

Spar, or Awning Dk.

IRON OR STEEL STEAMER.

No. 46.573.

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

LINES. 1 MAR 1904

Port of *Newcastle* Date of completion of Report *29 February 1904* Received at London OfficeSurvey held at *Newcastle* Date, First Survey *April 6 1903* Last Survey *1st February 1899*On the *Steel Screw Steamer "CANADA CAPE"* Rig *Sloop*TONNAGE under Tonnage Deck... *4131.49*

Do. between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk.

Total under Upper Dk.

Do. of Poop

Do. of Bridge House

Do. of Forecasts

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

Room

FOR FEES...

ine Room

igation Spaces

r Tonnage

n Beam

SPAR, ~~AWNING OR PART AWNING-DECKED VESSEL,~~

or a Vessel having a continuous Shade Deck.

CLASS *100A.1.*

FEET.

Half Breadth (moulded) *23.83*Depth from upper part of keel to top of Main Deck Beams *23.88*Girth of Half Midship Frame (as per Rule) *43.28*1st Number *9099*Length *358.16*2nd Number *32600*Proportions—Breadths to Length *7.5*Depths to Length—Main Deck to top of Keel *14.99*Destined Voyage *Cape Town.*Master *J. J. Symons.*Year of Appointment *(1) As Master in service of owner of present vessel:—1899 (2) As Master of this vessel:—1904.*Built at *Harland & Wolff.*When built *1904.* Launched *19/11/03*By whom built *Northumberland S. Co. Ltd.*Owners *The Elder Dempster Steam*Managers *Shipping Co. Ltd.*

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

Residence *Liverpool*Port belonging to *Liverpool*If Surveyed while Building, Afloat, or in Dry Dock *Special.*

H on Deck	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, top of Floors to Spar or Awning Dk. Beams	Feet.	Inches.	Power of	Horse.	No. of Decks with flat laid
Rule	<i>358.2</i>		Moulded <i>47.8</i>			Do. do. Main Deck Beams	<i>23.9</i>	<i>2 1/4</i>	Engines		No. of Tiers of Beams <i>Two.</i>

ms of Ship per Register, Length *360.0* breadth *48.0* depth *28.1* Spar on Awning Dk. Moulded depth, ft. *22* ins. *10 1/2* To Main Dk. Round up of Beam, Main Dk. *12* ins.

FRAMING.				FORGINGS AND CASTINGS.				
	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.
E. Angles, or Bars, for 1/2 length amidships	6 1/2	3 1/2	12 1/2	6 1/2	3 1/2	12 1/2		
for 1/2 at each end			10			10		
in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	8 7/8	3 1/2	8 7/8			
at intermed. Plates	24			24				
of Frames from moulding edge to ding edge, all fore and aft	BULB ANGLE FRAMING							
RS ED FRAME, Angles								
FRAMING, depth of girder								
RS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships			8 9/16			8 9/16		
in way of Engines and Boilers (IRON)			9			9		
thickness at the ends of vessel								
depth at 1/2 the half bth. as per Rule								
height extended at the Bilge								
RS & BRACKETS, in Cell Dble Bottoms	FLANGED 9	FLANGED 9						
Distance apart	24			24				
RE GIRDER, in Double bottom, depth and thickness	4 1/4		10.8	4 1/4		10.8		
" Angles, Top	4	4	9.8	4	4	9.8		
" Bottom	5	5	10.9	5	5	10.9		
GIRDERS, number and thickness	ONE 9	ONE 9						
Angles	FLANGED TO FLOOR	FLANGED TO FLOOR						
IN PLATE, depth (exclusive of flange) and thickness	33		9	33		9		
Angles	4	4	9.4	4	4	9		
BOTTOM PLATING, breadth and thickness of Middle Line Strake	72		10.8	72		10.8		
" thickness in Engine and Boiler space	(IRON) 20 1/2		10.1	20 1/2		10.1		
Remainder in Holds	6	3	10	6	3	10		
S, Spar or Awning Deck, Single Angle, Bulb Angle, Plate or Tee Bulb								
Angles on upper edge	24			24				
Average space	8	3	10	8	3	10		
S, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb								
Angles on upper edge	24			24				
Average space								
S, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb								
Angles on upper edge								
Average space								
S, Hold, or Orlop, Plate or Tee Bulb								
Angles on upper edge								
Average space								
S, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	5 1/2	3	8	5 1/2	3	8		
Angles on upper edge	24			24				
Average space	5 1/2	3	8	5 1/2	3	8		
S, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb								
Angles on upper edge	24			24				
Average space	5 1/2	3	8	5 1/2	3	8		
S, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb								
Angles on upper edge	24			24				
Average space	5 1/2	3	8	5 1/2	3	8		
PILLARS, In tween Deck, size and spacing	25 1/8	48	25 1/8	48				
" Hold	AS PER RULE	AS PER RULE						
Quarter, tween Dks., "	25 1/8	46	25 1/8	46				
" in Hold	AS PER RULE	AS PER RULE						
FRAMES, In Fore Body, No. and spacing	11	54.6 SPACES	11	54.6 SPACES				
" br'dth. & thickness	18	8.7	18	8.7				
" No. of Side Stringers	THREE	THREE						
FRAMES, In E. & B. Space, No. & spacing	5	34.5 SPACES	5	34.5 SPACES				
" br'dth. & thickness	18	8	18	8				
FRAMES, In After Body, No. and spacing	9	35.6 SPACES	9	35.6 SPACES				
" br'dth. & thickness	18	8.7	18	8.7				
" No. of Side Stringers	THREE	THREE						
" Size of Angle or Tee Bulb to Web Frames	6	4 12 1/4	6	4 12 1/4				
BRACKET PLATES to Stringers between Web Frames, depth and thickness	FLANGED 9.8	FLANGED 9.8						

