

With or Without  
Disconnected Erections.

STEEL STEAMER.

Received at London Office MON. JUL 1 1912

State if Report is also sent on the Machinery of the Vessel *yes.*

Date of completion of report *28<sup>th</sup> June, 1912.*

Port of *New Hartlepool*

No. *14442*

Survey held at *New Hartlepool*

Date, First Survey *24<sup>th</sup> January 1912*

Last Survey *22<sup>nd</sup> June 1912*

On the steel screw steamer *PENOLVER (Wpays 16<sup>th</sup> N 806)*

Rig *Schooner*

TONNAGE under  
Tonnage Deck...  
Do. between Tonnage Dk.  
and 3rd and 4th Dk.

CLASS *100 A.1*

FEET.

Master *J. TRETHOWEN.*

Year of appointment

(1) As Master in service of  
owner of present vessel, 1908.  
(2) As Master of this  
vessel, 1912.

Built at *New Hartlepool.*

When built *1912.* Launched *18<sup>th</sup> May 1912*

By whom built *Wpays 16<sup>th</sup> N 806.*

Owners *R. B. CHELLEW.*

Managers

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

Residence *Truro, Cornwall.*

Port belonging to *Falmouth.*

*and*

If Surveyed while Building, Afloat, or in Dry Dock *yes.*

Total under Upper Dk. *3473.53*  
Do. of Poop *.18*  
Do. of ~~CHART~~ CHART HOUSE *6.47*  
Do. of Bridge House *21.89*  
Do. of Forecastle *42.24*  
Do. of Houses on Dk. *85.59*  
Do. of excess of Hatchways *47.76*  
Do. above Crown of  
Engine Room *43.02*  
Gross Tonnage *3720.68*

Space *96.95*

Crown of *43.02*

Room *3580.71*

FOR FEES..

ine Room *1190.62*

igation Spaces *95.51*

r Tonnage *2337.60*

on Beam ..

TH on Deck

er Rule ... *349 11*

BREADTH

Moulded ... *49 9 1/2*

DEPTH, ACTUAL

Top of Floors to top of Upper Dk. Beams

Do. do. do. do. Second Dk. Beams

Feet. Inches.

*23 7 1/2*

No. of Decks with flat laid

No. of Tiers of Beams

*One*

*One*

Moulded depth, ft. *33* ins. *5* To Bridge Dk. Round of Upper *1 1/2* ins.  
Moulded depth, ft. *25* ins. *11* To Upper Dk. Dk. Beam, Actual

FRAMING.

	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Appro.	Inches per Rule Or as Appro.	Inches per Rule Or as Appro.
IE, Angles, or E or L Bars amidships	10	3 1/2	6 1/2	10	3 1/2	6 1/2
in peaks	6 1/2	3 1/2	4 1/2	6 1/2	3 1/2	4 1/2
in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
" " at intermdt. Bkts.	5 1/2	3 1/2	4 1/2	5 1/2	3 1/2	4 1/2
g of Frames from centre to centre amidships	25	-	-	25	-	-
" " from 1/2	25	-	-	25	-	-
" " length to Collision bulkhead	24	-	-	24	-	-
" " in peaks..	-	-	-	-	-	-
ERSED FRAME, Angles	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
in way of Double Bottoms at Solid Floors	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
" " at intermdt. Bkts.	10	-	-	10	-	-
ING, depth of girder	-	-	-	-	-	-
ORS, depth and thickness of Floor Plate	-	-	-	-	-	-
at mid-line for 1/2 length amidships	8.36	8.46	8.36	8.36	8.46	8.36
in way of Engine and Boiler Spaces	-	-	-	-	-	-
thickness at the ends of vessel	-	-	-	-	-	-
depth at 1/2 the half breadth, as per Rule	-	-	-	-	-	-
height extended at the Bilges	-	-	-	-	-	-
ORS & BRACKETS in Cell Dble Bottoms	40	-	36	40	-	36
" state if flanged (top & bottom)	40	-	-	-	-	-
" Spacing of floors	50	-	-	50	-	-
IRE GIRDER, in Dbl. bottom, dpth. & thicknss.	40	-	48	40	-	48
" Angles, Top	3 1/2	3 1/2	4 1/2	3 1/2	3 1/2	4 1/2
" " Bottom	4	4	5 1/2	4	4	5 1/2
" " to Floors	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
E GIRDERS, number on each side & thickness	Three	-	36	Three	-	36
" state if flanged (top and bottom)	40	-	-	-	-	-
" Angles (top and bottom)	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
" " to Floors	3	3	3 1/2	3	3	3 1/2
GIN PLATE, depth (exclusive of flange)	3 1/2	-	4 1/2	3 1/2	-	4 1/2
and thickness	3 1/2	3 1/2	4 1/2	3 1/2	3 1/2	4 1/2
" Angles to Outside Plating	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
" " Floors	22	-	-	22	-	-
" Height of Brackets above at bilge	40	-	46	40	-	46
IR BOTTOM PLATING, breadth and	6.50	8.52	8.50	8.52	8.50	8.52
thickness of Middle Line Strake	-	-	38	-	-	38
" in Engine and Boiler space	-	-	-	-	-	-
" Remainder in Holds	9	8 1/2	5 1/2	9	8 1/2	5 1/2
MS, Upper Deck, Single Angle, Bulb	-	-	-	-	-	-
Angle, Plate, Tee Bulb, or Channel	-	-	-	-	-	-
Angles on upper edge	8 1/2	8 1/2	5 1/2	8 1/2	8 1/2	5 1/2
In way of Long Bridge	25	-	-	25	-	-
Spacing	-	-	-	-	-	-
MS, 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,	6 1/2	3	40	6 1/2	3	40
Tee Bulb, or Channel	-	-	-	-	-	-
Angles on upper edge	-	-	-	-	-	-
Spacing	25	24	-	25	24	-
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate,	8 1/2	3	46	8 1/2	3	46
Tee Bulb, or Channel	-	-	-	-	-	-
Angles on upper edge	-	-	-	-	-	-
Spacing	25	-	-	25	-	-
BEAMS, Forecastle Deck, Angle, Bulb Angle,	10	-	5 1/2	10	-	5 1/2
Plate, Tee Bulb, or Channel	3 1/2	3 1/2	40	3 1/2	3 1/2	40
Angles on upper edge	50	48	-	50	48	-
Spacing	-	-	-	-	-	-

