

3 Decks Rule

IRON OR STEEL STEAMER.

Received at London Office

THUR. 18th OCT 1906

Date of completion of report

17th October 1906

Port of

Middlesbrough

No. 4493

Survey held at

Stockton on Tees

Date, First Survey

4th April 1906

Last Survey

11th October

18.1906

On the

Steel Screw Trunk Steamer

"Millpool"

430 Rig

Schooner

No Sails

TONNAGE under

Tonnage Deck

Do. between Tonnage Dk.

Do. of Bridge House

Do. of Forecastle

Do. of Houses on Dk.

Do. of excess of Hatchways

Do. above Crown of

Engine Room

Gross Tonnage

Less Crew Space

Less above Crown of

Engine Room

Navigation Spaces

Register Tonnage

cut on Beam

Half Breadth (moulded)

CLASS 100 A1 Trunk Steamer

No Sheer

Depth from upper part of Keel to top of Upper Deck Beams

29.48

Girth of Half Midship Frame (as per Rule)

104.47

Frame No. = 104.47 - 7.0 = 97.47

14.0

Less 1/4 standard mean sheer for length deduct 2 feet

2.75

1st Number

87.72

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

353.0

2nd Number

30965

Proportions—Breadth to Length

6.94

Depth to Length—Upper Deck to top of Keel

10.59

Main Deck ditto

Destined Voyage

New Orleans

If Surveyed while Building, Afloat, or in Dry Dock

Master

Owen Owens

Year of appointment

(1) As Master in service of owner of present vessel—1899

(2) As Master of this vessel—1906

Built at

Stockton on Tees

When built

1906

By whom built

Ropner & Son

Owners

W. Ropner & Co

Managers

W. Ropner & Co

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

Residence

West Hartlepool

Port belonging to

West Hartlepool

NGTH on Deck

Feet. Inches.

BREADTH—

Feet. Inches.

DEPTH, ACTUAL—

Feet. Inches.

Top of Floors to top of Upper Dk. Beams

Feet. Inches.

Main Dk. Beams

No. of Decks with flat laid

No. of Tiers of Beams

Round of Upper Dk. Beam, Actual

Dimensions of Ship per Register, Length

355

breadth

51

depth

26

Moulded depth, ft.

28

ins.

5

To Upper Dk.

One

FRAMING.

NAME, Angle, or L Bars for 1/2 length amidships

8 1/2

3 1/2

10

8 1/2

3 1/2

10

Do. for 1/2 at each end

8 1/2

3 1/2

9

8 1/2

3 1/2

9

Do. in way of Double Bottoms at Solid Floors

3 1/2

3 1/2

9

3 1/2

3 1/2

9

" " at intermdt. Bkts.

Distance of Frames from moulding edge to moulding edge, all fore and aft

24

24

VERSED FRAME, Angles

DEP FRAMING, depth of girder

8 1/2

8 1/2

DOORS, depth and thickness of Floor Plate

at mid-line for 1/2 length amidships

" in way of Engines and Boilers

8-10

8-10

thickness at the ends of vessel

depth at 1/2 the half breadth, as per Rule

height extended at the Bilges

62 1/2

62 1/2

DOORS & BRACKETS in Cell Dble Bottoms

41

9x8

41

9x8

Distance apart

24

24

NTRE GIRDER, in Double bottom, depth

41

10

41

10

and thickness

" Angles, Top

4

4

9

4

4

9

" Bottom

4

4

12

4

4

12

DE GIRDERS, number on each side & thickness

Two

9

Two

9

Angles

3 1/2

3 1/2

8

3 1/2

3 1/2

8

RGIN PLATE, depth (exclusive of flange)

32

9

32

9

and thickness

Angles to Outside Plating

4

4

9

4

4

9

VER BOTTOM PLATING, breadth and thickness of Middle Line Strake

56

10

56

10

" in Engine and Boiler space

10-11

10-11

Remainder in Holds

8x7 alt

8x7 alt

AMS, Upper Deck, Single Angle, Bulb

7

3

9

7

3

9

Angle, Plate or Tee Bulb

Angles on upper edge

Average space

24

24

AMS, Middle Deck, Single Angle, Bulb

12

11

12

11

Angle, Plate or Tee Bulb

Angles on upper edge

6

4

9

6

4

9

Average space

PLATING. AS IN SHIP. PER RULE OR AS APPROVED. EDGES. BUTTS. RIVETING.

STRAKES. AMIDSHIP. FORWARD. AFT. AMIDSHIP. Double. Rivets. Double or Treble and for what length. Rivets. Straps. If Lapped.

FLAT PLATE KEEL. (If Bar Keel, state Riveting) GARBOARD OF A Strake. State actual thickness in way of Double Bottom.

DOUBLING OF Flat Plate Keel of Bilges of Sheerstrakes of Strake below.

