

SAT. MAR. 20. 1915

Awning or Shelter Deck, or Pt. Awning Deck.

STEEL STEAMER.

No. 72877.

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

Part of *Liverpool* Date of completion of Report *19. 3. 15.* Received at London Office
 Survey held at *Liverpool* Date, First Survey *Feb 11th 1915* Last Survey *March 10th 1915*
 On the *Steel Twin Screw Steamer "LAPLAND"* Rig *Schooner*

TONNAGE under
 Tonnage Deck...
 Do. between Tonnage Dk. and
 3rd, 4th, or Awning Dk...
 Total under Upper Dk. *14979*
 Do. of Poop...
 Do. of R. Qr. Dk...
 Do. of Bridge House...
 Do. of Forecastle...
 Do. of Houses on Deck...
 Do. of excess of Hatchways...
 Do. above Crown of
 Engine Room...
 Gross Tonnage *18565*
 Less Crew Space...
 Less above Crown of
 Engine Room...
 TONNAGE FOR FEES...
 Less Engine Room...
 Less Navigation Spaces...
 Register Tonnage *11607*
 as cut on Beam...

CLASS

Breadth (greatest moulded) *70-00*
 Depth, at middle of length from top of keel to top of
 beams at side of uppermost Continuous Deck *49-25*
 Deduct height of 'tween deck when this does not exceed 8ft.
 Transverse Number *112* *119-25*
 Length on deck from fore part of stem to after part of
 sternpost *605*
 Longitudinal Number *67760* *72146*
 Depth "d" at middle of length. See Secs. 2 & 13...
 Proportions, Depths to Length, Uppermost Continuous
 Deck at side to top of keel *12-28*
 " " Upper Deck at side
 to top of keel *14-74*

Master *John Bradshaw*Year of Appointment (1) As Master in service of
owner of present vessel: 1906
(2) As Master of this
vessel September 1912Built at *Belfast*When built *1908* Launched *June 27th 1908*By whom built *Harland Wolff & Co*Owners *International Nav. Co. Ltd*

Managers

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

Residence

Port belonging to *Liverpool*

Destined Voyage

If Surveyed while Building, Afloat, or in Dry Dock *Both*

LENGTH on Deck as per Rule *605* Ft. *0* Ins. BREADTH Moulded *70* Ft. *0* Ins. DEPTH, ACTUAL—Top of Floors to top of Awn. or Shelter Dk. Beams *45* Ft. *9* Ins. No. of Decks with flat laid 3 and
Do. Upper Deck Beams *37* Ins. No. of Tiers of Beams *4*

Dimensions of Ship per Register,
 Length *605.8* breadth *70.4* depth *37.4* Upper Deck. Moulded depth, ft. *49* ins. *3* To Awning or Shelter Dk. Round up of Uppermost
 Dk. Beam, Actual *12* ins.

