

Spar, or Awning Dk.

IRON OR STEEL STEAMER.

No. 7165

MON. SEP 24 1906

Port of *Antwerp* Date of completion of Report *September 21st '06* Received at London Office
Survey held at *Antwerp* Date, First Survey *October 4th 1903* Last Survey *September 14th 1906*
On the *S.S. "WITIAZ"* Rig *Schooner.*

TONNAGE under
Tonnage Deck...
Do. between Tonnage Dk.
and 3rd, 4th, Spar or
Awning Dk. *Shay*
Total under Upper Dk. *1459.61*
Do. of Poop *97.14*
Do. of Bridge House *53.9*
Do. of Forecastle *35.00*
Do. of Houses on Deck *21.00*
Do. of excess of Hatchways *1.47*
Do. above Crown of
Engine Room...
Gross Tonnage *1619.61*
Less Crew Space...
Less above Crown of
Engine Room...
TONNAGE FOR FEES...
Less Engine Room...
Less Navigation Spaces...
Tonnage *443.90*
Register Tonnage
as cut on Beam... *1059.72*

SPAR, AWNING OR PART AWNING-DECKED VESSEL,

CLASS *100 A.1. Spar 58 (with 264)*

Half Breadth (moulded) *18.0*
Depth from upper part of keel to top of Main Deck Beams *16.75*
Girth of Half Midship Frame (as per Rule) *31.25*
1st Number *66.00*
Length *262.58*
2nd Number *17330*
Proportions—Breadths to Length *7.29*
Depths to Length—Main Deck to top of Keel *15.67*

Master *Markewitz -03*
Year of Appointment *1903*
Built at *Antwerpen near Antwerp*
When built *1906* Launched *June 16th '06.*
By whom built *John Cockerill Soc. anonymous*
Owners *Soc. Russe d'Assurance et de Transport*
Managers
(Where necessary to be entered in Reg. Book.)
Residence *Saint Petersburg*
Port belonging to *Odessa*

Destined Voyage *Odessa*If Surveyed while Building, Afloat, or in Dry Dock *Building*

LENGTH on Deck Feet. Inches. BREADTH—Feet. Inches. DEPTH, top of Floors to Spar on Dk. Beams Feet. Inches. Power of Horse. No. of Decks with flat laid
as per Rule. *262* *7* Moulded. *36* *0* Do. do. Main Deck Beams *21* *15* Engines *10* No. of Tiers of Beams *Two*
Dimensions of Ship per Register, Length *262* breadth *36* depth *20.8* Spar on Dk. Moulded depth, ft. *16* ins. - To Main Dk. Round up of } *9* ins.
Main Deck.

