— Moulded | Feet. 51 ~~0~~ 50.66 | Inches. | DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams / Do. do. do. do. Second Dk. Beams | Feet. 26 | Inches. 3¼ | No. of Decks with flat laid: One / No. of Tiers of Beams: One |
|---|---|---|---|---|---|---|---|---|---|

Dimensions of Ship per Register, Length 370·2 breadth 51·00 depth 26·25. Moulded depth, ft. 35 ins. 9 ✓ To Bridge Dk. Moulded depth, ft. 28 ins. 9 ✓ To Upper Dk. Round of Upper Dk. Beam, Actual 12¼ ins.

## FRAMING.

| | Inches in Ship. | Inches in Ship | Inches in Ship. | Inches per Rule Or as | Inches per Rule Approved. | Inches per Rule Approved. |
|---|---|---|---|---|---|---|
| FRAME, ~~Angles, or E or~~ L Bars amidships | 12 | 3½ | ·62 | 12 | 3½ | ·62 |
| Do. in peaks | 7 | 3½ | ·42 | 7 | 3½ | ·42 |
| Do. in way of Double Bottoms at Solid Floors | 3½ | 3½ | ·40 | 3½ | 3½ | ·40 |
| " " at intermdt. Bkts. | 8 | 3½ | ·42 | 8 | 3½ | ·42 |
| Spacing of Frames from centre to centre amidships | — | 25½ | — | — | 25½ | — |
| " " " " from ⅜ length to Collision bulkhead | — | 25½ | — | — | 25½ | — |
| " " " " in peaks | — | 24 | — | — | 24 | — |
| REVERSED FRAME, Angles | Bulb Angle Framing | | | | | |
| Do. in way of Double Bottoms at Solid Floors | 3½ | 3½ | ·40 | 3½ | 3½ | ·40 |
| " " at intermdt. Bkts. | 7½ | 3 | ·40 | 7½ | 3 | ·40 |
| FRAMING, depth of girder | — | 12 | — | — | 12 | — |
| FLOORS, depth and thickness of Floor Plate at mid-line for ⅜ length amidships | — | — | — | — | — | — |
| " in way of Engine and Boiler Spaces | — | — | — | — | — | — |
| " thickness at the ends of vessel | — | — | — | — | — | — |
| " depth at ¾ the half breadth, as per Rule | — | — | — | — | — | — |
| " height extended at the Bilges | — | — | — | — | — | — |
| FLOORS & BRACKETS in Cell Dble Bottoms | ·40 | -·36 | | ·40 | -·36 | |
| " " state if flanged (top & bottom) | Not flanged " | | | | | |
| " " Spacing | Every 3rd frame (76½) | | | | | |
| CENTRE GIRDER, in Dbl. bottom, dpth. & thicknss. | 42 | ×·50 | ×·40 | 42 | ×·50 | ·40 |
| " " Angles, Top Single | 4½ | 4½ | ·60 | 4½ | 4½ | ·60 |
| " " " Bottom Double | 4½ | 4½ | 60 | 4½ | 4½ | ·60 |
| " " " to Floors Single | 5 | 5 | ·56 | 5 | 5 | ·56 |
| SIDE GIRDERS, number on each side & thickness | Two | ·38 | -·36 | Two | ·38 | -·36 |
| " " state if flanged (top and bottom) | Not flanged | | | | | |
| " " Angles (top and bottom) | 3½ | 3½ | ·40 | 3½ | 3½ | ·40 |
| " " " to Floors | 3 | 3 | ·40 | 3 | 3 | ·40 |
| MARGIN PLATE, depth (exclusive of flange) and thickness | 40 | ×·46 | | 40 | ×·46 | |
| " " Angles to Outside Plating | 3½ | 3½ | ·46 | 3½ | 3½ | ·46 |
| " " " Floors Single | 5 | 3½ | ·40 | 5 | 3½ | ·40 |
| " " Height of Brackets above at bilge | | 3'-0" | | | 3'-0" | |
| INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake | 60 | ×·48 | -·40 | 60 | ×·48 | -·40 |
| " " " in Engine and Boiler space | E.S. ·48 | B.S. | ·56 | E.S. ·48 | B.S. | ·56 |
| " " " Remainder in Holds | ·40 | -·34 | | ·40 | -·34 | |
| BEAMS, Upper Deck, ~~Single Angle~~, Bulb Angle, ~~Plate, Tee Bulb, or Channel~~ | 7½ | 3 | ·44 | 7½ | 3 | ·44 |
| " Angles on upper edge | — | — | — | — | — | — |
| " In way of Long Bridge | 6 | 3 | ·40 | 6 | 3 | ·40 |
| " Spacing | On every frame | | | | | |
| BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel | — | — | — | — | — | — |
| " Angles on upper edge | — | — | — | — | — | — |
| " Spacing | — | — | — | — | — | — |
| BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel | — | — | — | — | — | — |
| " Angles on upper edge | — | — | — | — | — | — |
| " Spacing | — | — | — | — | — | — |
| BEAMS, Poop Deck, ~~Angle~~, Bulb Angle, ~~Plate, Tee Bulb, or Channel~~ | 5½ | 3 | ·40 | 5½ | 3 | ·40 |
| " Angles on upper edge | — | — | — | — | — | — |
| " Spacing | On every frame | | | | | |
| BEAMS, Bridge Deck, ~~Angle~~, Bulb Angle, ~~Plate, Tee Bulb, or Channel~~ | 5½ | 3 | ·40 | 5½ | 3 | ·40 |
| " Angles on upper edge | — | — | — | — | — | — |
| " Spacing | On every frame | | | | | |
| BEAMS, Forecastle Deck, ~~Angle~~, Bulb Angle, ~~Plate, Tee Bulb, or Channel~~ | 5½ | 3 | ·40 | 5½ | 3 | ·40 |
| " Angles on upper edge | — | — | — | — | — | — |
| " Spacing | On every frame | | | | | |