KEEL, Bar or Side Plates, depth and thickness				FLAT				PLATE			
STEM, moulding and thickness				11 x 2 3/8				11 x 2 3/8			
STERN-POST for Rudder do. do.				12 x 7				11 x 6 3/4			
" " for Propeller				9 1/2				9 1/2			
MAIN PIECE of Rudder, diameter at head do. at heel											
RUDDER, how constructed				SINGLE PLATE - FORGING							
Can the Rudder be unshipped afloat?				YES.							
KEELSONS AND STRINGERS.											
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 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 length											
" Intercoastal Plate, for length											
" Attached to outside plating with Angle											
SIDE STRINGERS Angles											
" Bulb or Intercoastal Plate, for FULL lng.											
" Attached to outside plating with Angle											
UPPER AND LOWER STRINGER FLANGED TO SHULL IN N-22.5 HOLDS											
Spar, or Awning Deck Stringer Plates, breadth and thickness											
58.43 11.8 58.43 11.8											
" Angle on ditto											
4 x 4 9.8 4 x 4 9.8											
" Tie Plates, fore and aft, outside Hatchways											
" Diagonal Tie Plates, No. of pns.											
" Deck * Iron or Steel for FULL lng.											
76 76											
" Wood Deck, Material & thickness											
Main Deck Stringer Plate, breadth & thickness											
56.43 10.8 56.43 10.8											
" Angles on ditto, No. TWO											
4 x 4 9.8 4 x 4 9.8											
" Tie Plates, outside Hatchways											
" Diagonal Tie Plates, No. of pns.											
" Deck * Iron or Steel for FULL lng.											
76 76											
" 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											
3 1/2 x 3 1/2 7 3 1/2 x 3 1/2 7											
" Angles on ditto											
3 1/2 x 3 1/2 8 3 1/2 x 3 1/2 8											
" Tie Plates											
" Deck, Material and thickness											
STEEL 5 1/6 5 1/6											
Bridge Deck Stringer Plate, br'dth & thickness											
3 1/2 x 3 1/2 8 3 1/2 x 3 1/2 8											
" Angles on ditto											
3 1/2 x 3 1/2 7 3 1/2 x 3 1/2 7											
" Tie Plates											
" Deck, Material and thickness											
STEEL 3 1/2 3 1/2											
Forecastle Deck Stringer Plate, br'dth & th'kns											
" Angles on ditto											
3 1/2 x 3 1/2 7 3 1/2 x 3 1/2 7											
" Tie Plates											
" Deck, Material and thickness											
STEEL 4 1/6 4 1/6											
* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.											
BULKHEADS.				STIFFENERS.				Single or Double Frames.			
Number.		Thickness.		T. DECK		Vertical.		Spacing		Height up	
In Vessel.		Per Rule.		Vertical.		Inches.		Inches.			
20ths.		20ths.		Inches.		Inches.		Inches.			
W. T. BULKHEADS		6 6		7 6		3 1/2		3 1/2		3 1/2	
PARTITION											
LONGITUDINAL,											
Are the outside Plates doubled two spaces of Frames in length? JOGGLED PLATING											

is forwarded herewith.

Please return the approved plans at your convenience for dealing with the Sister vessel now building.

When this vessel was proceeding to Sunderland to have her Engines & Boilers fitted on board she is stated to have collided with the pier at Sunderland & the following damage repairs were carried out by Messrs Austin of whose Portoken the vessel was placed:— Lower part of Stem renewed, faired & replaced; 9 shell plates renewed (C, E, G, J, H, Starboard side C, E, F, G, H, Port side); 12 shell plates renewed faired & replaced (B, F, I, G, J, P, H, I, J, 7, 8 Starboard side H, 6, 11 Port side); 11 shell plates faired in place (G, 11, H, 11, 12, J, 1, 2 Starboard side A, 1, 2, G, 6, H, 7, J, 1, 11, Port side); 6 Frames inside the Peak faired in place; 3 floor plates inside the Peak renewed faired & replaced; 2 Fore Peak stringer plate faired in place; 2 stringer shell bars renewed & 20 renewed faired & replaced; a number of defective shell joints received in way of the Peak; the scarping of the stern frame rivetted.

A new single plate from Rudder has been fitted to replace the cast steel single plate Rudder which was found badly twisted.

After repairs were completed all the ballast tank were tested as required by the Rules & found satisfactory.

While the vessel was lying at Messrs Richardson, Westgarth's Basin work she is stated to have been struck by another steamer & the following repairs were carried out by Messrs Austin on whose Portoken the vessel was again placed for examination:— New band steering gear aft fitted; new Popcock plate & one stringer plate faired in place; stand at after end of band steering gear faired & minor repairs done.

The bottom Rudder were examined but it was found that no damage had been sustained.

W. S. S. S. S.

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