FRAMING.		Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as	Inches per Rule As Approv.	20ths per Rule ved.
FRAME, Angle Bars, for $\frac{1}{2}$ length amidships		4	3	8	4	3	8
Do. for $\frac{1}{2}$ at each end		4	3	7	4	3	7
Do. in way of Double Bottoms at Solid Floors		3	3	7-6	3	3	7-6
	at intermdt. Bkts.						
Distance of Frames from moulding edge to moulding edge, all fore and aft			23"			23"	
REVERSED FRAME, Angles		Cellular double bottom.					
DEEP FRAMING, depth of girder							
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships							
" in way of Engines and Boilers							
" thickness at the ends of vessel							
" depth at $\frac{1}{2}$ the half-bdth. as per Rule							
" height extended at the Bilges							
FLOORS & PLATING, in Cell Dble Bottoms							
	Distance apart						
CENTRE GIRDER, in Double bottom, depth and thickness							
" Angles, Top							
" Bottom							
SIDE GIRDERS, number and thickness							
" Angles							
MARGIN PLATE, depth (exclusive of flange) and thickness							
" Angles							
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake							
" thickness in Engine and Boiler space							
Remainder in Holds							
BEAMS, Spar on Deck, Single Angle, Bulb, Angle, Plate or Tee Bulb							
" Angles on upper edge							
" Average space							
BEAMS, Main Deck, Single Angle, Bulb, Angle, Plate or Tee Bulb							
" Angles on upper edge							
" Average space							
BEAMS, Lower Deck, Single Angle, Bulb, Angle, Plate or Tee Bulb							
" Angles on upper edge							
" Average space							
BEAMS, Hold, or Orlop, Plate or Tee Bulb							
" Angles on upper edge							
" Average space							
BEAMS, Poop Deck, Angle, Bulb, Angle, Plate or Tee Bulb							
" Angles on upper edge							
" Average space							
BEAMS, Bridge Deck, Angle, Bulb, Angle, Plate or Tee Bulb							
" Angles on upper edge							
" Average space							
BEAMS, Forecastle Deck, Angle, Bulb, Angle, Plate or Tee Bulb							
" Angles on upper edge							
" Average space							
PILLARS, In tween Deck, size and spacing							
" Hold							
" Quarter, tween Dks., "							
" in Hold							
WEB FRAMES, In Fore Body, No. and spacing							
" breadth & thickness							
" No. of Side Stringers							
WEB FRAMES, In E. & B. Space, No. & spacing							
" breadth & thickness							
WEB FRAMES, In After Body, No. and spacing							
" breadth & thickness							
" No. of Side Stringers							
" Size of Angles on 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.	20ths per Rule Or as Approved.
KEEL, Bar or Side Plates, depth and thickness		<i>8 1/2 x 2 3/8</i>	<i>8 1/2 x 2 3/8</i>	
STEM, moulding and thickness		<i>8 1/2 x 5</i>	<i>8 1/2 x 5</i>	
STERN-POST for Rudder do. do.		<i>do.</i>	<i>do.</i>	
" for Propeller		<i>7 1/4</i>	<i>7 1/4</i>	
MAIN PIECE of Rudder, diameter at head do. at heel		<i>5 1/2</i>	<i>5 1/2</i>	
RUDDER, how constructed		<i>Single plate.</i>		
Can the Rudder be unshipped afloat?		<i>No.</i>		
KEELSONS AND STRINGERS.		Inches in Ship.	Inches per Rule Or as Approved.	20ths per Rule Or as Approved.
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate				
" Rider Plate				
" Bulb Plate to Intercoastal Keelson				
" Horizontal Plates on Floors				
" Angles				
SIDE KEELSON, Angles				
" Bulb or Plate above floors, for length				
" Intercoastal Plate, for length				
" Attached to outside plating with Angle				
BILGE KEELSON, Angles				
" Bulb or Plate above floors, for length				
" 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				
SIDE STRINGER Angles				
" Bulb or Intercoastal Plate, for length				
" Attached to outside plating with Angle				
Spar, or Awning Deck Stringer Plates, breadth and thickness		<i>44 x 9</i>	<i>44 x 9</i>	
" Angle on ditto		<i>4 x 4 x 9-8</i>	<i>4 x 4 x 9-8</i>	
" Tie Plates, fore and aft, outside Hatchways		<i>26 x 9</i>	<i>26 x 9</i>	
" Diagonal Tie Plates, No. of prs.				
" Deck, * Iron or Steel, for length				
" Wood Deck, Material & thickness		<i>3 1/2</i>	<i>3 1/2</i>	
Main Deck Stringer Plate, breadth & thickness		<i>29 x 10-8</i>	<i>29 x 10-8</i>	
" Angles on ditto, No.		<i>4 x 4 x 9-8</i>	<i>4 x 4 x 9-8</i>	
" Tie Plates, outside Hatchways				
" Diagonal Tie Plates, No. of prs.				
" Deck, * Iron or Steel, for length		<i>6/10</i>	<i>6/10</i>	
" Wood Deck, Material & thickness				
Lower Deck Stringer Plates, br'dth & thckn'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		<i>20 x 6</i>	<i>20 x 6</i>	
" Angles on ditto		<i>3 x 3 x 7</i>	<i>3 x 3 x 7</i>	
" Tie Plates		<i>10 x 7</i>	<i>10 x 7</i>	
" Deck, Material and thickness		<i>3"</i>	<i>3"</i>	
Bridge Deck Stringer Plate, br'dth & thickness		<i>30 x 6</i>	<i>30 x 6</i>	
" Angle on ditto		<i>3 x 3 x 7</i>	<i>3 x 3 x 7</i>	
" Tie Plates		<i>10 x 7</i>	<i>10 x 7</i>	
" Deck, Material and thickness		<i>3"</i>	<i>3"</i>	
Forecastle Deck Stringer Plate, br'dth & th'kns		<i>20 x 6</i>	<i>20 x 6</i>	
" Angle on ditto		<i>3 x 3 x 7</i>	<i>3 x 3 x 7</i>	
" Tie Plates		<i>10 x 7</i>	<i>10 x 7</i>	
" Deck, Material and thickness		<i>3"</i>	<i>3"</i>	

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

BULKHEADS.	Number.	Thickness.	STIFFENERS.		Single or Double Frames.	Height up.
			Horizontal.	Vertical.		
W. T. BULKHEADS	<i>5</i>	<i>5</i>	<i>5 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>6 1/2</i>
PARTITION						
LONGITUDINAL						

Are the outside Plates doubled two spaces of Frames in length?

PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.								
	AMIDSHIP.		FORWARD.	AFT.	AMIDSHIP.		Single or Double.	Breadth of Lap.	RIVETS.		Double or Treble and for what Length.	RIVETS.		STRAPS.		IF LAPPED.			
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.			Diam.	Spacing or to cr.		Diam.	Spacing or to cr.	Breadth.	Thickness.	Breadth.	For what Length.		
FLAT PLATE KEEL	36	14	11	11	36	14	Double	6	1	4 1/2	Treble	1	3 1/2	19	16				
(If Bar Keel, state Riveting)	36	11	10	10	36	11		5 1/4	7/8	4	Full L	7/8	3 1/8	16 3/4	13				
GARBOARD OR A Strake ...	51	11	8	8	51	11										9	Whole		
State actual thickness in way of Double Bottom.	51	10	8	8	51	10													
B "	51	10	8	8	51	10													
C "	52	11	8	8	52	11													
D "	52	10	8	8	52	10													
E "	52	10	8	8	52	10													
F "	52	11	8	8	52	11													
G "	40	10	8	8	40	10													
Shear H "	47	9	8	8	47	9													
J "	40	12	8	8	40	12													
Star Neck K "																			
L "																			
M "																			
N "																			
O "																			
P "																			
Q "																			
DOUBLING of Flat Plate Keel	7 shell strakes increased in thickness in lieu of doubling																		
Length and thickness of Bilges	Spar 5x sheet strake double at ends of bridge																		
Length and thickness of Sheerstrakes	Single 2 1/2 3/4 3 3/8 double 3/4 2 5/8 8 1/4 7																		
POOP SIDES	6/20																		
BRIDGE SIDES	7/20																		
FORECASTLE SIDES	6/20																		

Manufacturer's name or trade mark of the Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, Plating, &c.?

John Cockerill & Co. Ltd.
Siemens Martin Open Hearth

Spar on Awning (Butts, treble riveted for half length amidship.)
Stringer Plate (Straps, single, double or overlapped for whole length amidship.)
Main Stringer Plate (Butts, treble riveted for half length amidship.)
(Straps, single, double or overlapped for whole length amidship.)
Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted? 1/2 L
Inner Bottom Plating, riveting of Edges Centre B.R. Butts C.R.B. B.R.
Centre Girder Butts, Straps riveted Keelson Butts, riveted.
Frames, riveted through Plates with 3/4 in. Rivets, about 5/4 apart.
Rivets, state whether Iron or Steel. Iron.

FRAMES extend in one length from Marquise plate to Spar 5x, Bridge, Fettle & Poop.
REVERSED FRAMES on floors and frames extend from Channel frames.

MASTS, SPARS, &c.

	Material.	Total Length	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
LOWER MASTS....											
Fore	<u>Steel</u>	<u>74-10</u>	<u>19"</u>	<u>15"</u>	<u>16"</u>	<u>13"</u>	<u>200</u>			<u>Double</u>	<u>Treble</u>
Main	"	<u>66-0</u>	"	<u>17"</u>	<u>16"</u>	<u>13"</u>	"			"	"
Mizen	"										
Bowsprit	<u>Pitch pine</u>										
Topmasts, Yards and Remainder of Spars	<u>Pitch pine</u>										
Rigging, Material and Size, Shrouds	<u>2 1/2</u>	<u>Steel wire</u>									
Sails.	<u>One</u>	Suit of <u>pails</u>									

Stays 3 1/2 Steel wire.

Sails, and the following spare sails

EQUIPMENT No. 23057 LETTER N. ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE.			WEIGHT REQ. BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.			
57037	1st Bower	35	3	17	33	2	2 0	35	2	0	35	2	0	<u>Hall's</u>	<u>Hingley</u>	<u>1st H. (H. Green)</u>
57041	2nd	30	3	9	29	5	2 14	35	0	0	35	0	0	"	"	<u>16.5.06</u>
57038	3rd	37	0	0	33	15	0 0	30	2		30	2		"	"	"
	Collective weight	103	2	26	101	0	0	101	0	0				"	"	"
56851	Stream	9	2	10	11	13	1 21	9 1/4			9 1/4			<u>Ordinary</u>	"	<u>(H.G.) 4.5.06</u>
56785	Kedge	4	2	23	7	2	2 0	4 3/4			4 3/4			"	"	<u>28.4.06</u>
	2nd Kedge													"	"	

CHAIN CABLES.

