

# With or Without Disconnected Erections.

## STEEL STEAMER.

Received at London Office. WED. JUL. 30. 1913

Date of completion of report

Survey held at **SUNDERLAND**

On the (State if Single, Twin, or Triple Screw)

**TONNAGE under Tonnage Deck** 439.96

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

**Total under Upper Dk.**

Do. of Poop 262.20

Do. of R.Q. Dk.

Do. of Bridge House 89.68

Do. of Forecastle 67.91

Do. of Houses on Dk. 21.90

Do. of excess of Hatchways 5.17

Do. above Crown of Engine Room 97.13

**Gross Tonnage** 5183.95

as Crew Space 148.07

as above Crown of Engine Room 97.13

**TONNAGE FOR FEES** 4938.75

as Engine Room 1658.86

as Navigation Spaces 144.32

**Register Tonnage** 3232.70

as cut on Beam

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

29<sup>th</sup> July 1913 Port of **SUNDERLAND**

Date, First Survey 31<sup>st</sup> July 1912

Last Survey 28<sup>th</sup> July 1913

Rig Schooner

Master **A. Murray**

Year of appointment

Built at **Sunderland**

When built 1913 Launched 14<sup>th</sup> June 1913

By whom built **Chas. & Sons Ltd**

Owners **The Lucellum Steamship Co. Ltd**

Managers **H. E. Moss & Co**

Residence 18 Chapel St. Liverpool

Port belonging to **Liverpool**

Destined Voyage **The Tyne**

If Surveyed while Building, Afloat, or in Dry Dock Building & afloat

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
379	10		50	6		21	10		2	2

Dimensions of Ship per Register, Length 380.0 breadth 50.8 depth 29.2	Moulded depth, ft. 31 ins. 0	To Bridge Dk. Round of Upper Dk. Beam, Actual 12 1/2 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.
FRAME, Angles, or E or L Bars amidships	7	3 1/2	4 1/2	7	3 1/2	4 1/2	PILLARS, In 'tween Deck, size and spacing	Steel middle line Bhd			
Do. in peaks	"	"	"	"	"	"	" Hold	"			
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	4 1/2	3 1/2	3 1/2	4 1/2	" Quarter 'tween Dks.	Steel trunk side			
" " at intermdt. Bkts.	"	"	"	"	"	"	" in Hold double channels	9 3/4 x 9 3/4 x 6 1/2	4 x 3 1/2 x 3 1/2	4 x 3 1/2 x 3 1/2	4 x 3 1/2 x 3 1/2
Spacing of Frames from centre to centre amidships	25 1/2			25 1/2			KEELSONS & STRINGERS.				
" " length to Collision bulkhead in peaks	24			24			CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate	78	60	50	78
REVERSED FRAME, Angles, or E or L Bars	3 1/2	3 1/2	4 1/2	3 1/2	3 1/2	4 1/2	" Rider Plate				
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	4 1/2	3 1/2	3 1/2	4 1/2	" Flat Plate Keel Angles	5	5	58	5
" " at intermdt. Bkts.	"	"	"	"	"	"	" Horizontal Plates on Floors	Middle line Bhd.			
FRAMING, depth of girder							" Angles or Bulb Angles				
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	34	50		34	50		SIDE KEELSONS, Number 2				
" in way of Engine and Boiler Spaces	6	11		6	11		" Angles or Bulb Angles	6 1/2	3 1/2	50	6 1/2
" thickness at the ends of vessel			40			40	" Plate above floors, for full length	16	60	50	16
" depth at 1/2 the half breadth, as per Rule	30		17				" Intercoastal Plate, for full length	42			42
" height extended at the Bilges above floor level	30		30				" Attached to outside Plating with Angle	3 1/2	3 1/2	48	3 1/2
FLOORS in Cell, Double Bottoms	40		40				BILGE KEELSON, Angles				
" state if flanged (top & bottom)	40						" Intercoastal Plate for length				
" Spacing of Solid floors	25 1/2		25 1/2				" Attached to outside Plating with Angle				
CENTRE GIRDER, in Dbl. bottom, dpth. & thcknss.	42	60		42	60		SIDE STRINGERS, Number 3				
" Angles, Top	3 1/2	3 1/2	50	3 1/2	3 1/2	50	" Angle	7	3 1/2	64	7
" Bottom	4 1/2	4 1/2	60	4 1/2	4 1/2	60	" Intercoastal Plate, for full length	24	44		24
" to Floors	3 1/2	3 1/2	40	3 1/2	3 1/2	40	" Attached to outside plating with Angle	3 1/2	3 1/2	48	3 1/2
Brackets at intermdt. frmg., wdth & thcknss							Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)	69	60	60	60
