Spar, ~~or Awning Dk.~~ ~~IRON OR~~ STEEL STEAMER.

No. 102VV

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

MON. 21 AUG 1905

Port of Newcastle — Date of completion of Report 19th August 1905 — Received at London Office

Survey held at Newcastle — Date, First Survey 1905 January 23rd — Last Survey August 16th 1906

On the Steel Screw "Teesbridge" — Rig schooner

TONNAGE under Tonnage Deck ... 3604·76
Do. between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk.
Total under Upper Dk. 24·22
Do. of Poop 48·63
78·62
ays 43·67
60·73
3897·63
78·77
60·73
3758·13
1247·24
25·97
+ 60·73
2545·65

SPAR, ~~AWNING OR PART AWNING~~-DECKED VESSEL,
~~or a Vessel having a continuous Shade Deck.~~

CLASS * 100 A1 Spar deck with freeboard

	Feet.
Half Breadth (*moulded*)	23·42
Depth *from upper part of keel to top of Main Deck Beams*	23·83
Girth *of Half Midship Frame (as per Rule)*	42·67
1st Number	89·92
Length	338·17
2nd Number	30408
Proportions—*Breadths to Length*	7·2
Depths to Length—Main Deck to top of Keel	14·1

Destined Voyage

Master

Year of Appointment (1) *As Master in service of owner of present vessel*:—18 (2) *As Master of this vessel* 18

Built at Newcastle

When built 1905, *Launched* June 17th 1905

By whom built Robert Stephenson & Co

Owners The North of England Steamship Co. Ltd.

Managers Thos Crosby Mgrs & Secs

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

Residence West Hartlepool

Port belonging to West Hartlepool

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

Feet.	Inches.		Feet.	Inches.		Feet.	Inches.		Horse.	
338	2	**BREADTH**— Moulded .	46	10	**DEPTH,** top of Floors to Spar or Awn. Dk. Beams	27	4	Power of Engines		No. of Decks with flat laid one
					Do. do. Main Deck Beams	20	1			No. of Tiers of Beams two

Register, Length 340·6 breadth 47·3 depth. { 27·3 Spar or Awn. Dk. / Main Deck. } Moulded depth, ft. 22 ins. 10 To Main Dk. Round up of Beam, Main Dk. 9 ins.

FRAMING.

	Inches in Ship.	Inches in Ship.	16ths or 20ths in Ship.	Inches per Rule Or as	Inches per Rule Approved.	16ths or 20ths per Rule Approved.
~~L, E~~ or L Bars, for ⅜ length	10	3½	13	10	3½	13
nd	..	..	12	..	..	12
de Bottoms at Solid Floors ..	Plating and floors					
,, at intermdt. Bkts.						
from moulding edge to fore and aft		28			28	
E, Angles						
depth of girder		10			10	
l thickness of Floor Plate for ⅜ length amidships						
gines and Boilers						
he ends of vessel						
e half-bdth. as per Rule ..						
led at the Bilges						
ETS, in Cell Dble Bottoms			10			10
Distance apart		28			28	
in Double bottom, depth	42		10	42		10
Angles, Top	4	4	9	4	4	9
,, Bottom	4½	4½	11	4½	4½	11
umber and thickness	one		9	one		9
	3½	3½	8	3½	3½	8
depth (exclusive of flange)	36		10	36		10
	4	4	9	4	4	9
PLATING, breadth and **Middle Line Strake,**	36		10	36		10
ss in Engine and Boiler space	E 8/16	B	10/16	E 8/16	B	10/16
Remainder in Holds	9/8	to 8	8/7	9/8	to 8	7
~~ynning Deck,~~ Single Angle, ~~Plate or Tee Bulb~~	9	3½	11	9	3½	11
r edge						
		28			28	
~~eck,~~ Single Angle, Bulb or Tee Bulb	12	6½	15	12	6½	15
r edge						
		56			56	
eck, Single Angle, Bulb or Tee Bulb						
r edge						
Orlop, Plate or Tee Bulb ..						
r edge						
~~k,~~ Angle, Bulb Angle, Plate	6	3	8	6	3	8
upper edge						
ace		28			28	
~~ck,~~ Angle, Bulb Angle, ~~Plate~~	6½	3	10	6½	3	10
upper edge						
ace		28			28	
castle Deck, Angle, Bulb Angle, or Tee Bulb	6½	3	10	6½	3	10
,, Angles on upper edge						
,, Average space		28			28	
PILLARS, In 'tween Deck, size and spacing	Centre line BH'd on plans approved					
,, ,, **Hold** ,, ,,						
,, **Quarter, 'tween Dks.,** ,, ,,						
,, ,, **in Hold** ,, ,,						
WEB-FRAMES, In Fore Body, No. and spacing						
,, ,, ,, brdth. & thicknss						
,, No. of Side Stringers ,, ,,						
WEB FRAMES, In E. & R. Space, No. & spacing	one			one		
,, ,, ,, brdth. & thickness	30		10	30		10
WEB FRAMES, In After Body, No. and spacing						
,, ,, ,, brdth. & thicknss						
,, No. of Side Stringers ,, ,,						
,, Size of Angles or Tee Bars to **Web Frames**						
BRACKET PLATES to Stringers between Web Frames, depth and thickness						

