

With ~~or Without~~

STEEL STEAMER.

TUE. MAR. 23. 1915

Received at London Office

Disconnected Erections.

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

Date of completion of report *18th March 1915.*

Port of *NEWCASTLE-ON-TYNE.*

No. *67291*

Survey held at *South Shields*

Date, First Survey *Sept 7 1914*

Last Survey *March 17 1915*

On the (State if Single, Twin, or Triple Screw) *single screw Steamer* **BLAYDONIAN**

Rig *Ketch*

TONNAGE under *230.41*

CLASS *100A1*

FEET.

Master *G. F. W. Sim*

Year of appointment *(1) As Master in service of owner of present vessel: 1908 (2) As Master of this vessel: 1915*

Tonnage Deck... *230.41*

Breadth (greatest moulded) *23.50*

Built at *South Shields*

Do. between Tonnage Dk. and 3rd and 4th Dk. *38.39*

Depth, at middle of length from top of keel to top of upper deck beams at side *11.25*

When built *1915* Launched *16th July 1915*

Total under Upper Dk. *230.41*

Transverse Number *34.75*

By whom built *J. P. Remoldson & Sons Ltd*

Do. of Poop *15.48*

Length on deck from fore part of stem to after part of stern post *135.0*

Owners *Blaydon & London S.S. Co. Ltd*

Do. of Forecastle *5.73*

Longitudinal Number *4691*

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

Do. of Houses on Dk. *15.18*

Depth "d," at middle of length (See Secs. 2 & 13) *8.75*

Residence *Blaydon-on-Tyne*

Do. of excess of Hatchways *9.60*

Proportions—Depths to Length—Upper Deck Beam at side to top of keel *12.0*

Port belonging to *Newcastle*

Do. above Crown of Engine Room *314.79*

Long Bridge Deck Beam at side to top of keel *12.0*

Destined Voyage *Coasting* If Surveyed while Building, Afloat, or in Dry Dock *yes*

Gross Tonnage *25.63*

Less Crew Space *9.60*

Register Tonnage *118.59*

Less above Crown of Engine Room *279.56*

Less Engine Room *144.94*

Less Navigation Spaces *15.86*

Less water ballast as cut on Beam *118.59*

Less water ballast as cut on Beam *118.59*

Length on Deck as per Rule *135 0*

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH Moulded	Feet.	Inches.	DEPTH, ACTUAL	Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid	No. of Tiers of Beams
135 0	23 6	23 6	11 3	9 1	9 1	9 3	9 3	9 3	9 3	One	One