SIDE GIRDERS, number on each side & thickness	2	38		2	38		" " " br'dth & thickness (in way of Bridge)	6	40	42	6
" state if flanged (top and bottom)	40						" " " Angle (clear of Bridge)	5	5	64	5
" Angles (top and bottom)	3 1/2	3 1/2	40	3 1/2	3 1/2	40	" Tie Plate at sides of Hatchways	to 3 1/2 x 3 1/2	42	to 3 1/2 x 3 1/2	42
" to Floors	3	3	40	3	3	40	Deck * Iron or Steel, for full lng.	46	34	46	34
MARGIN PLATE, depth (exclusive of flange) and thickness	36	48		35	46		" Thickness (clear of Bridge)	and increased as per S.K. plan			
" Angles to Outside Plating	3 1/2	3 1/2	46	3 1/2	3 1/2	46	" " " (in way of Bridge)				
" Floors	3 1/2	3 1/2	46	3 1/2	3 1/2	46	Wood Deck. Material & thickness				
Brackets at intermdt. frmg., wdth & thcknss							Second Deck Stringer Plate, br'dth & thickness	47	44	47	44
Height of Outside Brackets above at bilge	24		24				" Angles on ditto, No. one	5	5	60	5
INNER BOTTOM PLATING, breadth & thickness of Middle Line Strake	42	56		42	50		" Tie Plates outside Hatchways				
" " in Engine and Boiler space	48	62		48	62		Deck * Iron or Steel, for full lng.	40	32	40	32
" " Remainder in Holds	under engines	1.0					Wood Deck. Material & thickness				
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	6	3	40	6	3	40	Third Deck Stringer Plate, br'dth & thickness				
" In way of Long Bridge							" Angles on ditto, No.				
" Spacing	25 1/2		25 1/2				" Tie Plates, outside Hatchways				
BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	7	3	46	7	3	46	Deck * Material and thickness				
" Spacing	25 1/2		25 1/2				Fourth and Fifth Deck Stringer Plate, breadth & thickness				
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel							" Angles on ditto, No.				
" Angles on upper edge							" Tie Plates outside Hatchways				
" Spacing							" Deck. Material & thickness				
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8 1/2	3 1/2	50	8 1/2	3 1/2	50	Poop Deck Stringer Plate, breadth & thickness	40	34	34	34
" Angles on upper edge	7	3	40	7	3	40	" Angle on ditto	3 1/2	3 1/2	34	3 1/2
" Spacing	48		48				" Tie Plates				
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	7 1/2	3	46	7 1/2	3	46	Deck. Material and thickness	Steel 30		30	
" Angles on upper edge							Bridge Deck Stringer Plate, br'dth & thickness	39	34	39	34
" Spacing	25 1/2		25 1/2				" Angle on ditto	3 1/2	3 1/2	40	3 1/2
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8 1/2	3 1/2	50	8 1/2	3 1/2	50	" Tie Plates	9	34	9	34
" Angles on upper edge							Deck. Material and thickness	3" R.P.		3" R.P.	
" Spacing	25 1/2		25 1/2				Forecastle Deck Stringer Plate, br'dth & th'kns	40	34	40	34
							" Angle on ditto	3 1/2	3 1/2	34	3 1/2
							" Tie Plates	Steel 38		38	
							Deck. Material and thickness	3" R.P.		3" R.P.	

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

EQUIPMENT No. 82045				LETTER X				ANCHORS.				TONNAGE U.D.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.	cwt.	qrs.	lbs.	Cwts.	qrs.	lbs.		
17231	1st Bower	56	3	14	-	-	-	46	10	3	21	56	1	0	Peters Stockless	Oct. 21.7.13. A. Green
17232	2nd "	56	2	21	-	-	-	46	9	1	14	56	1	0	"	"
17122	3rd "	48	0	0	-	-	-	41	2	2	0	47	2	0	"	17.6.13 J. Hiffner
	4th "															
	Collective weight	161	2	7								160	0	0	Mechanical	
40628	Stream	15	0	21	3	3	14	16	12	0	21	15	0	0	Hodges	L.P.H.T. 2.4.1913 C.E. Brown
40627	Kedge	6	2	14	1	2	21	8	7	2	0	6	2	0	Hodges	2.4.1913

  

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.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			Fathoms.	Inches.	Tons.	Fathoms.	Inches.	
42016	270	2 1/2	51 1/4	113 1/2	614	0	25	608	2	1/2	270	2 1/2	Steel	120	4 1/2	39	120	4 1/2	
41987	60	1 1/4	28 3/4	62 3/4	118	1	22			Link		L.P.H.T. 29.10.13		3-90	3 1/2	26	360	7	
	90	4 1/2	39							Wire		by Messrs		2-120	8				
														100	7				
														80	17	Bois			

