

No. 645

Received at London Office

Last Survey *13th July 10th Aug 1881*

Rig fore & aft Schooner

Master *V. J. Chubb*

Year of Appointment { (1) As Master in service of owner of present vessel: - 18 *now*
(2) As Master of this vessel: - 18 *do*

Built at Trieste

When built 1901 Launched 6th June

By whom built. *Stabilimento Tecnico Tri*

Owners Chinese Eastern Railway Co.

Managers. *Verbedr.*

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

Residence *Petersburg.*

Port belonging to Vladivostok.

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

TONNAGE under Tonnage Deck 927.51

Do. between Tonnage Dk.
and 3rd 4th Span on 895-12

Awning Dk.

Total under Upper Dk. 2822 03
Do. of Poop

Do. of Bridge House.....

Do. of Houses on Deck: 158.10

Do. of excess of Hatchways

above Crown of
Engine Room

ross Tonnage 2980.82

ess Crew Space 138'33"
ess above Crown of

Engine Room .. } 2840000

TONNAGE FOR FEES...	<u>2042.29</u>
Less Engine Room	953.86

Less Navigation Spaces

[illegible]

Register Tonnage } 1888.43
as cut on Beam.... }

SPAR, AWNING OR PART AWNING-DECKED VESSEL.

or a Vessel having a continuous Shade Deck.

CLASS 100 A1

Half Breadth (moulded) 21' 6"

Depth from upper part of keel to top of Main Deck Beams 24'5"

Girth of Half Midship Frame (as per Rule) 40.9

1st Number.....86.8

Length 344

2nd Number 29815

Proportions—*Breadths to Length*..... 8 ✓



Depths to Length—Main Deck to top of Keel 14'08"

Destined Voyage *China* If Surveyed

LENGTH on Deck as per Rule.....	Feet. 344	Inches. —	BREADTH — Moulded	Feet. 43	Inches. —	DEPTH , top of Floors to Spar or Awn. Pl. Beams Do. do. Main Deck Beams	Feet. 20	Inches. 11	Power of Engines	Horse. 603	No. of Decks with flat laid	3
											No. of Tiers of Beams	3

Dimensions of Ship per Register, Length 344 breadth 43 depth 31.11 Spar or Awn. Dk. 24.5 Moulded depth, ft 23 ins. 6 To Main Dk. Round up of Beam, Main Dk. 11 ins.

FRAMING.

FRAME, Angles, or  or  Bars, for 1/2 length amidships

Do. for 1/2 at each end

Do. in way of Double Bottoms at Solid Floors

" at intermdt. Bkts.

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

REVERSED FRAME, Angles.

DEEP FRAMING, depth of girder

FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships

" in way of Engines and Boilers

" thickness at the ends of vessel

" depth at 1/2 the half-bdth. as per Rule

" height extended at the Bilges

BRACKETS, in Cell Dble Bottoms

Distance apart

CENTRE GIRDER, in Double bottom, depth and thickness

" Angles, Top

" Bottom

SIDE GIRDERS, number and thickness

" Angles at bottom plate

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 Awning Deck, Single Angle, Bulb Angle, Plate or Tee Bulb

" Angles on upper edge at Hatchway

" Average space

BEAMS, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb

" Angles on upper edge at Hatchway

" Average space

BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb

" Angles on upper edge at Hatchway

" 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, 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

" brdth. & thicknss

" No. of Side Stringers

WEB FRAMES, In E. & B. Space, No. & spacing

" brdth. & thickness

WEB FRAMES, In After Body, No. and spacing

" brdth. & thicknss

" No. of Side Stringers

" Size of Angles or Tee Bars to Web Frames

RACKET PLATES to Stringers between Web Frames, depth and thickness

FORGINGS AND CASTINGS.

KEEL, Bar or Side Plates, depth and thickness

STEM, moulding and thickness

STERN-POST for Rudder do. do.

" " for Propeller

MAIN PIECE of Rudder, diameter at head

do. at heel

RUDDER, how constructed

Can the Rudder be unshipped afloat?

KEELSONS AND STRINGERS.

CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate

" Rider Plate as per profile

" Bulb Plate to Intercoastal Keelson

" Horizontal Plates on Floors

" Angles

SIDE KEELSON, Angles.

" Bulb or Plate above floors, for lng.

" Intercoastal Plate, for length

" Attached to outside plating with Angle

BILGE KEELSON, Angles.

" Bulb or Plate above floors, for lng.

" Intercoastal Plate, for length

" Attached to outside plating with Angle

BILGE STRINGER Angles.