FRAMING.						PILLARS.					
FRAME, Angles, or C or S Bars, amidships						PILLARS, In 'tween Deck, size and spacing					
Do. in peaks	<i>angles</i>	<i>9</i>	<i>4</i>	<i>10</i>	<i>9</i>	" " Hold	<i>middle line bulkhead</i>	<i>46 3/4</i>	<i>61</i>	<i>46 3/4</i>	<i>61</i>
Do. in way of Double Bottoms at Solid Floors	<i>4</i>	<i>4</i>	<i>11</i>	<i>4</i>	<i>4</i>	" Quarter, 'tween Dks.,	<i>Circular 13 1/2</i>	<i>13 1/2</i>	<i>13 1/2</i>	<i>13 1/2</i>	<i>13 1/2</i>
" " at intermdt. Bkts.	<i>4</i>	<i>4</i>	<i>11</i>	<i>4</i>	<i>4</i>	" " in Hold	<i>Circular</i>	<i>16 1/8</i>	<i>16 1/8</i>	<i>16 1/8</i>	<i>16 1/8</i>
Spacing of Frames from centre to centre amidships	<i>30 1/2</i>	<i>30 1/2</i>	<i>30 1/2</i>	<i>30 1/2</i>	<i>30 1/2</i>	KEELSONS AND STRINGERS.					
" length to collision bulkhead	<i>24</i>	<i>24</i>	<i>24</i>	<i>24</i>	<i>24</i>	CENTRE LINE KEELSON, Vertical Plate above					
" of Frames from centre to centre in peaks	<i>4</i>	<i>4</i>	<i>11</i>	<i>4</i>	<i>4</i>	floors, Through Plate, or Intercoastal Plate					
REVERSED FRAME, Angles	<i>4</i>	<i>4</i>	<i>11</i>	<i>4</i>	<i>4</i>	Rider Plate					
Do. in way of Double bottoms at Solid Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>11</i>	<i>3 1/2</i>	<i>3 1/2</i>	Flat Keel Plate Angles					
" " at intermdt. Bkts.	<i>4</i>	<i>4</i>	<i>11</i>	<i>4</i>	<i>4</i>	Horizontal Plates on Floors					
FRAMING, depth of girder	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>	Angles or Bulb Angles					
FLOORS, depth and thickness of Floor Plate	<i>4</i>	<i>4</i>	<i>11</i>	<i>4</i>	<i>4</i>	SIDE KEELSONS, Number					
at mid-line for 1/2 length amidships	<i>4</i>	<i>4</i>	<i>11</i>	<i>4</i>	<i>4</i>	Angles or Bulb Angles					
" in way of Engine and Boiler spaces	<i>4</i>	<i>4</i>	<i>11</i>	<i>4</i>	<i>4</i>	Plate above floors, for length					
thickness at the ends of vessel	<i>4</i>	<i>4</i>	<i>11</i>	<i>4</i>	<i>4</i>	Intercoastal Plate, for length					
depth at 1/2 the half-bdth. as per Rule	<i>4</i>	<i>4</i>	<i>11</i>	<i>4</i>	<i>4</i>	Attached to outside plating with Angle					
height extended at the Bilges	<i>4</i>	<i>4</i>	<i>11</i>	<i>4</i>	<i>4</i>	BILGE KEELSON, Angles					
FLOORS & BRACKETS, in Cell Dble Bottoms	<i>4</i>	<i>4</i>	<i>11</i>	<i>4</i>	<i>4</i>	Intercoastal Plate, for length					
" state if flanged (top & bottom)	<i>4</i>	<i>4</i>	<i>11</i>	<i>4</i>	<i>4</i>	Attached to outside plating with Angle					
" spacing	<i>4</i>	<i>4</i>	<i>11</i>	<i>4</i>	<i>4</i>	SIDE STRINGERS, Number <i>3</i>					
CENTRE GIRDER, in Dbl. bottom, dpth. & thickness	<i>54</i>	<i>17</i>	<i>54</i>	<i>17</i>	<i>54</i>	Angle <i>Bulb</i>					
" Angles, Top	<i>5</i>	<i>5</i>	<i>14</i>	<i>5</i>	<i>5</i>	Intercoastal Plate, for whole lng.					
" Bottom	<i>6</i>	<i>6</i>	<i>17</i>	<i>6</i>	<i>6</i>	Attached to outside plating with Angle					
" to Floors	<i>4</i>	<i>3 1/2</i>	<i>11</i>	<i>4</i>	<i>3 1/2</i>	Awning or Shelter Deck, Stringer Plates,					
SIDE GIRDERS, number and thickness	<i>3</i>	<i>10</i>	<i>3</i>	<i>10</i>	<i>3</i>	breadth and thickness					
" state if flanged (top & bottom)	<i>4</i>	<i>4</i>	<i>11</i>	<i>4</i>	<i>4</i>	Angle on ditto <i>before & after Bridge</i>					
Angles	<i>4</i>	<i>4</i>	<i>11</i>	<i>4</i>	<i>4</i>	Tie Plates, fore and aft, outside Hatchways					
MARGIN PLATE, depth (exclusive of flange)	<i>4</i>	<i>4</i>	<i>11</i>	<i>4</i>	<i>4</i>	Deck * Iron or Steel, for whole lng.					
and thickness	<i>4</i>	<i>4</i>	<i>11</i>	<i>4</i>	<i>4</i>	Wood Deck. Material & thickness <i>3/4" clear of Bridge</i>					
Angles to outside plating	<i>4</i>	<i>4</i>	<i>11</i>	<i>4</i>	<i>4</i>	Upper Deck Stringer Plate, breadth and					
" to floors	<i>4</i>	<i>4</i>	<i>11</i>	<i>4</i>	<i>4</i>	thickness					