Dimensions of Ship per Register. Length <i>135.3</i> breadth <i>23.68</i> depth <i>9.1</i>	Moulded depth, ft. <i>11</i> ins. <i>3</i>	To Bridge Dk. Round of Upper Dk. Beam, Actual <i>5 3/4</i> ins.
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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	5 1/2	3	35	4	2 1/2	32	PILLARS, in 'tween Deck, size and spacing						
Do. in peaks	5 1/2	3	35	4	2 1/2	32	" " Hold	2 1/2	and as per profile				
Do. in way of Double Bottoms at Solid Floors	3	3	30	3	3	28	" " Quarter 'tween Dks.,						
" " at intermdt. Bkts.							" " in Hold						
Spacing of Frames from centre to centre amidships	21			21			KEELSONS & STRINGERS.						
" " length to Collision bulkhead	21			21			CENTRE LINE KEELSON, Vertical Plate above	32		32			
" " in peaks	21			21			" " Rider Plate	3	3	30	3	3	30
REVERSED FRAME, Angles, in boiler space	4	3	40	4	3	40	" " Flat Plate Keel Angles	4 1/2	3 1/2	38	4 1/2	3 1/2	38
Do. in way of Double Bottoms at Solid Floors	3	3	28	3	3	28	" " Horizontal Plates on Floors	4 1/2	3 1/2	38	4 1/2	3 1/2	38
" " at intermdt. Bkts.							" " Angles or Bulb Angles	5	4	40	5	4	40
FRAMING, depth of girder	16 1/2	4 1/2	38	16 1/2	4 1/2	38	SIDE KEELSONS, Number	5	4	40	5	4	40
FLOORS, depth and thickness of Floor Plate	16 1/2	4 1/2	38	16 1/2	4 1/2	38	" " Angles or Bulb Angles	5	4	40	5	4	40
" " in way of Engine and Boiler Spaces	16 1/2	4 1/2	38	16 1/2	4 1/2	38	" " Plate above floors, for	5	4	40	5	4	40
" " thickness at the ends of vessel	16 1/2	4 1/2	38	16 1/2	4 1/2	38	" " Intercoastal Plate, for	5	4	40	5	4	40
" " depth at 1/2 the half breadth, as per Rule	16 1/2	4 1/2	38	16 1/2	4 1/2	38	" " Attached to outside Plating with Angle	5	4	40	5	4	40
" " height extended at the Bilges	16 1/2	4 1/2	38	16 1/2	4 1/2	38	BILGE KEELSON, Angles	5	4	40	5	4	40
FLOORS in Cell, Double Bottoms	16 1/2	4 1/2	38	16 1/2	4 1/2	38	" " Intercoastal Plate for	5	4	40	5	4	40
" " state if flanged (top & bottom)	16 1/2	4 1/2	38	16 1/2	4 1/2	38	" " Attached to outside Plating with Angle	5	4	40	5	4	40
" " Spacing of Solid floors	16 1/2	4 1/2	38	16 1/2	4 1/2	38	SIDE STRINGERS, Number	5	4	40	5	4	40
CENTRE GIRDER, in Dbl. bottom, dpth. & thknss.	16 1/2	4 1/2	38	16 1/2	4 1/2	38	" " Angle	5	4	40	5	4	40
" " Angles, Top	16 1/2	4 1/2	38	16 1/2	4 1/2	38	" " Intercoastal Plate, for	5	4	40	5	4	40
" " Bottom	16 1/2	4 1/2	38	16 1/2	4 1/2	38	" " Attached to outside plating with Angle	5	4	40	5	4	40
" " to Floors	16 1/2	4 1/2	38	16 1/2	4 1/2	38	Upper Deck Stringer Plate, br'dth & thickness	63	36	63	34		
Brackets at intermdt. frmg., wdth & thknss	16 1/2	4 1/2	38	16 1/2	4 1/2	38	" " (clear of Bridge)	63	36	63	34		
SIDE GIRDERS, number on each side & thickness	16 1/2	4 1/2	38	16 1/2	4 1/2	38	" " br'dth & thickness	63	36	63	34		
" " state if flanged (top and bottom)	16 1/2	4 1/2	38	16 1/2	4 1/2	38	" " (in way of Bridge)	63	36	63	34		
" " Angles (top and bottom)	16 1/2	4 1/2	38	16 1/2	4 1/2	38	" " Angle (clear of Bridge)	63	36	63	34		
" " to Floors	16 1/2	4 1/2	38	16 1/2	4 1/2	38	" " Tie Plate at sides of Hatchways	63	36	63	34		
