

With or Without
Disconnected Erections.

STEEL STEAMER.

Received at London Office MON. MAR 10 1924

State of Report is also sent on the Machinery of the Vessel

Yes.

Date of completion of report 8th March 1924. Port of NEWCASTLE-ON-TYNE
Survey held at Wallsend-on-Tyne. Date, First Survey 7th November 1923. Last Survey 4th March 1924.

On the (Single, Twin, or Triple Screw) Steamer, Oriskany. Rig Schooner.

TONNAGE under 1381.06 CLASS 100 A.I. FEET. Master

Do. of Poop Breadth (greatest moulded) 35.33. Year of appointment (1) As Master in service of owner of present vessel: 19 (2) As Master of this vessel: 19

Do. of R.Q.D.H. Depth, at middle of length from top of keel to top of upper deck beams at side 23.5. Built at Wallsend-on-Tyne.

Do. of Bridge House Transverse Number I.X.D. 5981.0. When built 1924. Launched 8th February 1924.

Do. of Forecastle 22.03 Length on deck from fore part of stem to after part of stern post 254.5. By whom built Swan Hunter, Wigham Richardson & Co.

Do. of Houses on Dk. 199.59 Longitudinal Number I.X.(B+D) 14972.0 Owners Swan Hunter, Wigham Richardson & Co.

Do. of excess of Hatchways 10.07 Depth "d," at middle of length (See Secs. 2 & 13) 6.25 Managers (Where necessary to be entered in Reg. Book.)

Do. above Crown of Engine Room 30.96 Proportions—Depths to Length—Upper Deck Beam at side to top of keel 10.83 Residence Newcastle-on-Tyne.

Gross Tonnage 1643.70 Less Crew Space 129.04 Port belonging to Montreal.

Less above Crown of Engine Room 1643.70 Less Engine Room 640.54

Less Navigation Spaces 35.98 Register Tonnage 838.14 Destined Voyage New York. Surveyed while Building, Afloat, or in Dry Dock Built under Special Survey

as cut on Beam 838.14 Dimensions of Ship per Register, Length 254.9 breadth 35.6 depth 21.5 Moulded depth, ft. 23 ins. 6 To Bridge Dk. Round of Upper Dk. Beam, Actual 9 ins.

LENGTH on Deck as per Rule 254 6 BREADTH Moulded 35 4 DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams 21 5 Do. do. do. do. Second Dk. Beams 21 5 No. of Decks with flat laid Two No. of Tiers of Beams Three

Moulded depth, ft. 23 ins. 6 To Upper Dk. Dk. Beam, Actual 9 ins.

FRAMING. Inches in Ship. Inches in Ship. Inches in Ship. Inches in Ship. Inches in Ship. Inches in Ship. PILLARS. Inches in Ship. Inches in Ship. Inches in Ship. Inches in Ship. Inches in Ship. Inches in Ship.

FRAME, Angles, or E or L Bars amidships 6 3 36 6 3 36 PILLARS In 'tween Deck, size and spacing 22 3/8 5 50 12 3/8 5 50

Do. in peaks 6 3 35 6 3 35 " Hold 3 3/4 13 3/4

In way of Double Bottoms at Solid Floors 3 3 34 3 3 34 " Quarter 'tween Dks., 3 3/4 13 3/4 Sides 4-5 Spaces as per plan.

" at intermdt. Bkts. floors on every frame. " in Hold " D " D

of Frames from centre to centre amidships 25 1 25 KEELSONS & STRINGERS. Inches in Ship. Inches in Ship. Inches in Ship. Inches in Ship. Inches in Ship. Inches in Ship.

" from 3/4 length to Collision bulkhead 25 1 25 CENTRE LINE KEELSON, Vertical Plates above floors, Through Plate, or Intercoastal Plate

" in peaks 24 1 24 " Rider Plate

USED FRAME, Angles B.A. Frames. " Flat Plate Keel Angles Cellular Double Bottom.

