

Spar, or Awning Dk. IRON OR STEEL STEAMER.

No. 50872

Port of Newcastle

Date of completion of Report 16th May 1906

Received at London Office

THUR. 17 MAY 1906

Survey held at Newcastle

Date, First Survey 23rd October 1906

Last Survey

15th May 1906

On the Steamer "Okehampton"

Rig *Schooner*

TONNAGE under Tonnage Deck... 3627.90

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

Total under Upper Dk.

Do. of Poop 18.72

Do. of Bridge House 5.12

Do. of Forecastle 41.48

Do. of Hatchways 72.05

Do. of Hatches on Deck 44.02

Do. of Hatches in Hold 66.00

Do. of Hatches in Room 66.00

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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 304.08

Proportions—Breadths to Length 7.2

Depths to Length—Main Deck to top of Keel 14.1

Destined Voyage

Master 7 Mogg

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 1906. 5 Launched 23/4/05

By whom built R Stephenson & Co

Owners Okehampton Steamship Co Ltd

Managers Manasseh Angel

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

Residence Cardiff

Port belonging to Cardiff

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

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

of Ship per Register, Length 340.3 breadth 47.2 depth 27.3 Spar or Awn. Dk. Moulded depth, ft. 22 ins. 10 To Main Dk. Round up of Beam, Main Dk. 9 ins.

FRAMING.		Inches in Ship.	Inches in Ship.	Inches or 20ths per Rule.	Inches or 20ths per Rule.	Inches or 20ths per Rule.	FORGINGS AND CASTINGS.		Inches in Ship.	Inches per Rule.
Angles, or L or Bars, for length	10	3 1/2	13	10	3 1/2	13	KEEL, Bar or Side Plates, depth and thickness			
midships							STEM, moulding and thickness		11 x 2 3/4	11 x 2 3/4
at each end							STERN POST for Rudder do. do.		11 x 6 1/2	11 x 6 1/2
way of Double Bottoms at Solid Floors							" " for Propeller		do.	do.
at intermdt. Bkts.							MAIN PIECE of Rudder, diameter at head		9	9
of Frames from moulding edge to							do. at heel		6 3/4	6 3/4
edge, all fore and aft							RUDDER, how constructed		Single plate	
ED FRAME, Angles							Can the Rudder be unshipped afloat?		Yes	
AMING, depth of girder							KEELSONS AND STRINGERS.			
depth and thickness of Floor Plate							CENTRE LINE KEELSON, Vertical Plate above			
mid-line for length amidships							floors, Through Plate, or Intercoastal Plate			
way of Engines and Boilers							" Rider Plate			
thickness at the ends of vessel							" Bulb Plate to Intercoastal Keelson			
th at the half-bdth. as per Rule							" Horizontal Plates on Floors			
ght extended at the Bilges							" Angles			
BRACKETS, in Cell Dble Bottoms							SIDE KEELSON, Angles			
Distance apart							" Bulb or Plate above floors, for			
GIRDER, in Double bottom, depth							Intercoastal Plate, for			
and thickness							Attached to outside plating with Angle			
" Angles, Top							BILGE KEELSON, Angles			
" Bottom							" Bulb or Plate above floors, for			
RDERS, number and thickness							Intercoastal Plate, for			
Angles							Attached to outside plating with Angle			
PLATE, depth (exclusive of flange)							BILGE STRINGER Angles			
and thickness							" Bulb Plate, for			
Angles							Intercoastal Plate, for			
OTTOM PLATING, breadth and							Attached to outside plating with Angle			
ickness of Middle Line Strake							SIDE STRINGER Angles			
thickness in Engine and Boiler space							" Bulb or Intercoastal Plate, for			
" Remainder in Holds							Attached to outside plating with Angle			
Spar or Awning Deck, Single Angle										
Alb Angle, Plate or Tee Bulb										
es on upper edge										
age space										
Main Deck, Single Angle, Bulb										
ngle, Plate or Tee Bulb										
es on upper edge										
age space										
Lower Deck, Single Angle, Bulb										
ngle, Plate or Tee Bulb										
es on upper edge										
age space										
Hold, or Orlop, Plate or Tee Bulb										
es on upper edge										
age space										
Poop Deck, Angle, Bulb Angle, Plate										
tee Bulb										
Angles on upper edge										
Average space										
Bridge Deck, Angle, Bulb Angle, Plate										
or Tee Bulb										
Angles on upper edge										
Average space										
Forecastle Deck, Angle, Bulb Angle,										
ate or Tee Bulb										
es 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. & thicknss										
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										

