

1 or 2 Dks., R.Q.Dk.,
and Pt. Awning Dk.

IRON OR STEEL STEAMER.

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

246.
No. 14,036

TUES. JUL 2 1901

Date of completion of Report *11th June 1900*
Date, First Survey *Oct. 29th 1900*

Port of *Hull*

Last Survey *May 29th 1901*

Rig *Sloop*

Survey held at *Hessle*

On the *S.S. Pioneer*

TONNAGE under
Tonnage Deck...

Do. of Poop

Do. of Raised Qr.

Do. of Break...

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

Less Crew Space

Less above Crown of

Engine Room

TONNAGE FOR FEES

Less Engine Room

Navigation Spaces

ONE OR TWO DECKED VESSEL.

CLASS *100 A*

Master *C. Eastwood*

Year of appointment

Built at *Hessle*

When built *1901* Launched *23rd Mar.*

By whom built *Henry Searr*

Owners *Wetherall's Shipping Co. (Lim.)*

Managers *J.H. Wetherall & Co*

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

Residence *Hooke*

Port belonging to *Hooke*

Destined Voyage *Coasting*

Surveyed while Building *Afloat, or in Dry Dock*

LENGTH on Deck as	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Feet.	Inches.	No. of Decks with Flat laid
per Rule	95	—	Moulded	17	6	Top of Floors to top of Main Deck Beams	7	7	One
Dimensions of Ship per Register, Length,	96.5	breadth,	17.8	depth,	7.5	Moulded Depth,	8	ft. 0 1/2	Round of Beam, Actual 4 1/2 ins.

FRAMING.	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or a	Inches per Rule per Rule	20ths per Rule
NAME, Angles, <i>E or L</i> Bars, for $\frac{1}{2}$ length amidships	2 1/2	2 1/2	5	2 1/2	2 1/2	5
Do. for $\frac{1}{2}$ at each end	2 1/2	2 1/2	5	2 1/2	2 1/2	5
Do. in way of Double Bottoms at Solid Floors.	—	—	—	—	—	—
Do. at intermdt. Bkts.	—	—	—	—	—	—
acing of Frames from centre to centre	24	24	5	24	24	5
VERSED FRAME, Angles	24	24	5	24	24	5
EP FRAMING, depth of girder	10	5	9 1/2	5	—	—
DOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships	—	—	—	—	—	—
Do. in way of Engines and Boilers	—	—	—	—	—	—
thickness at the ends of vessel	—	—	—	—	—	—
depth at $\frac{1}{2}$ the half breadth, as per Rule	19	7	—	19	4 3/4	5
height extended at the Bilges	—	—	—	—	—	—
DOORS & BRACKETS, in Cell Dble Bottoms state if flanged (top & bottom)	—	—	—	—	—	—
Spacing	—	—	—	—	—	—
ENTRE GIRDER, in Double Bottom, depth and thickness	—	—	—	—	—	—
Angles, Top	—	—	—	—	—	—
Bottom	—	—	—	—	—	—
DE GIRDERS, lumber on each side & thickness state if flanged (top & bottom)	—	—	—	—	—	—
Angles	—	—	—	—	—	—
MARGIN PLATE, depth (exclusive of flange) and thickness	—	—	—	—	—	—
Angles to Outside Plating	—	—	—	—	—	—
Floors	—	—	—	—	—	—
Height of Floors at the Bilges	—	—	—	—	—	—
NER BOTTOM PLATING, breadth and thickness of Middle Line Strake	—	—	—	—	—	—
thickness in Engine and Boiler space	—	—	—	—	—	—
Remainder in Holds	3	2 1/2	6	3	2 1/2	6
AMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	—	—	—	—	—	—
Angles on Upper Edge	—	—	—	—	—	—
Spacing	20	—	—	20	—	—
AMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	—	—	—	—	—	—
Angles on Upper Edge	—	—	—	—	—	—
Spacing	—	—	—	—	—	—
AMS, Hold, Plate or Tee Bulb	—	—	—	—	—	—
Angles on Upper Edge	—	—	—	—	—	—
Spacing	—	—	—	—	—	—
AMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	—	—	—	—	—	—
Angles on Upper Edge	—	—	—	—	—	—
Spacing	—	—	—	—	—	—
AMS, Bridge or Pt. Awning Deck, Angle, Bulb Angle Plate, or Tee Bulb	—	—	—	—	—	—
Angles on Upper Edge	—	—	—	—	—	—
Spacing	—	—	—	—	—	—
AMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	—	—	—	—	—	—
Angles on Upper Edge	—	—	—	—	—	—
Spacing	—	—	—	—	—	—
LLARS, In 'tween Decks, Size and Spacing	—	—	—	—	—	—
Hold	24	40	—	24	40	—
Quarter, 'tween Dks.,	—	—	—	—	—	—
in Hold	—	—	—	—	—	—
EB FRAMES, In Fore Body, No. and Spacing	—	—	—	—	—	—
Brdth. & Thickness	12	—	—	12	—	—
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 Angles or Tee Bars to Web Frames	2 1/2	2 1/2	5	2 1/2	2 1/2	5
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness	—	—	—	—	—	—