In way of Double Bottoms at Solid Floors 3 3 34 3 3 34 " Horizontal Plates on Floors

" at intermdt. Bkts. floors on every frame. " Angles or Bulb Angles

ING, depth of girder B.A. Frames. SIDE KEELSONS, Number

RS, depth and thickness of Floor Plate at mid line for 3/4 length amidships 34 1 34 " Angles or Bulb Angles

In way of Engine and Boiler Spaces 34 1 34 " Plate above floors, for length

Thickness at the ends of vessel 34 1 34 " Intercoastal Plate, for length

Depth at 3/4 the half breadth, as per Rule 34 1 34 " Attached to outside Plating with Angle

Weight extended at the Bilges 34 1 34 BILGE KEELSON, Angles

IS in Cell. Double Bottoms 34 (B.R. 4 1/2) 34 (B.R. 4 1/2) " Intercoastal Plate for length

state if flanged (top & bottom) No flanging. " Attached to outside Plating with Angle

Spacing of Solid floors Every frame. SIDE STRINGERS, Number One at fore end of Fore Hold.

IE GIRDER, in Dbl. bottom, dpth. & thknss. 33 4 4 33 4 4 " Angle One 5 1/2 3 1/2 40 5 1/2 3 1/2 40

" Angles, Top Double 3 3 42 3 3 42 " Intercoastal Plate, for full length 9 1/2 38 9 1/2 38

" Bottom D 3 1/2 3 1/2 46 3 1/2 3 1/2 46 " Attached to outside plating with Angle D 3 3 34 3 3 34

" to Floors 3 3 34 3 3 34 Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge) 4 5 36 4 5 36

Brackets at intermdt. frmg., wdth & thknss Floors on every frame. " " " (br'dth & thickness) 3 1/2 3 1/2 36 3 1/2 3 1/2 36

RDERS, number on each side & thickness One 34 One 34 " Two Angles (clear of Bridge) 3 1/2 3 1/2 36 3 1/2 3 1/2 36

" state if flanged (top and bottom) No flanging. " Tie Plate at sides of Hatchway 29 29

" Angles (top and bottom) 3 3 34 3 3 34 " Deck * Iron or Steel, for full lng. 26 26

" to Floors 2 1/2 2 1/2 32 2 1/2 2 1/2 32 " Thickness (clear of Bridge) (in way of Bridge) Exposed = Pure 8 x 2 1/2

IN PLATE, depth (exclusive of flange) 26 40 26 40 " Wood Deck, Material & thickness at accommodation 7 1/2 x 1 1/2

" Angle to Outside Plating 3 3 42 3 3 42 Second Deck Stringer Plate, br'dth & thickness 7 2 36 7 2 36

" Floors 3 3 39 3 3 34 " Angles on ditto, No. Two 3 x 3 34 3 x 3 34

Brackets at intermdt. frmg., wdth & thknss Floors on every frame. " Tie Plates outside Hatchways

Height of Outside Brackets above at bilge 19 34 19 34 " Deck * Iron or Steel, for full lng. 36 34 36 34

BOTTOM PLATING, breadth and thickness of Middle Line Strake For 70 45 70 45 " Wood Deck, Material & thickness Wood Gratings 1 1/2 on bearers

" in Engine and Boiler space 40 50 40 50 " Third Deck Stringer Plate, br'dth & thickness 28 34 28 34

" Remainder in Holds 45 34 45 34 " Angles on ditto, No. Two 3 x 3 34 3 x 3 34

Upper Deck, Single Angle, Bulb 7 3 38 7 3 38 " Tie Plates, outside Hatchways 18 7 9 x 40 7 9 x 40 18 7 9 x 40 7 9 x 40

" Angle, Plate, Tee Bulb, or Channel 6 3 33 6 3 33 " Deck * Material and thickness 7 7 10 x 2 1/2 spaced 1/2

" In way of Long Bridge Hatchways 5 1/2 3 34 5 1/2 3 34 Fourth and Fifth Deck Stringer Plate, breadth & thickness

Spacing Alternate frames. " Angles on ditto, No. " Tie Plates outside Hatchways

Second Deck, Single Angle, Bulb 8 1/2 3 42 8 1/2 3 42 " Deck, Material & thickness

" Angle, Plate, Tee Bulb, or Channel 6 3 32 6 3 32 " Poop Deck Stringer Plate, breadth & thickness

Spacing Alternate frames. " Angle on ditto " Tie Plates

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.