Form No. 1C.

Working pressure of end plates

Area of safety valves to superheaters

W800-0048 (1/2)

1500-0083

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.	Breadth.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	Breadth.	Thickness.	Breadth.	For what Length.	
	Inches.	1/20ths	1/20ths	1/20ths	1/20ths	1/20ths	Inches.	1/20ths		Inches.	Inches.	Inches.		Inches.	Inches.	Inches.	Inches.	Inches.	Feet.	
FLAT PLATE KEEL	49	20	13	13	49	20			Double	6	1	4	Triple	1	3 1/2	19	14 1/2	20	✓	
(If Bar Keel, state Riveting)																				
GARBOARD OR A Strake	46	14	12	12	46	14			"	5 1/4	7/8	3 1/2	"	7/8	3 1/8	✓	✓	9	10 1/2	Free
State actual thickness in way of Double Bottom.																				
B "		12	12	9		12			"											
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 "	44	13	10	10	44	13			"											
N "		12	9	9		12			"	6	1	4								
O "	40	15	10	10	40	15			"											
P "									"											
Q "									"											
DOUBLING of Flat Plate Keel																				
Length and thickness of Bilges																				
of Sheerstrakes																				
of Strake below																				
POOP SIDES		7/20																		
BRIDGE SIDES		27/8																		
FORECASTLE SIDES		7/20																		

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. ? *Summers - Martin*

South Durham Steel & Iron Co Ltd

Walsworth Vaughan & Co

Palmers & Co Ltd

Spar or Awning Butts, treble riveted for *half* length amidship.

Stringer Plate Butts, single, double or overlapped for *free* length amidship.

Main Stringer Plate Butts, treble riveted for *free* 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 *Summers*

REVERSED FRAMES on floors and frames extend from *bulk - angle frames*

MASTS, SPARS, &c.

	Material.	Total Length	DIAMETER AND THICKNESS.			Head.	No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.			Number.	Size.	Seams.	Butts.
LOWER MASTS....											
Fore	Steel	50-3	22 x 7/20	22 x 7/10	✓	17 x 20	2	✓	✓	Single	treble
Main											
Mizen											

Bowsprit ✓

Topmasts, Yards and Remainder of Spars *P Pine*

Rigging, Material and Size, Shrouds *3/2 gal steel wire* Stays *4 1/2 gal steel wire*

Sails. *on* Suit of *free aft* Sails, and the following spare sails ✓

EQUIPMENT No. *37120* LETTER *w* 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.				lbs.
7382	1st Bower	52	2	0	-	-	-	43	18	3	0	52	2	0	<i>Boysen Stockholm</i>	<i>Not stated</i>	<i>Oct 11/106 Ref</i>
7401	2nd "	52	2	0				43	18	3	0	52	2	0	<i>do. do.</i>	<i>do.</i>	<i>17/106 "</i>
7454	3rd "	45	0	7				39	6	2	7	44	2	0	<i>do. do.</i>	<i>do.</i>	<i>29/106 "</i>
	Collective weight	150	0	7				149	2	0							
5662	Stream	13	3	21	3	2	0	15	12	0	0	14	0	0	<i>Iron stock</i>	<i>Monmouth</i>	<i>Off 28/12/05 Penn</i>
5663	Kedge	6	0	0	1	2	0	8	5	0	0	6	0	0	<i>do do</i>	<i>do do</i>	<i>do do do</i>
	2nd Kedge																