FORGINGS AND CASTINGS.

	Inches in Ship.	Inches per Rule. Or as Approved.
~~**KEEL, Bar or Side Plates,** depth and thickness~~	11 × 2¾	11 × 2¾
STEM, moulding and thickness	11 × 6½	11 × 6½
STERN-POST for Rudder do. do.	10	10
,, ,, for Propeller		
MAIN PIECE of **Rudder,** diameter at head ..	9"	9"
do. at heel ..	6¾	6¾

RUDDER, how constructed Single plate

Can the Rudder be unshipped afloat? Yes

KEELSONS AND STRINGERS.

	Inches in Ship.	Inches in Ship.	16ths or 20ths in Ship.	Inches per Rule Or as	Inches per Rule Approved.	16ths or 20ths per Rule Approved.
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercostal Plate						
,, Rider Plate						
,, Bulb Plate to Intercostal Keelson						
,, Horizontal Plates on Floors						
,, Angles						
SIDE KEELSON, Angles						
,, Bulb or Plate above floors, for lng.						
,, Intercostal Plate, for length						
,, Attached to outside plating with Angle						
BILGE KEELSON, Angles						
,, Bulb or Plate above floors, for lng.						
,, Intercostal Plate, for length						
,, Attached to outside plating with Angle ..						
BILGE STRINGER Angles						
,, Bulb Plate, for length						
,, Intercostal Plate, for length						
,, Attached to outside plating with Angle ..						
SIDE STRINGERS Angles	6	4	12	6	4	12
,, Bulb or Intercostal Plate, for Iron lng.			8			8
,, Attached to outside plating with Angle	6	3½	8	6	3½	8
Spar, ~~or Awning Deck~~ Stringer Plates, breadth and thickness	50		11-8	50		11-8
,, Angle on ditto	4 × 4 ×		9	4 × 4 ×		9
,, Tie Plates, fore and aft, outside Hatchways						
,, Diagonal Tie Plates, No. of prs.						
,, Deck.* ~~Iron or~~ Steel, for Iron lng.			7/20			7/20
,, Wood Deck. Material & thickness						
Main Deck Stringer Plate, breadth & thickness	60		13-8	60		13-8
,, Angles on ditto, No. 2	4 × 4 ×		9	4 × 4 ×		9
,, ~~Tie Plates on Inner Bulkhead~~						
,, Tie Plates, outside Hatchways	6 × 4 ×		10	6 × 4 ×		10
,, Diagonal Tie Plates, No. of prs.						
,, Deck.* Iron or Steel, for lng.						
,, Wood Deck. Material & thickness						
Lower Deck Stringer Plates, br'dth & thickn's						
,, Angles on ditto, No.						
,, Tie Plates, outside Hatchways						
,, Deck.* Material and thickness						
Hold, or Orlop Stringer Plate, br'dth & thckn's						
,, Angles on ditto, No.						
,, Tie Plates, outside Hatchways						
,, Deck. Material and thickness						
Poop Deck Stringer Plate, breadth & thickness	37	6		37		6
,, Angles on ditto	3½ × 3½ ×	8		3½ × 3½ ×		8
,, Tie Plates			6/20			6/20
,, Deck. Material and thickness Steel						
Bridge Deck Stringer Plate, br'dth & thickness	48	7		48		7
,, Angle on ditto	3½ × 3½ ×	9		3½ × 3½ ×		9
,, Tie Plates			6/20			6/20
,, Deck. Material and thickness Steel						
Forecastle Deck Stringer Plate, b'dth & th'kns	36 ×	6		36 ×		6
,, Angle on ditto	3½ × 3½ ×	8		3½ × 3½ ×		8
,, Tie Plates						
,, Deck. Material and thickness Steel	5/20	2½ P.P.		5/20	2½ P.P.	