## 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 | 2 5/16 | 4'-3" | 2 5/16 | 4'-3" |
| " " Hold " " | 4 | 4·3 | 4 | 4-3 |
| " Quarter 'tween Dks., " " | Wide spaced Pillars & Girders as per approved plan. | | | |
| " " in Hold " " | | | | |

## KEELSONS & 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 Plate Keel 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 length | | | | | | |
| " Attached to outside plating with Angle | | | | | | |
| Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge) | 70 | ×·56 | -·34 | 70 | ×·56 | -·34 |
| " " " br'dth & thickness (in way of Bridge) | 70 | ×·44 | | 70 | ×·44 | |
| " " " Angle (clear of Bridge) | 5 | ×5 | ×·64 | 5 | ×5 | ×·64 |
| " " Tie Plate at sides of Hatchways | — | | — | — | | — |
| " Deck.* ~~Iron or~~ Steel, for full lng. | | | | | | |
| " " Thickness (clear of Bridge) | ·40 | -·32 | | ·40 | -·32 | |
| " " " (in way of Bridge) | ·34 | | | ·34 | | |
| " Wood Deck. Material & thcknss | — | | — | — | | — |
| Second Deck Stringer Plate, br'dth & thickness | — | | — | — | | — |
| " Angles on ditto, No. | — | | — | — | | — |
| " Tie Plates outside Hatchways | — | | — | — | | — |
| " Deck.* Iron or Steel, for lng. | — | | — | — | | — |
| " Wood Deck. Material & thickness | — | | — | — | | — |
| Third Deck Stringer Plate, br'dth & thickness | — | | — | — | | — |
| " Angles on ditto, No. | — | | — | — | | — |
| " Tie Plates, outside Hatchways | — | | — | — | | — |
| " Deck.* Material and thickness | — | | — | — | | — |
| Fourth and Fifth Deck Stringer Plate, breadth & thickness | — | | — | — | | — |
| " " " Angles on ditto, No. | — | | — | — | | — |
| " " " Tie Plates outside Hatchways | — | | — | — | | — |
| " " Deck. Material & thickness | — | | — | — | | — |
| Poop Deck Stringer Plate, breadth & thickness | 34 | | ·34 | 34 | | ·34 |
| " Angle on ditto | 3½ | ×3½ | ×·34 | 3½ | ×3½ | ×·34 |
| " Tie Plates | — | | — | — | | — |
| " Deck. Material and thickness Steel | ·26 | | | ·26 | | |
| Bridge Deck Stringer Plate, br'dth & thickness | 52 | | ·54 | 52 | | ·54 |
| " Angle on ditto | 4½ | ×4½ | ×·56 | 4½ | ×4½ | ×·56 |
| " Tie Plates | — | | — | — | | — |
| " Deck. Material and thickness Steel | ·36 | | | ·36 | | |
| Forecastle Deck Stringer Plate, b'dth & th'kns | 34 | | ·34 | 34 | | ·34 |
| " Angle on ditto | 3½ | ×3½ | ×·34 | 3½ | ×3½ | ×·34 |
| " Tie Plates | — | | — | — | | — |
| " Deck. Material and thickness P. Pine 3" Steel | ·26 | | | ·26 Sheathed | | |

* If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.