FORGINGS AND CASTINGS.	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule per Rule	20ths per Rule
KEEL, Bar or Side Plates depth and thickness	8 x 1 1/2	5 1/2 x 1 1/2	—	—	—	—
STEM, moulding and thickness	5 1/2 x 2 1/2	5 1/2 x 2 1/2	—	—	—	—
STERN-POST for Rudder do. do.	5 1/2 x 2 1/2	5 1/2 x 2 1/2	—	—	—	—
for Propeller	3 1/2	3 1/2	—	—	—	—
MAIN PIECE of Rudder, diameter at head	2 1/2 x 2	2 1/2 x 2	—	—	—	—
do. at heel	—	—	—	—	—	—
RUDDER, how constructed <i>Forged and plated</i>	—	—	—	—	—	—
Can the Rudder be unshipped afloat? <i>Yes</i>	—	—	—	—	—	—
KEELSONS AND STRINGERS.	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule per Rule	20ths per Rule
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, Intercoastal Plate	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
Rider Plate	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
Bulb Plate to Intercoastal Keelson	—	—	—	—	—	—
Horizontal Plates on Floors	3	3	6	3	3	6
Angles	—	—	—	—	—	—
SIDE KEELSON, Angles	—	—	—	—	—	—
Bulb or Plate above floors for lng.	—	—	—	—	—	—
Intercoastal Plate for length	—	—	—	—	—	—
Attached to outside plating with Angle	5	3	7	5	3	7
BILGE KEELSON, Angles	5	3	7	5	3	7
Bulb or Plate above floors for lng.	—	—	—	—	—	—
Intercoastal Plate for length	—	—	—	—	—	—
Attached to outside plating with Angle	—	—	—	—	—	—
BILGE STRINGER Angles	—	—	—	—	—	—
Bulb Plate for length	—	—	—	—	—	—
Intercoastal Plate for length	—	—	—	—	—	—
Attached to outside plating with Angle	3	3	6	3	3	6
SIDE STRINGER Angles	—	—	—	—	—	—
Bulb or Intercoastal Plate for lng.	—	—	—	—	—	—
Attached to outside plating with Angle	—	—	—	—	—	—
Main and Raised Quarter Deck Stringer Plate, breadth and thickness	39	7.5	39	7.5	—	—
Angle on ditto	3 x 3	6	3 x 3	6	—	—
Tie Plates fore & aft, outside Hatchways	—	—	—	—	—	—
Diagonal Tie Plates on Bms., No. of Pairs	—	—	—	—	—	—
Main Dk* <i>Iron</i> Steel for <i>whole</i> lng.	—	—	—	—	—	—
R. Q. Dk* <i>Iron</i> Steel for <i>whole</i> lng.	—	—	—	—	—	—
Wood Deck, Material & thickness	—	—	—	—	—	—
Lower Deck Stringer Plate, breadth and thickness	—	—	—	—	—	—
Angles on ditto, No.	—	—	—	—	—	—
Tie Plates, outside Hatchways	—	—	—	—	—	—
Deck* Material and thickness	—	—	—	—	—	—
Hold Stringer Plate	—	—	—	—	—	—
Angles on ditto, No.	—	—	—	—	—	—
Poop Deck Stringer Plate, breadth & thickness	—	—	—	—	—	—
Angle on ditto	—	—	—	—	—	—
Tie Plates	—	—	—	—	—	—
Deck, Material and thickness	—	—	—	—	—	—
Bridge or Pt. Awning Deck Stringer Plate, breadth and thickness	—	—	—	—	—	—
Angle on ditto	—	—	—	—	—	—
Tie Plates	—	—	—	—	—	—
Deck, Material and thickness	—	—	—	—	—	—
Forecastle Deck Stringer Plate, brdth & thcknss	—	—	—	—	—	—
Angle on ditto	—	—	—	—	—	—
Tie Plates	—	—	—	—	—	—
Deck, Material and thickness	—	—	—	—	—	—

BULKHEADS.	Number.	Thickness.	Horizontal.	Vertical.	Single or Double Frames.	Height up.
W.T. BULKHEADS	3	3	5	2 1/2 x 2 1/2	48	2 1/2 x 2 1/2
PARTITION	—	—	—	—	—	—
LONGITUDINAL	—	—	—	—	—	—
Are the outside Plates doubled two spaces of Frames in length?	—	—	—	—	—	—
Are the Sluice Valves and Watertight Doors in efficient working order?	—	—	—	—	—	—