Height of Brackets above at bilge	<i>27</i>	<i>27</i>	<i>27</i>	<i>27</i>	<i>27</i>	Angles on ditto, No. <i>2</i>					
INNER BOTTOM PLATING, breadth and	<i>48</i>	<i>14</i>	<i>48</i>	<i>14</i>	<i>48</i>	Tie Plates, outside Hatchways					
thickness of Middle Line Strake	<i>48</i>	<i>14</i>	<i>48</i>	<i>14</i>	<i>48</i>	Deck * Iron or Steel, for whole lng.					
" thickness in Engine and Boiler space	<i>48</i>	<i>14</i>	<i>48</i>	<i>14</i>	<i>48</i>	Wood Deck. Material & thickness					
" Remainder in Holds	<i>48</i>	<i>14</i>	<i>48</i>	<i>14</i>	<i>48</i>	Second Deck Stringer Plates, br'dth & thckn's					
BEAMS, Awning or Shlter Dk, Single Angle,	<i>9x3 1/2x3 1/2x11</i>	<i>9x3 1/2x3 1/2x11</i>	<i>9x3 1/2x3 1/2x11</i>	<i>9x3 1/2x3 1/2x11</i>	<i>9x3 1/2x3 1/2x11</i>	Angles on ditto, No. <i>2</i>					
Bulb Angle, Plate, Tee Bulb or Channel	<i>9x3 1/2x3 1/2x11</i>	<i>9x3 1/2x3 1/2x11</i>	<i>9x3 1/2x3 1/2x11</i>	<i>9x3 1/2x3 1/2x11</i>	<i>9x3 1/2x3 1/2x11</i>	Tie Plates, outside Hatchways					
Angles on upper edge	<i>30 1/2</i>	<i>30 1/2</i>	<i>30 1/2</i>	<i>30 1/2</i>	<i>30 1/2</i>	Deck * Material and thickness <i>Steel</i>					
Spacing	<i>30 1/2</i>	<i>30 1/2</i>	<i>30 1/2</i>	<i>30 1/2</i>	<i>30 1/2</i>	Third, Fourth & Fifth Deck Stringer Plate,					
BEAMS, Upper Deck, Single Angle, Bulb Angle,	<i>9x3 1/2x3 1/2x11</i>	<i>9x3 1/2x3 1/2x11</i>	<i>9x3 1/2x3 1/2x11</i>	<i>9x3 1/2x3 1/2x11</i>	<i>9x3 1/2x3 1/2x11</i>	breadth and thickness					
Plate, Tee Bulb or Channel	<i>9x3 1/2x3 1/2x11</i>	<i>9x3 1/2x3 1/2x11</i>	<i>9x3 1/2x3 1/2x11</i>	<i>9x3 1/2x3 1/2x11</i>	<i>9x3 1/2x3 1/2x11</i>	Angles on ditto, No. <i>2</i>					
Angles on upper edge	<i>30 1/2</i>	<i>30 1/2</i>	<i>30 1/2</i>	<i>30 1/2</i>	<i>30 1/2</i>	Tie Plates, outside Hatchways					
Spacing	<i>30 1/2</i>	<i>30 1/2</i>	<i>30 1/2</i>	<i>30 1/2</i>	<i>30 1/2</i>	Deck. Material and thickness <i>Steel</i>					
BEAMS, Second, Third & Fourth Deck, Single	<i>9x3 1/2x3 1/2x11</i>	<i>9x3 1/2x3 1/2x11</i>	<i>9x3 1/2x3 1/2x11</i>	<i>9x3 1/2x3 1/2x11</i>	<i>9x3 1/2x3 1/2x11</i>	Poop Deck Stringer Plate, breadth & thickness					
Angle, Bulb Angle, Plate, Tee Bulb or Channel	<i>9x3 1/2x3 1/2x11</i>	<i>9x3 1/2x3 1/2x11</i>	<i>9x3 1/2x3 1/2x11</i>	<i>9x3 1/2x3 1/2x11</i>	<i>9x3 1/2x3 1/2x11</i>	Angles on ditto					
Angles on upper edge	<i>30 1/2</i>	<i>30 1/2</i>	<i>30 1/2</i>	<i>30 1/2</i>	<i>30 1/2</i>	Tie Plates					
Spacing	<i>30 1/2</i>	<i>30 1/2</i>	<i>30 1/2</i>	<i>30 1/2</i>	<i>30 1/2</i>	Deck. Material and thickness					
BEAMS, Poop Deck, Angle, Bulb Angle, Plate,	<i>10x4x4x11.5</i>	<i>10x4x4x11.5</i>	<i>10x4x4x11.5</i>	<i>10x4x4x11.5</i>	<i>10x4x4x11.5</i>	Bridge Deck Stringer Plate, br'dth & thickness					
Tee Bulb or Channel	<i>10x4x4x11.5</i>	<i>10x4x4x11.5</i>	<i>10x4x4x11.5</i>	<i>10x4x4x11.5</i>	<i>10x4x4x11.5</i>	Angle on ditto					
Angles on upper edge	<i>30 1/2</i>	<i>30 1/2</i>	<i>30 1/2</i>	<i>30 1/2</i>	<i>30 1/2</i>	Tie Plates <i>Deck (Steel)</i>					
Spacing	<i>30 1/2</i>	<i>30 1/2</i>	<i>30 1/2</i>	<i>30 1/2</i>	<i>30 1/2</i>	Deck. Material and thickness <i>P.P. 5x3 in</i>					
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate,	<i>8x3 1/2x3 1/2x11</i>	<i>8x3 1/2x3 1/2x11</i>	<i>8x3 1/2x3 1/2x11</i>	<i>8x3 1/2x3 1/2x11</i>	<i>8x3 1/2x3 1/2x11</i>	Forecastle Deck Stringer Plate, br'dth & th'kns					
Tee Bulb or Channel	<i>8x3 1/2x3 1/2x11</i>	<i>8x3 1/2x3 1/2x11</i>	<i>8x3 1/2x3 1/2x11</i>	<i>8x3 1/2x3 1/2x11</i>	<i>8x3 1/2x3 1/2x11</i>	Angle on ditto					
Angles on upper edge	<i>30 1/2</i>	<i>30 1/2</i>	<i>30 1/2</i>	<i>30 1/2</i>	<i>30 1/2</i>	Tie Plates <i>Deck</i>					
Spacing	<i>30 1/2</i>	<i>30 1/2</i>	<i>30 1/2</i>	<i>30 1/2</i>	<i>30 1/2</i>	Deck. Material and thickness <i>P.P. 3 1/2</i>					