**Boats** 2 lifeboats. 2 small.  
**Pumps,** Number no hand pump  
**Windlass** is by Clarke Chapman & Co.  
**Engine Room Skylights.**—How constructed? Sheet plates  
What arrangements for deadlights in bad weather? Lids & bulls eyes  
**Coal Bunker Openings.**—How constructed? Sheet Coamings How are lids secured? Corrugated & latched Height above deck? 30"  
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 6 scuppers ea. side. 9 ports ea. side. 5' 6" x 1' 6"  
**Ceiling in Holds,** thickness and material —  
**Cargo Hatchways.**—How formed? Sheet coamings with w.t. lids. Hatches, If strong and efficient? yes.  
State size No. 1 Hatch (Forward) 10' 6" x 10' 0" No. 2 Hatch Oil hatches No. 3 Hatch 10' 6" x 8' 0" No. 4 Hatch  
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch No. 1 one fore + after no webs.  
No. of Breasthooks five No. of Crutches deep floors  
**Bulkheads,** height above deck and description 3' 6" x 25'  
Main Rail, material and size 6 x 3  
The foregoing is a correct description.  
Builder's Signature (Here only) J. G. Laing & Sons Limited. Surveyor's Signature J. Allan  
Surveyor to Lloyd's Register of British and Foreign Shipping.

**Correspondence.**—State dates and initials of letters respecting this case. References should be made in any correspondence connected with the case M. 4 May 1912, 10 June 1912, 27 June 1912, 8 July 1912, 27 August 1912, 24.15 October 1912, 7 Nov. 1912, 11 January 1913, 14 January 1913.  
**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 framing 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? no  
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 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 built in accordance with the approved plans, & generally in accordance with the Rules. The workmanship throughout is good. She has been constructed for the carriage of oil in bulk, all the oil compartments, oil fuel spaces & ballast tanks have been treated under pressure as required by the Rules with very satisfactory results.

N.B. With the exception of alterations in details the vessel is a duplicate of the builders no 639 ss "Lucellum" now "Sarounie" no 122 in the Register Book. Vcl. Rep. no 25535.  
The Surveyor should state the Number of Report and Name of any Sister Vessel.

The amount of Entry Fee..... £ 5 :	Fees applied for,		
Special Survey Fee.... £ 148 :	28.7.1913	£ 15	Certificate to be sent to Sh.
Travelling Expenses, if any £ :	Received by me,	31.7.13	Date of issue 11/8/13

State whether the Vessel has been built under Special Survey. yes  
I am of opinion this Vessel should be Classed F100A1 Carrying Petroleum in Bulk  
With, or without Freeboard, as condition of Class Without  
Surveyor to Lloyd's Register of British and Foreign Shipping.

**Committee's Minute**  
Character assigned 100A1 carrying petroleum in bulk  
Filled for oil fuel 7.13 FP above 150°F  
Lloyd's assop  
Thurs 7.13

GENERAL REMARKS—(continued).

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop 97.5 ft., R.Q.D. — ft., Bridge 27.6 ft., Forecastle 40.0 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) 2 Stks (SH) & web frames.  
Official No. \_\_\_\_\_; Signal Letters \_\_\_\_\_ State if Machinery is fitted aft yes  
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

Where Fitted.	*Length.		Where Fitted.	*Length.	
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft, <u>                    </u>	—	—	Fore peak tank.	<u>19.0</u>	<u>88</u>
Double bottom, under Engines and Boilers, <u>                    </u>	<u>59.5</u>	<u>141</u>	After peak tank,	<u>16.0</u>	<u>50</u>
Double bottom, if under Engines only, <u>                    </u>	—	—	Deep tank, aft,	—	—
Double bottom, if under Boilers only, <u>                    </u>	—	—	Deep tank, forward,	<u>38.3</u>	<u>341</u>
Double bottom, forward, <u>                    </u>	—	—	Other tanks, if fitted,	—	—
Total capacity of double bottom <u>141</u>			(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. 5056  
Date 17.10.12  
No. 642 in builder's yard.  
DATES of Surveys held while building  
1912—Jan 31 Aug 9.12.28 Sep 13.18 Oct. 8.14 22.30 Nov. 7.19.25.28 Dec. 5.12.13.17.20.24.30  
1913—Jan 8.9.16.21.28 Feb. 3.12.26.25 Mar. 4.12.14.26.31 Apr. 4.7.22.25.29 May 1.2.7.10.15.16.17.20  
21.22.23.26.27.28.29.30.31 June 2.3.6.9.11.12.13.14.27 July 1.2.3.7.9.11.15.17.18.22.23.24.25.28  
Total No. of Visits 80

Surveyor's Signature

*[Signature]*

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