Number of Certificate.	Fathoms.	Size.	Test per Certificate.	WEIGHT OF CHAIN CABLE.		Fathoms and Size Per Rule.	Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size Per Rule.
				Supplied.	Per Rule.									
39445	120	1 3/4	55.2.2	186.2.16	370.1.22	240.1.3	<u>Steel</u>	<u>N. Hingley</u>	<u>LPHN 16.5.06 (H.S.)</u>	TOWLINE	90	11		90-11
39442	120	1 3/4	77.2.2	184.2.5	371.0.21		<u>link</u>				HAWSER	2. 90	6	90-6
39447	75	1 1/6	20.6.0	43.3.0	43.1.9	75.1.16	"	"	"	10.5.06 (H.S.)	WARP	2. 90	5	90-5
			30.8.0											

Boats 4 lifeboats, 1919 Hingley, 3 launch boats

Pumps, Number 8 Diameter of Barrel and Tail Pipe 5" barrel 2 1/2" tail 6" pro

Windlass is Clark Chapman Patent Capstan Steam

Engine Room Skylights.—How constructed? Iron skylights, movable iron panels.

What arrangements for deadlights in bad weather? Deadlights

Coal Bunker Openings.—How constructed? Frames only How are lids secured? bands & slots Height above deck? Flush

Number of Scuppers, and number and dimensions of Freeing Ports, &c. 16 scuppers & 8 freeing ports

Ceiling in Holds, thickness and material 2 1/2 pitch pine Ceiling 'tween Decks, thickness and material 10 pine 3"

Cargo Hatchways.—How formed? Keel crammings Hatches, If strong and efficient? Yes

State size No. 1 Hatch (Forward) 10' x 7' 10" No. 2 Hatch 17' 3' x 10' No. 3 Hatch 13' 5' x 10' No. 4 Hatch 13'

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch No. 1, one shifting beam, remainder 1 web

Bulwarks, height above deck and description Steel 4ft high Main Rail, material and size 6 1/2 x 3" iron

The above is a correct description.

Builder's Signature (here only) Edmond Smith Surveyor's Signature H. Rotnick

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

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

M 14/9. — E 13/12 — E 18/12/05.

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

General Remarks (State quality of workmanship, &c.)

Good.

This vessel has been built in accordance with the approved plans; the Secretary's letters of the above dates and in all respects in accordance with the Rules.

The workmanship is first class.

The steel used in the construction of the vessel has been manufactured by Messrs John Cockerill of Seraing and tested by the Society's Surveyors.

The steel castings for the stern frame, rudder & stem, have been manufactured at works approved by the Committee and tested by the Society's Surveyors.

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

"Rouslane" 6287 ant.

ARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 55 ft., R.Q.D. or Break 66 ft., Bridge Dk. 66 ft., F' castle 50 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

o. 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 dk. (sk) & Spar dk & web frames.

Official No. ; Signal Letters

How are the surfaces preserved from oxidation? Inside

Cement & paint

Outside paint.

ARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system

Where fitted.	Length. Feet.	Water Capacity. Tons.	Where fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	63	85	Fore peak tank,		
Double bottom, forward,	90	123	After peak tank,		
Double bottom, under Engines and Boilers,	60	117	Midship deep tank,		
Double bottom, if under Engines only,			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

For Special Survey No. 16.

Date 20/10/05

For Ordinary Survey No.

Date 457 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

October 4, 5, 19, 28. November 3, 6, 16, 23, 29. December 7, 13, 28. 1906 January 10, 23. February 2, 12, 28. March 23. April 10, 23. May 10, 18, 22, 23. June 5, 6, 12, 13. July 4, 11 Aug. 3, 20, 30. September 8, 12, 14. Total No. of Visits 38.

Amount of Entry Fee.....£ 4: - -

Special Survey Fee ...£ 71: - -

Travelling Expenses, if any £ : : -

= £ 1897.50

Fees applied for,

19/9 18.00

Received by me,

1.10.18.00

10.00

Certificate to be sent to

Antwerp.

In opinion this Vessel should be Classed

100 A.1. Spar dk (with fbd)

h, or without Freeboard, as condition of Class

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

J. P. Cornish

Committee's Minute

TUES. SEP 25 1906

Character assigned

100 A.1

Spar dk with fbd S. 5:10%

Lloyds 906 P.

+ Lmb 906
F.D. etc. etc.



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Lloyd's Register

Foundation

Certificates issued

1/10/06