PLATING.										RIVETING.									
AS IN SHIP.					PER RULE OR AS APPROVED.					LOWER EDGES.					BUTTS.				
STRAKES.	AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		LOWER EDGES.		BUTTS.		BUTTS.		BUTTS.				
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Single or Double.	Breadth of Lap.	Diam.	Spacing or to or.	Breadth.	Thickness.	Breadth.	Thickness.			
FLAT PLATE KEEL (If Bar Keel, state Riveting)	30	8	8	8	30	8	30	8	Double	4 1/2	3/4	3 1/2	Double	5 1/2	2 1/2	1 1/2	Whole		
GARBOARD OR A STRAKE	34	6	6	6	34	6	34	6	Single	2 1/2	5/8	2 1/2	Double	5 1/2	2 1/2	1 1/2	Whole		
B	41	7	7	7	41	7	41	7	"	"	"	"	Double	5 1/2	2 1/2	1 1/2	Whole		
C	44	5	5	5	44	5	44	5	"	"	"	"	Double	5 1/2	2 1/2	1 1/2	Whole		
D	40	7	7	7	40	7	40	7	Double	3 1/2	"	"	Double	5 1/2	2 1/2	1 1/2	Whole		
E																			
F																			
G																			
H																			
J																			
K																			
L																			
M																			
N																			
O																			
P																			
DOUBLING OF FLAT PLATE KEEL																			
Length and thickness of Sheerstrakes.																			
Length and thickness of Strake below																			
POOP SIDES																			
RAISED QUARTER DECK SIDES																			
BRIDGE SIDES																			
FORECASTLE SIDES																			
LENGTHS OF PLATING																			
Manufacturer's name or trade mark of the Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Ties and Stringer Plates, outside Plating, &c. <i>Consett and Hoerder Mining Co. & Iron Works.</i>										Main Stringer Plate Butts, riveted for whole length amidship. Straps, single, double or overlapped for whole length amidship.									
Butts of Side Stringers, and Tie Plates, treble or double riveted?										Inner Bottom Plating, riveting of Edges Butts									
Centre Girder Butts, riveted Keelson Butts, treble riveted.										Frames, riveted through Plates with 5/8 in. Rivets, about 4 1/2 apart.									
Rivets, state whether of Iron or Steel <i>Iron</i>																			
Has the Steel been tested as required by the Rules <i>Yes.</i>																			
FRAMES extend in one length from <i>keel</i> to <i>deck</i> state if ordinary or joggled																			
REVERSED FRAMES on floors and frames extend from <i>middle line to side stringer</i> state if ordinary or joggled																			
<i>Double in C. & B. space.</i>																			
MASTS, SPARS, &c.																			
Material. Total length. At Partners. Heel. Hounds. Head. No. of Plates in round. ANGLES. Number. Size. Riveting. Seams. Butts.																			
LOWER MASTS. Fore <i>Pine pole mast.</i> Main <i>Pine.</i> Mizzen <i>Pine.</i>																			
Bowsprit <i>Pine.</i>																			
Topmasts, Vane and Remainder of Spars <i>Pine.</i>																			
Rigging, Material and Size, Shrouds <i>Wire 2 1/2</i> Stays <i>Wire 3 1/2</i>																			
Sails, <i>One</i> Suit of Sails and the following spare sails																			
EQUIPMENT No. <i>3233</i> LETTER <i>A</i> ANCHORS. TONNAGE FOR TRAWLERS <i>U.D.K.</i>																			
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.																			
21949 1st Bower 4 3 - <i>Stockless</i> 7 2 2 - <i>Saylor's</i> <i>Not stated</i> <i>15th March 1901</i>																			
21950 2nd " 4 2 21 " 7 - - - <i>Wrought Iron</i> <i>C. S. Ferrins.</i>																			
3rd " 4 1 21 " 8 3 - <i>Common</i>																			
Collection weight <i>3 26 including Stock</i>																			
Stream <i>2 20</i>																			
Kedge <i>do</i>																			
CHAIN CABLES. HAWERS AND WARPS.																			
Number of Certificate. Fathoms. Size. Test per Certificate. Weight of Cable. Fathoms and Size per Table 22. Description. Makers of Cables. When and where tested and Superintendent. Material. Fathoms. Size. Breaking Test of Steel Wire Towline. Fathoms and Size per Table 22.																			
21879 60 1/2 1/16 12-10-0-0 16-0-20 120-4/8 <i>Steel</i> <i>not stated</i> <i>Tipton</i> <i>1/10/01</i> <i>T.C. Paul</i> <i>TOWLINE</i> <i>Wire</i> <i>75</i> <i>2 1/2</i> <i>12 1/2</i> <i>75-5 1/2</i> <i>4 1/2</i>																			
21880 60 1/2 1/16 - do - 16-0-5 29-0-14 <i>HAWSER</i> <i>Hemp</i> <i>90</i> <i>4</i> <i>90-3</i>																			
Stream <i>60</i> <i>2</i> <i>7</i> <i>22-0-2 1/2</i> <i>45-2</i> <i>WARP</i>																			
Boats <i>One</i>																			
Pumps, Number <i>Two</i> Diameter of Barrel <i>4 1/2</i> <i>4 1/2</i> State whether they are in efficient working order <i>Yes</i>																			
Windlass <i>Iron patent.</i> Capstan																			
Engine Room Skylights. How constructed? <i>Leak on steel coverings</i>																			
What arrangements for deadlights in bad weather? <i>Bull's eyes in leak shutters.</i>																			
Coal Bunker Openings. How constructed? <i>Cast iron bunnies.</i> How are lids secured? <i>Bayonet fitting</i> Height above deck? <i>Nil.</i>																			
Number of Scuppers, and number and dimensions of Freeing Ports, &c. <i>On each side, 3 scuppers, 3 ports 24x15 and one 24x18</i>																			
Ceiling in Holds, thickness and material <i>2 1/2" B. pine</i> Ceiling 'tween Decks, thickness and material <i>6x2 Sparling</i>																			
Cargo Hatchways. How formed? <i>Of plates and angles.</i> Hatches. If strong and efficient? <i>Solid 2 1/2"</i>																			
State size No. 1 Hatch (Forward) <i>4-9x4-9x21</i> No. 2 Hatch <i>29-10x11-0x33</i> No. 3 Hatch <i>No. 4 Hatch</i>																			
Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch <i>En 4-2, two deep web plates and 3 fore & afters.</i>																			
No. of Breasthooks <i>Three</i> No. of Crutches <i>Two</i>																			
Bulwarks, height above deck and description <i>2-9" Steel plating</i> Main Rail and Stays, material and size <i>4x2 1/2" Patent section.</i>																			
The above is a correct description. <i>Stays, built 6x4 1/2"</i>																			
Builder's Signature (here only) <i>Harry Scarr</i> Surveyor's Signature <i>J. Thomson</i> <i>Thos. Shaw</i>																			
Surveyor to Lloyd's Register of British and Foreign Shipping.																			