MARGIN PLATE, depth (exclusive of flange)	16 1/2	4 1/2	38	16 1/2	4 1/2	38	Deck * Iron or Steel, for from fore to aft	63	36	63	34		
" " Angle to Outside Plating	16 1/2	4 1/2	38	16 1/2	4 1/2	38	" " Thickness (clear of Bridge)	63	36	63	34		
" " Floors	16 1/2	4 1/2	38	16 1/2	4 1/2	38	" " (in way of Bridge)	63	36	63	34		
Brackets at intermdt. frmg., wdth & thknss	16 1/2	4 1/2	38	16 1/2	4 1/2	38	Wood Deck, Material & thickness	63	36	63	34		
Height of Outside Brackets above at bilge	16 1/2	4 1/2	38	16 1/2	4 1/2	38	Second Deck Stringer Plate, br'dth & thickness	63	36	63	34		
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	16 1/2	4 1/2	38	16 1/2	4 1/2	38	" " Angles on ditto, No.	63	36	63	34		
" " in Engine and Boiler space	16 1/2	4 1/2	38	16 1/2	4 1/2	38	" " Tie Plates outside Hatchways	63	36	63	34		
" " Remainder in Holds	16 1/2	4 1/2	38	16 1/2	4 1/2	38	Deck * Iron or Steel, for	63	36	63	34		
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	16 1/2	4 1/2	38	16 1/2	4 1/2	38	Wood Deck, Material & thickness	63	36	63	34		
" " In way of Long Bridge	16 1/2	4 1/2	38	16 1/2	4 1/2	38	Third Deck Stringer Plate, br'dth & thickness	63	36	63	34		
" " Spacing	16 1/2	4 1/2	38	16 1/2	4 1/2	38	" " Angles on ditto, No.	63	36	63	34		
BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	16 1/2	4 1/2	38	16 1/2	4 1/2	38	" " Tie Plates outside Hatchways	63	36	63	34		
" " Spacing	16 1/2	4 1/2	38	16 1/2	4 1/2	38	Deck * Material and thickness	63	36	63	34		
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	16 1/2	4 1/2	38	16 1/2	4 1/2	38	Fourth and Fifth Deck Stringer Plate, breadth & thickness	63	36	63	34		
" " Angles on upper edge	16 1/2	4 1/2	38	16 1/2	4 1/2	38	" " Angles on ditto, No.	63	36	63	34		
" " Spacing	16 1/2	4 1/2	38	16 1/2	4 1/2	38	" " Tie Plates outside Hatchways	63	36	63	34		
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	16 1/2	4 1/2	38	16 1/2	4 1/2	38	" " Deck, Material & thickness	63	36	63	34		
" " Angles on upper edge	16 1/2	4 1/2	38	16 1/2	4 1/2	38	Poop Deck Stringer Plate, breadth & thickness	63	36	63	34		
" " Spacing	16 1/2	4 1/2	38	16 1/2	4 1/2	38	" " Angle on ditto	63	36	63	34		
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	16 1/2	4 1/2	38	16 1/2	4 1/2	38	" " Tie Plates	63	36	63	34		
" " Angles on upper edge	16 1/2	4 1/2	38	16 1/2	4 1/2	38	Deck, Material and thickness	63	36	63	34		
" " Spacing	16 1/2	4 1/2	38	16 1/2	4 1/2	38	Bridge Deck Stringer Plate, br'dth & thickness	63	36	63	34		
	16 1/2	4 1/2	38	16 1/2	4 1/2	38	" " Angle on ditto	63	36	63	34		
	16 1/2	4 1/2	38	16 1/2	4 1/2	38	" " Tie Plates	63	36	63	34		
	16 1/2	4 1/2	38	16 1/2	4 1/2	38	Deck, Material and thickness	63	36	63	34		
	16 1/2	4 1/2	38	16 1/2	4 1/2	38	Forecastle Deck Stringer Plate, br'dth & th'kns	63	36	63	34		
	16 1/2	4 1/2	38	16 1/2	4 1/2	38	" " Angle on ditto	63	36	63	34		
	16 1/2	4 1/2	38	16 1/2	4 1/2	38	" " Tie Plates	63	36	63	34		
	16 1/2	4 1/2	38	16 1/2	4 1/2	38	Deck, Material and thickness	63	36	63	34		