PILLARS.

	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Appro.	Inches per Rule Or as Appro.	Inches per Rule Or as Appro.
PILLARS, In 'tween Deck, size and spacing	28	50	28	50	-	-
" " Hold	-	-	-	-	-	-
" " Quarter 'tween Dks.,	-	-	-	-	-	-
" " in Hold	-	-	-	-	-	-
KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Appro.	Inches per Rule Or as Appro.	Inches per Rule Or as Appro.
CENTRE LINE KEELSON, Vertical Plate above	-	-	-	-	-	-
floors, Through Plate, or Intercoastal 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	-	-	-	-	-	-
" Intercoastal Plate, for length	-	-	-	-	-	-
" Attached to outside Plating with Angle	-	-	-	-	-	-
BILGE KEELSON, Angles	-	-	-	-	-	-
" Intercoastal Plate for length	-	-	-	-	-	-
" Attached to outside Plating with Angle	-	-	-	-	-	-
SIDE STRINGERS, Number <i>Two</i>	-	-	-	-	-	-
" Angle	6 1/2	8 1/2	4 1/2	6 1/2	8 1/2	4 1/2
" Intercoastal Plate, for full length	-	-	4 1/2	-	-	4 1/2
" Attached to outside plating with Angle	3 1/2	3 1/2	4 1/2	3 1/2	3 1/2	4 1/2
Upper Deck Stringer Plate, br'dth & thickness	66	58	66	58	-	-
" " " " (clear of Bridge)	66	44	66	44	-	-
" " " " (br'dth & thickness)	42	44	66	44	66	66
" " " " (in way of Bridge)	-	-	-	-	-	-
" " Angle (clear of Bridge)	-	-	-	-	-	-
" " Tie Plate at sides of Hatchways	-	-	-	-	-	-
" Deck. * Iron or Steel, for full lng.	-	-	-	-	-	-
" " Thickness (clear of Bridge)	-	46	-	-	46	-
" " " (in way of Bridge)	-	36	-	-	36	-
" Wood Deck. Material & thicknss	-	-	-	-	-	-
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	48	36	-	32	-	-
" Angle on ditto	8 1/2	8 1/2	24	3 1/2	8 1/2	24
" Tie Plates	-	-	-	-	-	-
" Deck. Material and thickness	Steel	36	-	32	-	-
Bridge Deck Stringer Plate, br'dth & thickness	59	52	50	52	-	-
" Angle on ditto	4 1/2	4 1/2	56	4 1/2	4 1/2	56
" Tie Plates	-	-	-	-	-	-
" Deck. Material and thickness	Steel	58	-	58	-	58
Forecastle Deck Stringer Plate, b'dth & th'kns	33	34	38	34	-	-
" Angle on ditto	3 1/2	3 1/2	32	3 1/2	3 1/2	32
" Tie Plates	3 1/2	36	-	36	-	36
" Deck. Material and thickness	3	-	3	-	-	-

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

6500-952M  
1217



Form No. 1A. WEB FRAMES. FORGINGS OR CASTINGS. BULKHEADS. COLLISION PARTITION LONGITUDINAL. PLATING. STRAKES. RIVETING. BUTTS. FRAMES extend in one length from Middle Line to Tank Side. REVERSED FRAMES on floors and frames extend from Middle Line to Tank Side. MASTS, SPARS, &c. LOWER MASTS. Bowsprit. Topmasts, Yards and Remainder of Spars. Rigging, Material and Size, Shrouds. Sails.