" Bulb Plate, for angle as per profile

" Intercoastal Plate, for length

" Attached to outside plating with Angle

SIDE STRINGER Angles

" Bulb or Intercoastal Plate, for angle lng.

" Attached to outside plating with Angle

Spar or Awning Deck Stringer Plates, breadth and thickness

" Angle on ditto

" Tie Plates, fore and aft, outside Hatchways

" Diagonal Tie Plates, No. of prs.

" Deck * Iron or Steel, for lng.

" Wood Deck, Material & thickness

Main Deck Stringer Plate, breadth & thickness

" Angles on ditto, No.

" Tie Plates, outside Hatchways

" Diagonal Tie Plates, No. of prs.

" Deck * Iron or Steel, for lng.

" 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

" Angles on ditto

" Tie Plates

Bridge Deck Stringer Plate, br'dth & thickness

" Angle on ditto

" Tie Plates

" Deck. Material and thickness

Forecastle Deck Stringer Plate, b'dth & th'kns

" Angle on ditto

" Tie Plates

" Deck. Material and thickness

* 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.

In Vessel.

Per Rule.

Horizontal.

Vertical.

Spacing.

Inches.

Inches.

Inches.

30.

double M.D.K.

W. T. BULKHEADS

PARTITION

LONGITUDINAL,,

8

5

2-6

2 1/2 x 3 1/2

5 1/2 x 3 1/2

30

double M.D.K.

collisions bulkheads up to 100 ft. S.R.

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

Yes.

PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.			BUTTS.									
	AMIDSHIP.		FORWARD.	AFT.	AMIDSHIP.		Single or Double.	Breadth of top.	RIVETS.	Double or Treble and for what Length.	RIVETS.		STRAPS.		IF LAPPED.				
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.					Diam.	Spacing cr. to cr.	Diam.	Spacing cr. to cr.	Breadth.	Thickness.	Breadth.	For what Length.	
FLAT PLATE KEEL	36	12	13	13	36	12	double.	6	1.	Treble	1.	3 1/2	19	2 1/2					
(If Bar Keel, state Riveting)																			
GARBOARD OR A Strake	48	13	12	13	48	13	"	5 1/4	2/3	"	2/3	3 1/8							
B "	46	12	9	9	46	12	"	5 1/4	2/3	"	2/3	"							
C "	54	12	9	9	54	12	"	5 1/4	2/3	"	2/3	"							
D "	45	12	9	9	45	12	"	5 1/4	2/3	"	2/3	"							
E "	50	12	9	9	50	12	"	5 1/4	2/3	"	2/3	"							
F "	50	12	9	9	50	12	"	5 1/4	2/3	"	2/3	"							
G "	46	12	9	9	46	12	"	5 1/4	2/3	"	2/3	"							
H "	53	12	9	9	46	12	"	5 1/4	2/3	"	2/3	"							
J "	46	12	9	9	46	12	"	5 1/4	2/3	"	2/3	"							
K "	54	12	9	9	54	12	"	5 1/4	2/3	"	2/3	"							
L "	44	13	10	10	44	13	"	6	2/3	"	2/3	"							
M "	45	10	2	2	45	10	"	5 1/4	2/3	"	2/3	"							
N "	38	12	2	2	38	12	"	5 1/4	2/3	"	2/3	"							
O "																			
P "																			
Q "																			
DOUBLING of Flat Plate Keel	24	13	half length as p. section																
Length and thickness of Bilges			increased as p. app. plan.																
of Sheerstrakes																			
of Strake below																			
POOP SIDES																			
BRIDGE 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. *Steel Company of Scotland Withrow's, Donawitz & Aulding Steel Works. - Material Siemens Martin steel.*

Span or Awning Butts, treble riveted for *all* length amidship.
Stringer Plate Straps, single, double or overlapped for *all* length amidship.
Main Stringer Butts, treble riveted for *all* length amidship.
Plate Straps, single, double or overlapped for *all* length amidship.
Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted? *double*
Inner Bottom Plating, riveting of Edges *double 1/2 long* Butts *double*
Centre Girder Butts, treble riveted Keelson Butts, treble riveted.
Frames, riveted through Plates with *2/3* in. Rivets, about *5 in.* apart.
Rivets, state whether Iron or Steel *steel.*

FRAMES extend in one length from *Margin plate* to *Wroning deck stringer plate.*
REVERSED FRAMES on floors and frames extend from *Margin plate to main deck stringer plate & double in double bottom under engine & Boilers.*