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

BULKHEADS.

	Number. In Vessel.	Number. Per Rule.	Thickness. 16ths or 20ths.	STIFFENERS. Horizontal. Inches.	STIFFENERS. Vertical. Inches.	STIFFENERS. Spacing Inches.	Single or Double Frames.	Height up.
W. T. BULKHEADS	6	6	7-6	10·3½·13	7½·3·11	48	Single	Spar Dk
PARTITION ,,				Fore Hold	5½ × 3 × 10	66"	do	do
LONGITUDINAL ,,	1		5/16	After ,,	4½ × 3 × 9	,,	,,	,,

Are the outside Plates doubled two spaces of Frames in length? 15" each end

Form No. 1C.

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PLATING. / RIVETING.

STRAKES.	As in Ship: Amidship Breadth (Inches)	Amidship Thickness (16ths or 20ths)	Forward Thickness	Aft Thickness	Per Rule or as Approved: Amidship Breadth (Inches)	Amidship Thickness	Edges: Single or Double	Breadth of Lap (Inches)	Rivets Diam. (Inches)	Rivets Spacing cr. to cr. (Inches)	Butts: Double or Treble and for what Length	Rivets Diam. (Inches)	Rivets Spacing cr. to cr. (Inches)	Straps Breadth (Inches)	Straps Thickness (Inches)	If Lapped Breadth (Inches)	For what Length (Feet)
Flat Plate Keel (If Bar Keel, state Riveting)	48✓	20✓	13✓	13✓	48	20	Double	6	1	4	Treble	1	3½	19	14+13/20	✓	full
Garboard or A Strake	46✓	14✓	12✓	12✓	46	14	"	"	"	"	"	"	"	✓	✓	10½	"
B		12✓	12✓	9✓		12	"	5¼	7/8	3½	"	7/8	3⅛	✓	✓	9	"
C		12✓	12✓	9✓		12	"	"	"	"	"	"	"	✓	✓	"	"
D		12✓	10✓	10✓		12	"	"	"	"	"	"	"	✓	✓	"	"
E		13✓	10✓	10✓		13	"	"	"	"	"	"	"	✓	✓	"	"
F		13✓	10✓	10✓		13	"	"	"	"	"	"	"	✓	✓	"	"
G		13✓	10✓	10✓		13	"	"	"	"	"	"	"	✓	✓	"	"
H		13✓	10✓	10✓		13	"	"	"	"	"	"	"	✓	✓	"	"
J		12✓	10✓	10✓		12	"	"	"	"	"	"	"	✓	✓	"	"
K		12✓	10✓	10✓		12	"	"	"	"	"	"	"	✓	✓	"	"
L		12✓	10✓	10✓		12	"	"	"	"	"	"	"	✓	✓	"	"
M✓ (main sheer)	44	13✓	10✓	10✓		13	"	"	"	"	"	"	"	✓	✓	"	"
N	✓	12✓	9✓	9✓		12	"	6	1	4	"	"	"	✓	✓	"	"
Sheer O✓ (spar)	40	15✓	10✓	10✓	40	15	"				"	1	3½	✓	✓	10½	"
P																	
Q																	
Doubling of Flat Plate Keel	✓																
Length and thickness of Bilges	✓																
Length and thickness of Sheerstrakes	For 20 ft at Bridge ends																
Length and thickness of Strake below	✓																
Poop Sides	7/20✓																
Bridge Sides	7+8/20✓																
Forecastle Sides	7/20✓																

State actual thickness in way of Double Bottom.