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

WEB FRAMES.

	Inches in Ship.	Inches per Rule. Or as Approved.
WEB-FRAMES, In Fore Body, No. and spacing		
" " brdth. & thickness		
" " No. of Side Stringers " "		
WEB-FRAMES, In E. & B. Space, No. & spacing		
" " brdth. & thickness		
WEB-FRAMES, In After Body, No. and spacing		
" " brdth. & thickness		
" " No. of Side Stringers " "		
" " Size of Face Angles to Web-Frames.....		
BRACKET PLATES TO STRINGERS between		
Web Frames, depth and thickness.....		

BULKHEADS.

	Number. Vessel.	Thickness. Per Rule.	STIFFENERS.				Single or Double Frames.	Height up.
			Horizontal.		Vertical.			
			Size.	Spacing.	Size.	Spacing.		
			Inches.	Inches.	Inches.	Inches.		
W.T.BULKHEADS	8	20% 4-8.7	L.Holds	[10x3x3x5]	20	Single	Upper	
			Ribbed	[6x3x3x5]	4		Back	
				[6x3x4x0]	4			
				[5x2x4x0]	4			
COLLISION	1/4	10.67	2 Seams	[7x3x3x45]	24			
PARTITION	1/4	20% 20.7	2 Seams	[6x3x3x40]	4			
LONGITUDINAL	1/4	Holds	7/80 Vertical	[9x3x3x5]	61			
				[8x3x3x5]	4			
				[4x3x4x0]	4			

Are the outside Plates doubled two spaces of Frames in length? *No*

Are the ~~Stiffeners~~ *Plates* and Watertight Doors in efficient working order? *Yes*

FORGINGS OR CASTINGS.