MASTS, SPARS, &c.													
	Material.	Total Length	DIAMETER AND THICKNESS. in inches				No. of Plates in round.	ANGLES.		RIVETING.			
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.		
LOWER MASTS....	Fore	<i>Steel</i>	<i>82' 6" 19 1/2</i>	<i>4 1/2</i>	<i>19 3/8</i>	<i>10 1/4</i>	<i>2</i>	<i>none</i>	<i>single</i>	<i>treble</i>			
	Main												
	Mizen												
Bowsprit													
Topmasts, Yards and Remainder of Spars		<i>Only two pole masts.</i>											
Rigging, Material and Size, Shrouds		<i>steel wire ropes 3/4</i>											
Sails.	<i>two</i>	<i>Suit of 101 sails.</i>											
		<i>Sails, and the following spare sails</i>											

EQUIPMENT No. <i>33540</i> LETTER <i>7</i> 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.			
<i>2521</i>	<i>44312</i>	1st Bower	<i>48</i>	<i>1</i>	<i>2</i>	-	-	-	<i>41</i>	<i>7</i>	<i>0</i>	<i>21</i>	<i>47</i>	<i>7</i>	<i>0</i>	<i>Ball's (cast steel) 16 Oct. 1900</i>
<i>2520</i>	<i>44316</i>	2nd "	<i>42</i>	<i>2</i>	<i>19</i>	-	-	-	<i>40</i>	<i>79</i>	<i>1</i>	<i>14</i>	<i>47</i>	<i>7</i>	<i>0</i>	<i>16 Oct. 1900</i>
<i>2549</i>	<i>44315</i>	3rd "	<i>41</i>	<i>1</i>	<i>21</i>	-	-	-	<i>36</i>	<i>16</i>	<i>1</i>	<i>0</i>	<i>40</i>	<i>7</i>	<i>0</i>	<i>16 Oct. 1900</i>
		Collective weight	<i>132</i>	<i>1</i>	<i>19</i>	-	-	-					<i>135</i>	<i>1</i>	<i>0</i>	
	<i>44310</i>	Stream	<i>12</i>	<i>1</i>	<i>10</i>	<i>3</i>	<i>0</i>	<i>16</i>	<i>14</i>	<i>4</i>	<i>0</i>	<i>7</i>	<i>11</i>	<i>2</i>	<i>0</i>	<i>16 Oct. 1900</i>
	<i>44313</i>	Kedge	<i>5</i>	<i>3</i>	<i>14</i>	<i>1</i>	<i>2</i>	<i>3</i>	<i>8</i>	<i>2</i>	<i>3</i>	<i>2</i>	<i>5</i>	<i>3</i>	<i>0</i>	<i>16 Oct. 1900</i>
		2nd Kedge														

CHAIN CABLES.														HAWSERS AND WARPS.													
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.																						
<i>30808</i>	<i>135</i>	<i>2</i>	<i>78,420.00</i>	<i>222.022</i>	<i>269</i>	<i>1220</i>			<i>15 Oct. 1900</i>	TOWLINE	<i>123</i>	<i>4</i>	<i>33</i>	<i>120-4</i>													
<i>30811</i>	<i>135</i>	<i>2</i>	<i>78,420.00</i>	<i>222.121</i>	<i>269</i>	<i>1220</i>			<i>16 Oct. 1900</i>	HAWSER	<i>180</i>	<i>2</i>	-	<i>180-2</i>													
<i>30809</i>	<i>270</i>	<i>2</i>	<i>78,420.00</i>	<i>544.215</i>	<i>538</i>	<i>2440</i>			<i>16 Oct. 1900</i>	WARP	<i>180</i>	<i>2</i>	-	<i>180-2</i>													
<i>Iron Stream Chain</i>	<i>90</i>	<i>1 1/2</i>	<i>78,420.00</i>	<i>64.016</i>	<i>65.016</i>	<i>90-1 1/2</i>																					

Boats *2* *6* *Hamless steel lifeboats 28' x 8' x 3' 6" & two more 28' x 8' x 3' 6"*
Pumps, Number *2* *Watson & two ordinary hand pump* Diameter of Barrel and Tail Pipe *5 3/8" & 4 3/8" pipe on hull 2"*
Windlass is *Clarke-Chapman & Co. Gaiter-hat on Tum* Capstan *Clarke-Chapman etc*
Engine Room Skylights.—How constructed? *of Iron & brought up to the boats deck*
What arrangements for deadlights in bad weather? *Strong glass*
Coal Bunker Openings.—How constructed? *and sheet & cover* How are lids secured? *Bayonet joint* Height above deck? *none*
Number of Scuppers, and number and dimensions of Freeing Ports, etc. *6 scuppers each side*
Ceiling in Holds, thickness and material *2 1/2" wood on battens* 1 1/2" Ceiling tween Decks, thickness and material *—*
Cargo Hatchways.—How formed? *mannings 2/20 as on approved plan* Hatches, If strong and efficient? *yes*
State size No. 1 Hatch (Forward) *12' x 9'* No. 2 Hatch *18' x 12'* No. 3 Hatch *16' x 12'* No. 4 Hatch *12' x 9'*
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *on each hatch three & two fore & after*
& hatches covered with 3" white pine No. of Breasthooks *4* No. of Crutches *4*
Bulwarks, height above deck and description *Went Direction* Main Rail, material and size *none*
The above is a correct description. *des*
Builder's Signature (here only) *Stabilimento tecnico Triestino* Surveyor's Signature *Robt Jussiel Ellis* Register
Surveyor to Lloyd's Register of British & Foreign Shipping.