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

WEB FRAMES.				FORGINGS or CASTINGS.				Inches in Ship.		Inches per Rule or as Approved.	
WEB-FRAMES, In Fore Body, No. and spacing				KEEL, Bar, depth and thickness				Flat plate keel			
" " " " " " " " " " " "				STEM, moulding and thickness				6 x 1 1/2		6 x 1 1/2	
WEB-FRAMES, In E. & B. Space, No. and spacing				STERN-POST for Rudder do. do.				5 3/4 x 3 1/4		5 3/4 x 3 1/4	
" " " " " " " " " " " "				" " " " " " " " " " " "				6 x 3 1/4		6 x 3 1/4	
WEB-FRAMES, In After Body, No. and spacing				RUDDER-A x D Table 22. Speed				A x D = 57.59			
" " " " " " " " " " " "				" " " " " " " " " " " "				Main-Piece, diameter at head		4	
" " " " " " " " " " " "				" " " " " " " " " " " "				" " " " " " " " " " " "		3	
BRACKET PLATES to Stringers between Web Frames, depth and thickness				RUDDER, how constructed				Forged and built			
BULKHEADS.				" Thickness of Plates or Single Plate				80			
W.T. BULKHEADS				Can the Rudder be unshipped afloat?				Yes.			
" COLLISION " PARTITION " LONGITUDINAL "				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.?				Consett, South Durham and Fordingham Steel Lion Co. Ltd.			
Are the outside Plates doubled two spaces of Frames in length?				Open hearth process.				Yes.			
Are the Sluice Valves and Watertight Doors in efficient working order?				Has the Steel been tested as required by the Rules?				Yes.			
PLATING.				RIVETING.				EDGES.			
AS IN SHIP.				PER RULE OR AS APPROVED.				Ordinary or jogged?			
STRAKES.				AMIDSHIP.				Ordinary			
Breadth. Thickness.				Breadth. Thickness.				Breadth. Thickness.			
FLAT PLATE KEEL				35				Double 5 1/4			
GARBOARD OR A STRAKE				49				Single 2 3/4			
B				53				" " " "			
C				44				" " " "			
D				44				" " " "			
E				44				" " " "			
F				35				Double 4 1/2			
G				45 1/2				" " " "			
H				" " " "				" " " "			
J				" " " "				" " " "			
K				" " " "				" " " "			
L				" " " "				" " " "			
M				" " " "				" " " "			
N				" " " "				" " " "			
O				" " " "				" " " "			
P				" " " "				" " " "			
Q				" " " "				" " " "			
R				" " " "				" " " "			
S				" " " "				" " " "			
T				" " " "				" " " "			
U				" " " "				" " " "			
V				" " " "				" " " "			
W				" " " "				" " " "			
THICKNESS OF SHEET PILE				AT BREAK				60			
CLEAR OF LOW WATER				DO. OF STRAKE BELOW				50			
DBLE. of Flat Plate Keel				" " " "				" " " "			
" " " "				" " " "				" " " "			
" " " "				" " " "				" " " "			
POOP SIDES				" " " "				" " " "			
SHORT BRIDGE SIDES				" " " "				" " " "			
FORECASTLE SIDES				" " " "				" " " "			
Upper Deck				Butts double riveted for				full length amidship			
Stringer Plate				Straps, single, double or overlapped for				full length amidship			
Second Deck				Butts, riveted for				length amidship			
Stringer Plate				Straps, single or overlapped for				length amidship			
Inner Bottom Plating, riveting of Edges				Single Butts Double							
Centre Girder Butts, double riveted				Keelson Butts, riveted							
Frames, riveted through Plates with				3/4 in. Rivets, about				5 1/2 apart			
Rivets, state whether Iron or Steel				Iron							
FRAMES extend in one length from				Centre line to margin plate thence to gunwale				State if ordinary or jogged			
REVERSED FRAMES on floors and frames extend from				only				State if ordinary or jogged			
MASTS, SPARS, &c.											
Material.				Total Length.				DIAMETER AND THICKNESS.			
Fore				P.P.				43'-0"			
Main				12"				12"			
Mizen				pole mast							
Bowsprit											
Topmasts, Yards and Remainder of Spars				Pitch pine							
Rigging, Material and Size, Shrouds				3" galvanized wire				Stays 3"			
Sails.				One				Suit of fore and aft Sails, and the following spare sails			