	Inches in Ship.	Inches per Rule. Or as Approved.
KEEL, Bar, depth and thickness <i>Flat bar</i> ✓	13 x 3	13 x 3
STEM, moulding and thickness	✓ 12 1/2 x 3 1/2	12 1/2 x 3 1/2
STERN-POST for Rudder do. do.	✓ 14 x 10	14 x 10
" for Propeller <i>Open Section</i>	17 x 10	17 x 10
RUDDER—A×D' Table 22. Speed <i>17</i>		
" Main-Piece, diameter at head	17 1/2	17
" " " at heel.....		

RUDDER, how constructed *Solid cast Steel*

" Thickness of Plates or Single Plate ✓

Can the Rudder be unshipped afloat? *Yes*

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.? *Mild Steel Siemens Martin Process*

Roller South Durham Barron Haematite,

Guest, Keen & Netherfield.

Sections David Colville Sons

Has the Steel been tested as required by the Rules? ✓

PLATING.

STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.			BUTTS.								
	AMIDSHIP.		FORWARD.		APT.		AMIDSHIP.		Single or Double.	Breadth of Lap.	Diam.	Spacing cr. to cr.	RIVETS.		STRAPS.		IF LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Inches.	Inches.					Diam.	Spacing cr. to cr.	Breadth.	Thickness.	Breadth.	For what Length.
	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Ft.
FLAT PLATE KEEL..... (If Bar Keel, state Riveting.)	51	23	17	17	51	23	Double	6 3/4	1 1/8	4 1/2	Double 1/2 in. rivets	1 1/8	4	26	17 1/8			
GARBOARD OF A STRAKE	59	20	17	17	59	20	"	6	1	3 3/4	"	1	4			14	"	
State actual thickness in way of Double Bottom.	65 1/2	17	13	13	65 1/2	17	"	6	1	3 3/4	"	1	4			14	"	
B	60	17	13	13	60	17	"	6	1	3 3/4	"	1	4			14	"	
C	60	17	13	13	60	17	"	6	1	3 3/4	"	1	4			14	"	
D	60	17	13	13	60	17	"	6	1	3 3/4	"	1	4			14	"	
E	66	17	13	13	66	17	"	6 3/4	1 1/8	4 1/2	"	1	4			14	"	
F	65	18	13	13	65	18	"	6	1	3 3/4	"	1	4			14	"	
G	69	17	13	13	69	17	"	6	1	3 3/4	"	1	4			14	"	
H	63	18	13	13	63	18	"	6	1	3 3/4	"	1	4			14	"	
I	67	17	13	13	67	17	"	6 3/4	1 1/8	4 1/2	"	1	4			14	"	
J	65	17	13	13	65	17	"	6	1	3 3/4	"	1	4			14	"	
K	65	17	13	13	65	17	"	6	1	3 3/4	"	1	4			14	"	
L	67	17	13	13	67	17	"	6 3/4	1 1/8	4 1/2	"	1	4			14	"	
M	62	17	13	13	62	17	"	6	1	3 3/4	"	1	4			14	"	

[illegible]

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

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 plates 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)? ☒ State results of tests ☒

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

General Remarks (State quality of workmanship, &c.) *The midship section and Profile, showing the scantlings and general arrangements of this unclassified vessel, were approved for the 100 A1 Shellin Bk Class. These Plans have now been verified from the vessel and found correct. The shell plating being drilled where considered necessary; a number of ribs have been cut out from various parts, and these were found good. The holes fair and well countersunk; no information as to the testing of the Hull could be ascertained. The material and workmanship are good.*

The vessel holds the B.T. Passenger Certificate

James Bradley
W. Gordon Hay

The Surveyor should state the Number of Report and Name of any Sister Vessel.

The amount of Entry Fee £ 150 : 0 : 0
 Special Survey Fee £ x : :
 Travelling Expenses, if any £ : : :

Fees applied for, 19 MAR 1915
 Received by me, 24 MAR 1915

Certificate to be sent to *Wm. Laid*
 Date of issue *29 MAR 1915*
*59 Rutland Square
 E.C. 4
 Complete entry in*

State whether the Vessel has been built under Special Survey *no*
 I am of opinion this Vessel should be Classed *100 A1 Superb etc*
 With, or without Freeboard, as condition of Class *assigned by B.T. 8.8 1/2 below 44 ft* Surveyor to Lloyd's Register of British and Foreign Shipping.

Samuel Bradley

Committee's Minute
 19 MAR 1915

Character assigned See report attached.