Form No. 1A.—1m.1.10.T.

## 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 | one | | one | |
| ,, ,, brdth. & thickness | 29 | ·50 | 29 | ·50 |
| **WEB-FRAMES, In After Body,** No. and spacing | — | — | — | — |
| ,, ,, ,, brdth. & thickness | — | — | — | — |
| ,, No. of Side Stringers ,, ,, | — | — | — | — |
| ,, Size of Face Angles to **Web-Frames** | 7 × 3½ | × 62 | 7 × 3½ | × 62 |
| **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 | 10 × 2¾ | 10 × 2¾ |
| **STERN-POST** for Rudder do. do. | 10 × 7½ | 10 × 7½ |
| ,, for Propeller | 10 × 7½ | 10 × 7½ |
| **RUDDER—A×D²** Table 22. Speed 10 Knots under | 134·45 × 3·25 = 438·96 | |
| ,, **Main-Piece,** diameter at head | 9" | 9" |
| ,, ,, ,, at heel | 6¾ | 6¾ |

## BULKHEADS. / STIFFENERS.

| | Number. Vessel. | Number. Per Rule. | Thickness. | Stiffeners Horizontal. Size. | Horizontal. Spacing | Vertical. Size. | Vertical. Spacing | Single or Double Frames. | Height up. |
|---|---|---|---|---|---|---|---|---|---|
| | | | Inches. | Inches. | Inches. | Inches. | Inches. | | |
| Neg. after Peak | | | | | | | | | |
| **W.T. BULKHEADS** | 6 | 6 | ·38 · ·34 | — | — | 8 × 3 · ·50 D.R. | 24 | Single | Upper Dk. |
| No 37 | | | ·33 | — | — | 11·3½ · ·58 | 30 | ,, | ,, |
| ,, 66 | | | ·33 | — | — | 11·3½ · ·58 | 30 | ,, | ,, |
| ,, 88 | | | ·33 | — | — | 11·3½ · ·66 | 30 | ,, | ,, |
| ,, 135 | | | ·33 | — | — | 11·3½ · ·60 | 30 | ,, | ,, |
| **COLLISION** 145 | | | ·40 · ·30 | 9 × 3 · ·50 D.R. | per plan | 10·3½ · ·54 | 24 | ,, | ,, |
| **PARTITION** ,, | | | — | — | — | — | — | — | — |
| **LONGITUDINAL** ,, | | | — | — | — | — | — | — | — |

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

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

**RUDDER,** how constructed Cast Steel, single plate, Arms at Whitburn Sedgewick

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

*Can the Rudder be unshipped afloat?* 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.? Palmers Shipbuilding & Iron Co. Ld. South Durham Steel & Iron Co. Ld. Cargo Fleet Iron Co. Ld. Consett Iron Co. Ld. Open Hearth