POOP SIDES. FORECASTLE SIDES.

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.?

FRAMES extend in one length from to. REVERSED FRAMES on floors and frames extend from.

MASTS, SPARS, &c. LOWER MASTS. Bowsprit. Topmasts, Yards and Remainder of Spars. Rigging, Material and Size, Shrouds. Sails.

EQUIPMENT No. LETTER ANCHORS. Number of Certificate. Anchors. WEIGHT, EX. STOCK. WEIGHT OF STOCK. TEST, PER CERTIFICATE. WEIGHT REQUIRED BY TABLE 22. Description of Anchor. Makers. Where and when tested and Superintendent.

CHAIN CABLES. FATHOMS. SIZE. TEST PER CERTIFICATE. WEIGHT OF CHAIN CABLE. FATHOMS AND SIZE PER TABLE 22. Description. Makers of Cables. When and where tested, and Superintendent.

HAWSERS AND WARPS. FATHOMS. SIZE. BREAKING TEST OF STEEL WIRE. FATHOMS AND SIZE PER TABLE 22.

Boats. Pumps, Number. Windlass is. Engine Room Skylights. Coal Bunker Openings. Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. Ceiling in Holds, thickness and material. Cargo Hatchways. State size No. 1 Hatch (Forward). No. 2 Hatch. No. 3 Hatch. No. 4 Hatch. Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch. No. of Breasthooks. No. of Crutches deep floors. Bulwarks, height above deck and description. The above is a correct description. Builder's Signature (here only). Surveyor's Signature. Surveyor to Lloyd's Register of British and Foreign Shipping.

Correspondence.—State dates and initials of letters sent to this case (Reference should be made to any correspondence connected with this case)
M 26-2-06 6-3-06 24-4-06 11-5-06 7-9-06 E 22-3-06

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 plating? *A 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. 23, par. 24)? *yes* State results of tests *Satisfactory*
Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? *yes* State results of tests *yes*

General Remarks (State quality of workmanship, &c.) *Good*
This steel screw trunk steamer has been built in accordance with the approved plans of Midship section & profile as amended, the Surveyor's letter of the above mentioned date bearing upon the case, and in other respects as required by the Rules & particulars for the class contemplated.
A bridge keel has been fitted forward of a B.P. 9' 7" & a keel 6' 4" x 2" for 1/2 ft. the land & steam steering gear runs working satisfactorily & deck steps fitted.
The stanchions at the centre of the hatch sides disposed with per Sec letter M 11-5-06.

5 Plans & 2 Reports attached
The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. or Break ☒ ft., *Trunk* Bridge Dk. 35' 5" ft., F'castle 32' ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *Continuous trunk as shown on the approved plans*
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) *18 in (St) Trunk 20 in (St) 2 1/2 B deep framing and arched 14 in frames*
Official No. *124317*; Signal Letters *✓*
How are the surfaces preserved from oxidation? Inside *Cement & paint* Outside *Paint*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors *Cell 8 B.*

Where fitted.	*Length. Feet.	Water Capacity. Tons.	Where fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft.	110	28 1/2	Fore peak tank,	21	16 7
Double bottom, under Engines and Boilers,	-	-	After peak tank,	20	22 7
Double bottom, if under Engines only,	24	79 1/2	Midship deep tank,	-	-
Double bottom, if under Boilers only,	-	-	Other tanks, if fitted,	-	-
Double bottom, forward,	154	45 2	(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 Satisfactory*

Order for Special Survey No. *122*
Date *1-3-06*
No. *430* in builder's yard.
DAYS OF SURVEYS held while building
1906: April 4, 14, 28. May 11, 14, 14, 14, 23, 23, 29, 30, 31. June 4, 11, 12, 14, 14, 15, 18.
21 July 2, 5, 9, 10, 16, 17, 20, 23, 24, 25, 30. Aug 2, 4, 11, 13, 15, 16, 17, 26, 27, 28, 28, 30.
Sept 4, 10, 12, 14, 14, 15, 20, 21, 24, 25, 28. Oct 2, 4, 5, 9, 11.

Total No. of Visits *61*

The amount of Entry Fee, £ *5* : : :
Special Survey Fee, £ *12* : *16* : *6*
Travelling Expenses, if any £ : : :
Fees applied for, *16.10.1906*
Received by me, *R.D.*
Certificate to be sent to
State whether the Vessel has been built under Special Survey *yes*
I am of opinion this Vessel should be Classed *+100 A1 Trunk Dk. No. 1000*
With, or without Freeboard, as condition of Class *Without*
Surveyor to Lloyd's Register of British and Foreign Shipping. *Henry C. J. Ireland*

Committee's Minute *FRI. 19 OCT 1906*
Character assigned *1000 A1*
Trunk Dk. No. 1000
Lloyds 226 P. *W* + Lm 6.10.06

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