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case) *3rd Oct. 1900. M.*

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 facing surfaces? *Yes.*

Do any rivets break into or through the seams or butts of the 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.*

General Remarks (State quality of workmanship, &c.) *The workmanship throughout is good.*

This vessel is built in accordance with the approved midship section and longitudinal plan forwarded to London on 5th June 1901, the Secretary's letter referred to above, and in general conformity with the Rules for the Class contemplated.

This vessel has left here for Newcastle, where the top of boiler casings is to be completed, and the chain cables, stream and kedge anchors are to be supplied. The Class recommended is subject to this being done.

Newcastle-on-Tyne June 20th 1901, The top of Boiler Casings has been satisfactorily completed, the Chain Cable, Stream & Kedge Anchors placed on board & the Freeboard marks painted on Vessel's Side checked. T.P.

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 *32* ft., Bridge Dk. *✓* ft., F'castle *✓* ft. (in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. 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 Pl. (Steel)*

Official No. *114,031*; Signal Letters.

How are the surfaces preserved from oxidation? Inside *By cement and paint.* Outside *By paint.*

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

Where fitted.	*Length. Feet.	Water Capacity. Tons.	Where fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank, <i>4 forward</i>	<i>14 1/2</i>	<i>10</i>
Double bottom, under Engines and Boilers,			After peak tank,		
Double bottom, if under Engines only,			Midship deep tank,		
Double bottom, if under Boilers only,			Other tanks, if fitted,		
Double bottom, forward,			(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. *1146*

Date *19/10/00*

No. *123* in builder's yard

Dates of Surveys held while building *1900-0-12-19. Nov 7-22. Dec 3-14. 1901- Jan 4-17-31. Feb 12-27. Mar 22- Apr 9 May 10-29*

Nov. 1901 June 13/14-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-31

Total No. of Visits *14*

The amount of Entry Fee *£ 1 : : : 5/6/1901*

Special *7 : : : 6/6/1901*

Travelling Expenses, if any *£ : : : 6/6/1901*

State whether the Vessel has been built under Special Survey *Yes*

I am of opinion this Vessel should be Classed *100 A 1*

With or without Freeboard, as condition of Class

Committee's Minute *FRI. JUL 5 1901*

Character assigned *100 A 1 Steel*

2 Lord a o c p

+ 2 Linc 6,01

Thos. Shaw

Surveyor to Lloyd's Register of British and Foreign Shipping.

Builder's Certificate *1901*

W637-0232-2