EQUIPMENT No. 5172				LETTER E.C.				ANCHORS.				TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS			
Number of Certificate.				Anchors.				WEIGHT OF STOCK.				TEST PER CERTIFICATE.			
72497				1st Bower				8 1 24				10 12 2 0			
72496				2nd "				8 0 4				10 5 0 0			
				3rd "											
				4th "											
				Collective weight.				16 2 0				16 1 0			
71028				Stream				2 3 11 0				3 13 5 7 2 0			
				Kedge				1 0 2 0				1 1 1 1 1 0 0			
CHAIN CABLES.				HAWERS AND WARPS.											
Number of Certificate.				Length and size supplied.				Test per Certificate.				Description.			
55888				90 15 16 15 16 23 14				41 3 12 14 1 26 16 5				15 14 Steel wire			
55889				75 15 16 15 16 23 14				35 0 8 7 6 3 20				45 24			
Boats				2 lifeboats				Emerson Walker				Steering Gear, Steam combined with Steering Gear Hand Carriage			
Pumps				One Downton Pump				Emerson Walker				Diameter of Barrel 4 1/2"			
Windlass				Emerson Walker				Emerson Walker				Capstan Emerson Walker			
Engine Room Skylights				How constructed?				Steel plates tangles				What arrangements for deadlights in bad weather?			
Coal Bunker Openings				How constructed?				scuttles				How are lids secured?			
Number of Scuppers				and numbers and dimensions of				Freeing Ports, &c.				6 scuppers @ side. 6 freeing ports @ 2'-6" x 15" @ 2'-6" x 15" @ side.			
Ceiling in Holds				thickness and material				2 1/2" white pine				Cargo Battens, thickness and material			
Cargo Hatchways				How formed?				Steel plates and angles				Hatches, if strong and efficient?			
State size No. 1 Hatch (Forward)				15' 9" x 13' 0"				No. 2 Hatch				22' 9" x 13' 0"			
State size No. 3 Hatch				22' 9" x 13' 0"				No. 4 Hatch				22' 9" x 13' 0"			
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch				Two webs in WP and four webs in WP 2				No. of Breasthooks				One + deck's No. of Crutches deep floors			
Bulwarks, height above deck and description				3'-6" x 2.5 steel plate				Main Rail, material and size				5' x 2 1/2" x 20 bull angle.			
The foregoing is a correct description.				J. P. RENNOLDSON & SONS LTD				Surveyor's Signature				J. Macdonald			
Builder's Signature (here only)				Immortal				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				M10/8/14, E 20/10/14			
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?				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 facing 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 & 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				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 and otherwise in general conformity with the Rules. The materials and workmanship are good. The approved plans (4 in number) are forwarded herewith.											
The Surveyor should state the Number of Report and Name of any Sister Vessel.				Plans to be forwarded with F.E. Report showing vessel as built.											
The amount of Entry Fee				£ 2 : 0 : 0				Fees applied for,				MAR 22 1915			
Special Survey Fee				£ 14 : 0 : 0				Received by me.				29 MAR 1915			
Travelling Expenses, if any				£ :											
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											
Committee's Minute				FRI. MAR. 26. 1915											
Character assigned				100 A1											
Lloyd's Register of Shipping.															

RETAIN

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop — ft., R.Q.D. 54.75 ft., Bridge — ft., Forecastle 17.5 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 DECK PT STL.

Official No. 133570 ; Signal Letters . State if Machinery is fitted aft Yes
How are the surfaces preserved from oxidation? Inside cement and 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,			Fore peak tank,	17	37
Double bottom, under Engines and Boilers,			After peak tank,	7.5	17
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	77	90	Other tanks, if fitted,		
	Total capacity of double bottom	90	(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. 4534

Date 13 Aug 1914

No. 298 in builder's yard.

DAYS OF SURVEYS
held while building

1914
Sept 7. 10. 16. 18. 22. 25. 29. Oct. 1. 5. 8. 16. 19. 22. 29. 30. Nov. 3. 9. 13. 18. 25. Dec 2. 7.
10. 15. 21. 23. 29. 1915 Jan 8. 14. 19. 25. 27. Feb. 9. 11. 26. March 5. 8. 11. 17.

Surveyor's Signature

J. Macdonald

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