BULKHEADS. W.T. BULKHEADS. COLLISION PARTITION. LONGITUDINAL. Are the outside Plates doubled two spaces of Frames in length? Are the Staircase Valves and Watertight Doors in efficient working order?

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.

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 (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, Plating, &c.? Has the Steel been tested as required by the Rules?

PLATING. RIVETING. Table with columns for STRAKES, AS IN SHIP, PER RULE OR AS APPROVED, EDGES, BUTTS, and IF LAPPED. Includes rows for FLAT PLATE KEEL, GARBOARD OR A STRAKE, SHEER STRAKES, and FORECASTLE SIDES.

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

FRAMES extend in one length from. REVERSED FRAMES on floors and frames extend from. Intermediate frames. Lower Stringer.

MASTS, SPARS, &c. LOWER MASTS. Fore. Main. Mizzen. Topmasts, Yards and Remainder of Spars. Rigging, Material and Size, Shrouds. Sails. None.

EQUIPMENT No.				LETTER				ANCHORS.				TONNAGE U.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.	
27775	1st Bower	33	3	0	Stockless			31	8	3	0	33	0	0	Bayer's Improved Not Shated I.P.H.S. 20-12-23.
27776	2nd "	33	2	0	"			31	5	0	0	33	0	0	J.H. Butters
27777	3rd "	28	1	0	"			27	6	1	0	28	0	0	" " " "
	Collective weight.	95	2	0								94	0	0	
57852	Stream	8	2	0	12	0	14	10	12	2	0	8	2	0	I.P.H.T. 17-12-23.
	Kedge														n.a Drysdale
Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.															
		1st Bower		19-2-12.		22-0-0.		No. 5245.		J.G. Baker.		24-11-23.			
		2nd "		19-2-10.		21-3-21.		- 5261.		" " "		1-12-23.			
		3rd "		16-2-18.		18-3-7.		- 5251.		" " "		1-12-23.			
		4th "													

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.			
		Fathoms.	Inches.	Tons.	qrs.	lbs.	Cwts.	qrs.	lbs.	Fathoms.	Inches.				Fathoms.	Inches.	Tons.	qrs.	lbs.	Fathoms.	Inches.	
58322		240	1 1/2	5 1/4	7 1/4	3 1/2	0 2	3 1/2	0 2	240	1 1/2	Stud Link	Not Stated	I.P.H.T. 14-12-23	TOWLINE wire	90	3 1/2	35.5	90	32		
															HAWSERS & WARPS	290	2 1/2	14.8	290	24		
																	8.9	290	1 3/4			
Lump-Stream Chain or Steel Wire		75	4	47						75	4											

Steel Wires certified by Hood, Haggitt & Sons Ltd.

Boats 2 Lifeboats 22'0". 2 Dinghys 16'0". **Steering Gear, Steam** Haslie & Co. Ltd. **Steering Gear, Hand** Screw Gear.

Pumps, Number To top of fore peak tank only **Diameter of Barrel** 4" State whether they are in efficient working order Yes

Windlass is Emerson, Walker & Thompson Bros. **Capstan** Emerson, Walker & Thompson Bros. 3 Steam winches.

Engine Room Skylights. How constructed? Steel plates & angles What arrangements for deadlights in bad weather? Steel flaps & bullseyes.

Coal Bunker Openings. How constructed? None How are lids secured? Height above deck?

Number of Scuppers, and numbers and dimensions of **Freeing Ports, &c.** 4 Scuppers each side. No freeing ports.

Ceiling in Holds, thickness and material Pine 2 1/2 on battens. **Cargo Battens,** thickness and material Lining 1" in all holds & tween decks.

Cargo Hatchways. How formed? Usual construction :- Plates & angles. **Hatches,** If strong and efficient? Pine 3".

State size **No. 1 Hatch** (Forward) 16'8" x 10'0" **No. 2 Hatch** 20'10" x 12'0" **No. 3 Hatch** 20'10" x 12'0" **No. 4 Hatch**

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 3 webs in each hatch. No fore & afters.