Butts: Quadruple where over rule limits

This is correct as letter

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.? Siemens-Martin
J Spencer & Sons
Palmer Shipbuilding & Iron Co
Consett Iron Co

Spar or Awning Stringer Plate { **Butts,** ~~treble~~ quad riveted for half length amidship. **Straps,** ~~single, double or~~ overlapped for full length amidship.
Main Stringer Plate { **Butts,** treble riveted for full length amidship. **Straps,** ~~single, double or~~ overlapped for full length amidship.
Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted? treble
Inner Bottom Plating, riveting of **Edges** Double & Single **Butts** double
Centre Girder Butts, treble riveted **Keelson Butts,** treble riveted.
Frames, riveted through Plates with 7/8 in. Rivets, about 6 apart.
Rivets, state whether Iron or Steel Iron

FRAMES extend in one length from Tank side to gunwale
REVERSED FRAMES on floors and frames extend from Bulb-angle frames

MASTS, SPARS, &c.

Lower Masts	Material.	Total Length	Diameter and Thickness: At Partners.	Heel.	Hounds.	Head.	No. of Plates in round.	Angles: Number.	Size.	Riveting: Seams.	Butts.
Fore	Steel	50-3	22 x 7/20	22 x 7/20	✓	17 x 6	Two	✓	✓	single	treble
Main	"	"	"	"	✓	"	"	✓	✓	"	"
Mizen											

Bowsprit ✓
Topmasts, Yards and Remainder of **Spars** P Pine
Rigging, Material and Size, **Shrouds** 3½ gal steel wire **Stays** 4½ gal steel wire
Sails. one Suit of fore-&-aft Sails, and the following spare sails ✓

EQUIPMENT No. 37120✓ LETTER W new Table, ANCHORS.

Number of Certificate.	Anchors.	Weight, Ex. Stock Cwts.	qrs.	lbs.	Weight of Stock Cwts.	qrs.	lbs.	Test, per Certificate Tons.	cwts.	qrs.	lbs.	Weight Req. by Rule Cwts.	qrs.	lbs.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
27683	1st Bower	53	1	14	✓	✓	✓	44	8	3	0	52	2	0	Sykes Brittania	Sykes & Son	Tipton 22/3/05 Perrins
53520	2nd	51	3	21	✓	✓	✓	43	12	2	0	52	2	0	do. do	do.	do 30/3/05 do.
27682	3rd	45	0	7	✓	✓	✓	39	5	0	0	44	2	0	do. do	do	do 22/3/05 do.
	Collective weight	150	1	14								149	2	0			
5003	Stream	14	0	7	3	2	7	15	14	0	0	14	0	0	Common	Brown Lenox	Cff 8/3/05 Perrins
5004	Kedge	6	0	7	1	2	7	8	6	0	0	6	0	0	do	do	do. do. do.
	2nd Kedge																

If Patent state Name of Patentee.

CHAIN CABLES.

Number of Certificate.	Fathoms.	Size.	Test per Certificate. Tons.	Weight of Chain Cable: Supplied.	Per Rule.	Fathoms and Size Per Rule.	Description.	Makers of Cables.	When and where tested, and Superintendent.
4375	270	2 1/16	76.5 / 107.1	57.3.3.21	57.3.2.14	270 x 2 1/16	Stud	Brown Lenox & Co	Cff 6/3/05 Perrin
Iron Stream Chain or Steel Wire	90	4½	39 (as letter)			90 x 4½			

HAWSERS AND WARPS.

Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size Per Rule.
Towline	120	4½	39	120 x 4½
Hawser	90	3½	22	360 x 7
Warp	360	7	✓	

Boats Three good boats
Pumps, Number One Downton Diameter of Barrel and Tail Pipe 5½ & 2½
Windlass is driven by steam **Capstan** –
Engine Room Skylights.—How constructed? Steel plates
What arrangements for deadlights in bad weather? Steel flaps
Coal Bunker Openings.—How constructed? Steel coamings How are lids secured? Covers & battens Height above deck? 11"
Number of **Scuppers,** and number and dimensions of **Freeing Ports, &c.** 6 scuppers & 6 freeing ports on each side
Ceiling in Holds, thickness and material 2½ W Pine under hatches **Ceiling 'tween Decks,** thickness and material 2" W Pine
Cargo Hatchways.—How formed? Steel coamings **Hatches,** If strong and efficient? Yes
State size **No. 1 Hatch** (Forward) 23-4 x 16-0 **No. 2 Hatch** 25-8 x 16-0 **No. 3 Hatch** 25-8 x 16-0 **No. 4 Hatch** 25-8 x 16-0
Number of **Web Plates, Shifting Beams** and **Fore** and **Afters** to each Hatch Four cross webs in each hatchway No fore-&-afters
No. of Breasthooks 5 **No. of Crutches** deep floors
Bulwarks, height above deck and description 42 x 5/20 Main Rail, material and size 7" bulb angle

The above is a correct description.
Builder's Signature (here only). ROBERT STEPHENSON & CO., LIMITED. [signature]
Surveyor's Signature A Campbell Holms.
Surveyor to Lloyd's Register of British & Foreign Shipping.

Form No. 1C.

Correspondence.—State dates and initials of letters respecting this case (*Reference should be made to any correspondence connected with this case*) M 19th Dec 1904 Eyt Jan 1905

Workmanship. Are the butts of plating planed or otherwise fitted? Overlapped
Is the riveted work properly closed? Yes
Are the liners between the frames and plates and angle 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? No
Are the butts of Plating, Stringers, &c., properly shifted and strapped? Yes

General Remarks (State quality of workmanship, &c.)
This vessel has been built in accordance with the approved plans, the Secretary's letters of the above dates, & otherwise in conformity with the Society's rules. The material & workmanship are good throughout. The decks & tunnel have been satisfactorily tested. The vessel is a duplicate of the S.S. "Lydford" report No 48774.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 26 ft., R.Q.D. or Break ✓ ft., Bridge Dk. 93 ft., F'castle 33 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) Spar Dk (stl) 2 tr B. & deep frames
Official No. ; Signal Letters
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 Cellular

Where fitted.	Length. Feet.	Water Capacity. Tons.	Where fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	110	265	Fore peak tank,	✓	✓
Double bottom, forward,	138	345	After peak tank,	18	181
Double bottom, under Engines and Boilers,	42	129	Midship deep tank,	✓	✓
Double bottom, if under Engines only,	✓	739	Other tanks, if fitted,	✓	✓
Double bottom, if under Boilers only,	✓		(If necessary, furnish further information by sketch.)		

State whether the above have been tested as required by the Rules Yes

Order for Special Survey No. 3656 Date 20th December 1904
Order for Ordinary Survey No. Date
No. 90 in builder's yard.

Dates of Surveys held while building as per Section 18.
1st. On the several parts of the frame, when in place, and before the plating was wrought
2nd. On the plating during the process of riveting
3rd. When the beams were in and fastened, and before the decks were laid
4th. When the ship was complete, and before the plating was finally coated or cemented
5th. After the ship was launched and equipped

1905 Jan. 23.25.26.30. Feb. 1.3.7.9.16.20.22.23.28. March 2.6.7.14.29. April 4.10.12.19.26 May 8.9.11.15.16.19.26.30. June 1.6.13.16.23. July 6.7.19.26. Aug 8.10.14.15.

Total No. of Visits XV.

The amount of Entry Fee £5 : :
Special Survey Fee £118 : 19 :
Travelling Expenses, if any £ : :
Fees applied for, 19 AUG 1905 Received by me, 23.8.1905 [initials] 24.8.05
Certificate to be sent to Newcastle

I am of opinion this Vessel should be Classed 100 A1 "Spar deck" A Campbell Holms.
With, ~~or without~~ Freeboard, as condition of Class
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUES. 22 AUG 1905
Character assigned 100 A1
Spar dk with fbd 5 6 1½

note Lloyds A&CP +LMC 8.05
[illegible]

The Surveyors are requested not to write on or below the Committee's Minute.

Certificates Issued. 24/8/05

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W621-0044