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

## PLATING.

| STRAKES. | As in Ship. Amidship. Breadth. | Amidship. Thickness. | Forward. Thickness. | Aft. Thickness. | Per Rule or as Approved. Amidship. Breadth. | Amidship. Thickness. |
|---|---|---|---|---|---|---|
| | Inches. | Inches. | Inches. | Inches. | Inches. | Inches. |
| **Flat Plate Keel** (If Bar Keel, state Riveting.) | 70 | ·84 | ·65 | ·68 | 70 | ·84 |
| **Garboard or A Strake** | 77 | ·62 | ·46 | ·46 | 77 | ·62 |
| B ,, | 76 | ·62 | ·46 | ·46 | 76 | ·62 |
| C ,, | 76 | ·62 | ·46 | ·46 | 76 | ·62 |
| D ,, | 72 | ·62 | ·46 | ·46 | 72 | ·62 |
| E ,, | 71 | ·64 | ·44 | ·44 | 71 | ·60* |
| F ,, | 71 | ·64 | ·44 | ·44 | 71 | ·60* |
| G ,, | 71 | ·64 | ·44 | ·44 | 71 | ·60* |
| H ,, | 71 | ·64 | ·44 | ·44 | 71 | ·60* |
| Sheer—J ,, | 65 | ·60 | ·44 | ·44 | 65 | ·60 |
| K ,, | 81 | ·63 | | | 81 | ·63 |
| L ,, | | | | | | |
| M ,, | | | | | | |
| N ,, | | | | | | |
| O ,, | | | | | | |
| P ,, | | | | | | |
| Q ,, | | | | | | |
| R ,, | | | | | | |
| S ,, | | | | | | |
| T ,, | | | | | | |
| U ,, | | | | | | |
| V ,, | | | | | | |
| W ,, | | | | | | |
| Th'kness of Sh'strke clear of Long Bridge | ·77 | | | ·77 | | |
| Do. of Strake below | ·68 | | | ·68 | | |
| Dblg. of Flat Plate Keel | ✓ | | | | | |
| ,, Sheerstrakes (Length and thickness.) | Doubling 20 ft long at Bridge ends | | | | | |
| Poop Sides | | | ·38 | ·38 | | |
| Short Bridge Sides | | | | | | |
| Forecastle Sides | | | ·40 | ·40 | | |

*State actual thickness in way of Double Bottom.*

*Write "Bridge Sheer Strake" and "Upper Deck Sheerstrake" opposite the corresponding letter.*

*Where a long bridge is fitted the thickness of Upper Deck Sheerstrake and Strake below should also be stated clear of same.

## RIVETING.

| STRAKES. | Edges. Ordinary or Joggled? | 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. Port. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Inches. | Inches. | Inches. | | Inches. | Inches. | Inches. | Inches. | Inches. | |
| Flat Plate Keel | Joggled | | | | | | | | | | |
| Garboard | Double | 6 | 1 | 3⅞ | Quad to ·76 | 1 | 4 | — | — | 14 | 4 + 4 ft |
| B | ,, | 5¼ | ⅞ | 3⅜ | Quad ½ length | ⅞ | 3½ | — | — | 12 | ,, |
| C | ,, | ,, | ,, | ,, | ,, | ,, | ,, | — | — | ,, | ,, |
| D | ,, | ,, | ,, | ,, | ,, | ,, | ,, | — | — | ,, | ,, |
| E | ,, | ,, | ,, | ,, | Treble | ,, | 3⅜ | — | — | 9 | ,, |
| F | ,, | ,, | ,, | ,, | ,, | ,, | ,, | — | — | ,, | ,, |
| G | ,, | ,, | ,, | ,, | ,, | ,, | ,, | — | — | ,, | ,, |
| H | ,, | ,, | ,, | ,, | Quad + Treble | ,, | 3½ + 3⅜ | — | — | 9 + 12 | ,, |
| Sheer—J | ,, | ,, | ,, | ,, | Quad ½ length | ,, | 3½ | — | — | 12 + 14 | ,, |
| K | | | | | Quad | ,, | ,, | — | — | 12 | Bridge |
| L | | | | | | | | | | | |
| M | | | | | | | | | | | |
| N | | | | | | | | | | | |
| O | | | | | | | | | | | |
| P | | | | | | | | | | | |
| Q | | | | | | | | | | | |
| R | | | | | | | | | | | |
| S | | | | | | | | | | | |
| T | | | | | | | | | | | |
| U | | | | | | | | | | | |
| V | | | | | | | | | | | |
| W | | | | | | | | | | | |
| Poop Sides | Single | 3 | ¾ | 3 | Double | ¾ | 2⅞ | — | — | 5 | Poop |
| Short Bridge Sides | | | | | | | | | | | |
| Forecastle Sides | ,, | 3 | ¾ | 3 | ,, | ¾ | 2⅞ | — | — | 5 | Fcl. |

Strakes A, B & C are reduced ·04 in thickness in way of Engine & Boiler space, where floors are on every frame

,, A, B & C maintain their Midship thickness to Collision Bulkhead.