No. of Breasthooks 3 & four decks **No. of Crutches** Deep floors.

Bulwarks, height above deck and description Open Stanchions & Rails Main Rail, material and size

The foregoing is a correct description.

Builder's Signature (here only) SWAN, HUNTER & WISHAM, RICHMOND, LTD. Surveyor's Signature Thomas S. Shute.
Surveyor to Lloyd's Register of Shipping.

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

'1922:- June 21, 22, 28 July 3, T. 9, 11, 26 Aug 3, (8-E) 13, 15, 29, 31, Septem 17.

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

Is the riveted work properly closed? Yes.

Are the liners between the frames and plates solid single pieces? Joggled Frames. 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 or lapped? Yes.

Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Yes. State results of tests Satisfactory

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? Yes. State results of tests Satisfactory.

General Remarks (State quality of workmanship, &c.) This vessel has been constructed in accordance with the approved plans. The Secretary's Letters as indicated above & in other respects in conformity with the Society's Revised Rules & Regulations. (owner's consent obtained)
The material & workmanship are good.
The funnel & the cargo doors have been tested with the hose & found satisfactory.
The double bottom tanks (ex E & B spaces) & bunkers have been constructed & tested for the carriage of oil fuel above 150°F. The double bottom coffer dams have also been tested as required by the Rules. The requirements of Section 35 of the Rules have been carried out.
This vessel has been specially constructed for the carriage of fruit.
The approved plans (17 in number) are enclosed.
The Freeboard assigned by the Committee has been duly marked & verified on the vessels side.
This is a duplicate vessel to the S.S. 'Oradell' No. 1225 by the same Builders.
1st Entry Report NO. 77544. Plans to be forwarded with F.E. Report showing vessel as built.

The amount of Entry Fee £ 5 : 0 : 0 Fees applied for, Hull 8/3/24
Special Survey Fee.... £ 157 : 4 : 0 Received by me, Michy
Travelling Expenses, if any £ 6 : 0 : 0
Freeboard
State whether the Vessel has been built under Special Survey yes
I am of opinion this Vessel should be Classed 100 A.I
With, or without Freeboard, as condition of Class
Committee's Minute
Character assigned 100A
Lloyd's A.C.P.
F.D. C.L.
Listed for oil fuel 3.24
HP. above 150°F.

Thomas S. Shute.
Surveyor to Lloyd's Register of Shipping.

FRIMAN 14 13 4

W255-0290 2/2

GENERAL REMARKS—(continued).

The vessel has been provisionally registered in the name of Messrs. Swan, Hunter, Wigham Richardson L^{td}, with a view to the transfer in the course of 4 to 5 weeks to the proper owners viz The Ronde Steamship C^o L^{td} of 119 Coristine Buildings Montreal.

The Builders have requested that the Classification Certificate be made out in the name of the latter, as was done with the duplicate vessel S.S. "Oradell" No 1225.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle ☒ ft. (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 should appear in the Register Book). 1 Dth Sth + 1 Dth (Sth m.s.) . 3 Jth Bth

Official No. 148054 ; Signal Letters ☒ State if Machinery is fitted aft No.

How are the surfaces preserved from oxidation? Inside Paint + Bitumastic. Outside Paint. D.B. Tanks = Cement in E + B Tanks. Elsewhere = cement fillets

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.
Double bottom, aft,	54'-2"	62 ✓	Fore peak tank,	—	11.5
Double bottom, under Engines and Boilers,	37'-6"	74 ✓	After peak tank,	—	18.0
Double bottom, if under Engines only,			Deep tank, aft, (O.F. Bunkers)	18'-9"	259.0
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	114'-7"	156 ✓	Other tanks, if fitted,		
	Total capacity of double bottom	281. ✓	(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. SDS 1

Date 11/01/23

No. 1227 in builder's yard.

Dates of Surveys held while building

1923 Nov 7 12 16 20 23 Dec 4 11 13 20 24 1924 Jan 8 15 19 21 23 26 29 30 Feb 1 2 4 5 7 8 11

Surveyor's Signature

Thomas S. Shuck Register Foundation

Total No. of Visits 32