MON. JUL 1-1912. (Heads Cat Steel) Mechanical Tests by J. Meyer Dusseldorf. EQUIPMENT No. 2757665. LETTER W. ANCHORS. TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS. CHAIN CABLES. HAWERS AND WARPS. Boats 2 Lifeboats (each 25-0 long), 1 Jollyboat & 1 Gig. Steering Gear, Steam R. Rodger & Co. Steering Gear, Hand Crawford & Sons. Pumps, Number 4, 25-0 long, 1 1/2 inch diameter. State whether they are in efficient working order. Windlass is Sumner, Walker & Thompson Bros. Co. (S.S. Co.). Capstan 1 Seven Steam Winches. Engine Room Skylights. How constructed? Steel Plates. How are lids secured? Hatch bars. Height above deck? 4'-6". Coal Bunker Openings. How constructed? Steel Plates. How are lids secured? Hatch bars. Height above deck? 4'-6". Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 4 pairs before & 4 pairs after Bridge (30' x 15'). Ceiling in Holds, thickness and material. 2 1/2 inch. Cargo Batches, thickness and material. 2 inch. Cargo Hatchways. How formed? Steel Plates. Hatches, If strong and efficient? 3' 6". State size No. 1 Hatch (Forward) 24' 11 1/2' x 17' 0". No. 2 Hatch 24' 11 1/2' x 17' 0". No. 3 Hatch 24' 11 1/2' x 17' 0". No. 4 Hatch 24' 11 1/2' x 16' 11". Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch. No. of Breasthooks 12. No. of Crutches 12. Bulwarks, height above deck and description 51 1/2". Steel Plates. Main Rail, material and size 6 1/2' x 3 1/2' x 10. The foregoing is a correct description. FOR WILLIAM GRAY & CO., LIMITED. Surveyor's Signature Octavius Harborth & Wm Ward. Builder's Signature (here only) J. W. Dusseldorf. Correspondence. State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case). 24 22nd Dec. 1911 (W) + 18th Dec. 1912 (S). 23rd May 1912 (E). Workmanship. Are the butts of plating planed or otherwise fitted? Planed. Is the riveted work properly closed? 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? A few at butts only. Are the butts of plating, stringers, &c., properly shifted and staggered? 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 steel screw steamer which is a duplicate of the "Pemboli" H.M. Report No. 12298. has been built in accordance with the approved plans of the Shipbuilding Section of the Admiralty, the Secretary's letter of the above mentioned date bearing upon the case, and in other respects as required by the Rules & Circulars for the class contemplated. The workmanship is good throughout. The vessel has been placed in Dry Dock, Bottom & Rudder examined, cleaned and recoated. The Surveyor should state the Number of Report and Name of any Sister Vessel. The amount of Entry Fee 25 : : : Fees applied for, 22-6-1912. Special Survey Fee 2114 : 10 : 6 Received by me, 6-7-1912. Travelling Expenses, if any 2 : : : State whether the Vessel has been built under Special Survey Yes. I am of opinion this Vessel should be Classed 100A.1. With, or without Freeboard, as condition of Class Without. Committee's Minute Character assigned 100A.1. TUE JUL 2-1912. Lloyd's Register of British and Foreign Shipping. © 2020 Lloyd's Register Foundation.



GENERAL REMARKS—(continued).

WEB-I  
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GARE  
State  
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B

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

THENE  
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PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 22.5 ft., R.Q.D. ✓ ft., Bridge 100.6 ft., Forecastle 34.0 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 as it should appear in the Register Book) 1 dx (std).

Official No. 133334; Signal Letters ✓ State if Machinery is fitted aft ho

How are the surfaces preserved from oxidation? Inside Portland Cement & Paint 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,	135.5	460	Fore peak tank,	-	80
Double bottom, under Engines and Boilers,			After peak tank,	-	94
Double bottom, if under Engines only,			Deep tank, aft,	-	-
Double bottom, if under Boilers only,	-	-	Deep tank, forward,	-	-
Double bottom, forward,	154.2	464	Other tanks, if fitted,	-	-
Total capacity of double bottom		924	(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. 2122

Date 19th Jan 1912

No. 806 in builder's yard.

DATES of Surveys held while building

1912  
Jan. 24, 25, 29 Feb. 1, 7, 9, 13, 20, 22, 26, 29 Mar. 4, 6, 9, 12, 14, 20, 22, 25, 26, 28 Apr. 1, 2, 10, 12, 16, 18, 23, 25 May 1, 3, 6, 7, 9, 10, 13, 14, 15, 16, 17, 20, 21, 23, 29, 30 Jun 1, 7, 8, 11, 13, 15, 17, 18, 19, 20, 21

Total No. of Visits 57

Surveyor's Signatures Octavio Harbick & Henry Waring