THUR. JUL 18 1901

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

M. 30th Nov. 1899 28th 30th Decem 1899, 3rd January 6th Feb. 16th March 4th 9th 14th Jan 01.

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*

to plate, &c., conform well to each other? *Yes*

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 is a 16 Knots twin screw passenger constructed of steel in accordance with Lloyd's Rules & Planes approved by the Society for the Arming deck type class. +100 AI
She has three complete decks laid & double bottom continued for fore & aft as possible & constructed on the cellular principle having floors every second frame and longitudinal girders at intervals & 8 watertight bulkheads, all fitted to scan as per approved plans.
The vessel is fitted with steam winches for loading & discharging cargo, steam steering gear & windlass, all applied by approved makers.
The coefficient of fineness of this vessel being 0.5251 she very fine at the ends consequently the shafting propelling vessel leaves the frame 28' & are carried to the A brackets.

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

614 S. J. Mancinoria

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

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 appear in the Register Book) *2 Deck & arming dk. covered with wood, oak & pitch pine.*

No. —; Signal Letters

Are the surfaces preserved from oxidation? Inside *Red lead & cement.*

Outside *Red lead & composition*

CULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system *yes*

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
Feet.	Tons.	Feet.	Tons.	Feet.	Tons.
Bottom, aft,	<i>24</i>	<i>30</i>	Fore peak tank,	<i>fore end.</i>	<i>20</i>
Bottom, forward,	<i>104</i>	<i>150</i>	After peak tank,	<i>after . .</i>	<i>6</i>
Bottom, under Engines and Boilers,			Midship deep tank,	<i>none.</i>	
Bottom, if under Engines only,	<i>36</i>	<i>45</i>	Other tanks, if fitted,		
Bottom, if under Boilers only,	<i>24</i>	<i>110</i>	(If necessary, furnish further information by sketch.)		
		<i>365</i>			

State whether the above have been tested as required by the Rules. *yes*

Special Survey No.	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	<i>19th July 1900 first visit, since this date, one, two & three visits every week as works required.</i>
Ordinary Survey No.		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	

Amount of Entry Fee £ *5 : 0 : 0*
 Special Survey Fee £ *16 : 1 : 6*
 Landing Expenses, if any £ *1 : 12 : 6*

Fees applied for, *13th July 1901*
 Received by me, *[Signature]*

Certificate to be sent to

His office

In opinion this Vessel should be Classed *+100 AI Arming dk.*
 without Freeboard, as condition of Class

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

Committee's Minute

Character assigned

FRI. AUG 16 1901

*Lloyd's & Co
 + 2 M 7.01
 70
 By re fees 16/8/01*
*100A Steel
 Arming dk.
 w. freebd. 2.12 1/2*

TUES. AUG 27 1901



© 2021

Lloyd's Register Foundation
 2693-0167

on the stern post through substantial seamless steel tubes 26" inches in dia. supported between the A bracket on the stern post & the shell of the vessel by one auxiliary bracket on each side.

Special attention was given to the workmanship & fitting of this brackets as, also the painting arrangements & the doubling of the plates fitted at the bow under the load water line for protection against ice, so that a strong & satisfactory job might be ensured.

The workmanship throughout on the vessel has been of a strong & satisfactory description & in my opinion I consider that this vessel should receive her class of $\nabla 100A1$ as proposed.

The whole of the material used on the construction of the vessel has been tested to Lloyd's Rules.

Robt Dussell

Plans relating this Ship were sent to the London office with the Report No. 614 on the S.S. *Manicuria* via.

- No. 1. Midship Section
- " 1. Profile
- " 1. Arriving Deck Plan.
- " 1. Main
- " 1. Lower
- " 1. Stern post & Rudder
- " 1. Tiller
- " 1. Disposition of tanks & capacity of double bottom.

The vessel will be examined in dry Dock later on & will be reported on form Rpt 8.



© 2021

Lloyd's Register
Foundation