Strakes E, F, G & H are increased ·04 in thickness from Peak Bkd to Peak Bkd for omission of side stringers

Topside seamings are extended within the ends of the Bridge, equal to one third the vessels breadth.

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

**Second Deck Stringer Plate** — **Butts,** ✓ riveted for ✓ length amidship. **Straps,** single or overlapped for ✓ length amidship.

**Butts of Side Stringers** ✓ riveted.

,, **Tie Plates** ✓ riveted.

**Inner Bottom Plating,** riveting of **Edges,** ~~alternate single~~ Centre double **Butts** Double ½ length

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

**Frames,** riveted through Plates with ⅞ 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 Centre line to Tank side, Bulb Angle passing above tank side State if ordinary or joggled Ordinary

## 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 | 71·10 | 22½ × ·60 | 22 × ·34 | | 18 × ·30 | One | ✓ | ✓ | Single | Treble |
| Lower Masts. Main | ,, | 69·9 | 22½ × ·60 | 22 × ·34 | | 15 × ·30 | ,, | ✓ | ✓ | ,, | ,, |
| Lower Masts. 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.** ✓ Suit of ✓ Sails, and the following spare sails ✓

Form No. 18

WED. 5 JUL. 1911

## EQUIPMENT No. 30483 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 Required by Table 31. Cwts. | qrs. | lbs. | Description of Anchor. | Makers. | Where and when tested and Superintendent. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 36421 | 1st Bower | 57 | 3 | 21 | Stockless | | | 47 | 3 | 1 | 21 | 56 | 1 | 0 | Byers Britannia | R. Byers & Son Ld. | Lytham 11/7/10 J. W. Purcell |
| 36839 | 2nd ,, | 54 | 2 | 0 | ,, | | | 45 | 1 | 1 | 0 | 56 | 1 | 0 | ,, ,, | ,, ,, ,, | ,, 14/9/10 C. E. Perrins |
| 37236 | 3rd ,, | 49 | 1 | 0 | ,, | | | 41 | 18 | 0 | 14 | 47 | 2 | 0 | ,, ,, | ,, ,, ,, | ,, 28/3/11 ,, ,, |
| | 4th ,, | | | | | | | | | | | | | | | | |
| | Collective weight | 161 | 2 | 21 | | | | | | | | 160 | 0 | 0 | | | |
| 8223 | Stream | 15 | 0 | 22 | 4 | 0 | 2 | 16 | 14 | 1 | 14 | 15 | 0 | 0 | Rodgers | R. Byers & Son Ld. | Bradley Hurd 23/1/11 A. C. Paul |
| 8224 | Kedge | 6 | 1 | 22 | 1 | 3 | 2 | 8 | 15 | 0 | 0 | 6 | 2 | 0 | ,, | ,, ,, ,, | ,, 23/1/11 ,, ,, |

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

## CHAIN CABLES.

| Number of Certificate. | Length and size supplied. Length. Fathoms. | Diam. Ins. | Test per Certificate. Statutory. Tons | Breaking. Tons. | Weight of Chain Cable. Supplied. Cwts. qrs. lbs. | Per Rule. Cwts. qrs. lbs. | Length and Size per Table 31. Length. Fathoms. | Diam. Ins. | Description. | Makers of Cables. | Where and when tested, and Superintendent. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 38477 | 270 | 2⅛ | 81·4 | 113¾ | 608·3·24 | 608·2·14 | 270 | 2⅛ | Stud link | R. Byers & Son Ld. | Lytham 21/3/11 C. E. Perrins |
| ~~Iron~~ Stream ~~Chain and~~ Steel Wire | 90 | Cir. 4½ | | 39 | | | 90 | Cir. 4½ | | | |

## HAWSERS AND WARPS.

| Material. | Length and Size supplied. Length. Fathoms. | Cir. Ins. | Breaking Test of Steel Wire Towline. Tons. | Length and Size per Table 31. Length. Fathoms. | Cir. Ins. |
|---|---|---|---|---|---|
| Towline | 120 | 4½ | 39 | 120 | 4½ |
| Hawsers & Warps | 90 | 3½ | 22 | 4·90 | 7 Manila |
| ,, ,, | 90 | 2¾ | 15½ | | |
| ,, ,, | 2·90 | 2½ | 12½ | | |
| | 2·90 | 7 + 2·90 | 6 Manila | | |

**Boats** Four **Steering Gear, Steam** Good **Steering Gear, Hand** Good

**Pumps,** Number Downton pump, and hand pumps for Boats Diameter of Barrel 5" State whether they are in efficient working order Yes

**Windlass** is Steam Direct acting by Clarke Chapman & Co **Capstan** ✓

**Engine Room Skylights.**—How constructed? Steel plates & angles What arrangements for deadlights in bad weather? Strong Bull's eyes

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

Number of **Scuppers,** and numbers and dimensions of **Freeing Ports, &c.** 8 Scuppers each side, 8 freeing ports each side 3·1×1·6 to 3·6×1·8

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

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

State size **No. 1 Hatch** (Forward) 31·10½ × 23·11¾ × 2·6 **No. 2 Hatch** 36·1½ × 23·11¾ × 3·0 **No. 3 Hatch** 34·0 × 23·11¾ × 2·6 **No. 4 Hatch** 34·0 × 23·11¾ × 2·6

Number of **Web Plates, Shifting Beams** and **Fore** and **Afters** to each Hatch No 1 – 5 Web plates, No. 2, 3 & 4 hatches 6 web plates, No fore & afters. hatches fitted fore & aft **No. of Breasthooks** 5 **No. of Crutches** Deep floors

**Bulwarks,** height above deck and description 3·9 high, Steel Main Rail, material and size 6 × 3½ × ·40 Bulb Angle

*The foregoing is a correct description.* THE NORTHUMBERLAND SHIPBUILDING COMPANY, LIMITED. *Surveyor's Signature* Alex. Munro

*Builder's Signature (here only)* Richard Garlick *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 22-8-10, 25-8-10 E 14, 9-10, M 4-10-10, 20-10-10, 21-11-10, 25-11-10, 3-12-10, 3-1-11, 31-1-11, 16-2-11.

**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? 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 accompanying approved plans, the Secretary's letters of the above mentioned date, and in general conformity with the rules of this Society. The materials and workmanship employed during the construction are of good quality.

The approved plans 9 in number and 4 forging reports are herewith attached, which please return to this Office for the purpose of dealing with a sister vessel designated No 193.

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

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

Special Survey Fee ..... £127 : 16 : 6

*Travelling Expenses, if any* £ : :

Fees applied for, JUL 4 1911

Received by me, 19

Certificate to be sent to Newcastle Date of issue 7/6/11

State whether the Vessel has been built under Special Survey Yes

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

With, or without Freeboard, as condition of Class Without

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

*Committee's Minute* FRI. 7 JUL 1911

*Character assigned* 100 A1

Lloyds 8 & 6 P + L.R. 6.5.11

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

**GENERAL REMARKS**—(*continued*).

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop 22·25 ft., R.Q.D. ✓ ft., Bridge 99·87 ft., Forecastle 32·75 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *The Poop is not joined to the Bridge Deck.*

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 (Stl)*

Official No. *132550*; Signal Letters ; State if Machinery is fitted aft *Amidships*

How are the surfaces preserved from oxidation? Inside *Paint and Cement* 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. Feet. | Water Capacity. Tons. | Where Fitted. | *Length. Feet. | Water Capacity. Tons. |
|---|---|---|---|---|---|
| Double bottom, aft, | 116·84 | 340 | Fore peak tank, | ✓ | ✓ |
| Double bottom, under Engines and Boilers, | 42·50 | 180 | After peak tank, | ✓ | 45 |
| Double bottom, if under Engines only, | ✓ | | Deep tank, aft, | ✓ | |
| Double bottom, if under Boilers only, | ✓ | | Deep tank, forward, | ✓ | |
| Double bottom, forward, | 165·75 | 600 | Other tanks, if fitted, | ✓ | |
| | Total capacity of double bottom | 1120 | (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. 4206

Date 1·9·10

No. 181 in builder's yard.

Dates of Surveys held while building: 1910 Oct. 18·23·25·30. Dec. 2·5·9·29. 1911 Jan. 9·16·18·27·31. Feb. 7·8·14·20·21·24·27. Mar. 15·24·30. Apl. 3·7·10·13·19·21·24·26·28. May. 2·5·22·29·30. Jun. 8·13·15

Total No. of Visits 41

*Surveyor's Signature* *Alex. Munro*