** approved for service letter 18.4.06*

CHAIN CABLES.										HAWSERS AND WARPS.					
Number of Certificate.	Fathoms.	Size.	Test per Certificate Tons.	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.										
5383	270	2 1/2	76.5	575-27	575-214	270 x 2 1/2	<i>stud n senny</i>		<i>Off 22/12/05 Penn</i>	TOWLINE	120	4 1/2	39	120 x 4 1/2	
			107.1							HAWSER	90	3 1/2	22	360 x 7	
										WARP	360	7"			
Iron Stream Chain or Steel Wire	90	4 1/2	39			90 x 4 1/2									

Boats *four in number*

Pumps, Number *one Donnan* Diameter of Barrel and Tail Pipe *5 1/2 x 2 1/2*

Windlass is *steam windlass* Capstan ✓

Engine Room Skylights.—How constructed? *steel plate*

What arrangements for deadlights in bad weather? *flaps & bull eyes*

Coal Bunker Openings.—How constructed? *steel coaming* How are lids secured? *Cover & battens* Height above deck? *11"*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *7 scuppers & 6 freeing ports 2 on side*

Ceiling in Holds, thickness and material *2 1/2 white pine* Ceiling 'tween Decks, thickness and material *Cargo battens*

Cargo Hatchways.—How formed? *Steel Coaming* Hatches, If strong and efficient? *yes*

State size No. 1 Hatch (Forward) *25-4 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 *4 cross webs in each hatchway* No. of Breasthooks *5* No. of Crutches *deep person*

Bulwarks, height above deck and description *42" x 5720* Main Rail, material and size *7" bulk angle*

The above is a correct description

Builder's Signature (here only.) *ROBERT STEPHENSON & CO., LIMITED.* Surveyor's Signature *A Campbell* Surveyor to Lloyd's Register of British & Foreign Shipping.

SHIPYARD MANAGER *per*

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

17th July 1905 25th Aug 1905 14th Oct. 1905 18th Sep. 1906
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? *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 & in other respects in conformity with the Society's rules, the material and workmanship are good throughout. The decks, tunnel, pumps & watertight doors have been tested satisfactorily. She is a sister vessel to the S.S. "Columbia" for the same owner (Report no) & others by the same builders.

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 4 ft., Bridge Dk. 43 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 (steel) 2 to B & dup framing*
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,	✓	✓	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. *3754* Date *26.9.05*
Order for Ordinary Survey No. Date
No. *99* 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 *1905. Oct. 03. Nov. 1. 6. 15. 20. 27. Dec. 1. 11. 19. 20. 22. 27. 1906. Jan. 4. 12.*
2nd. On the plating during the process of riveting *22.2.4.25.30. Feb. 6. 9. 12. 19. 23. Mar. 5. 7. 15. 17. 19. 22. 26. 29. Apr. 3. 4. 11. 19. 20.*
3rd. When the beams were in and fastened, and before the decks were laid *May 8. 9. 11. 15*
4th. When the ship was complete, and before the plating was finally coated or cemented
5th. After the ship was launched and equipped
Total No. of Visits *41*

The amount of Entry Fee £ *5* : : : Fees applied for, *16 MAY 1906*
Special Survey Fee £ *118* : *5* : *6* Received by me, *21. 5. 18 06*
Travelling Expenses, if any £ : : : Certificate to be sent to *Newcastle-on-Tyne.*

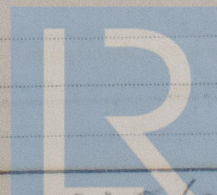
I am of opinion this Vessel should be Classed *100 A1 "Spar deck"* *Alampheerholm*
With, or without Freeboard, as condition of Class *with freeboard* Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

Character assigned

FRI. 18 MAY 1906

700 H1 (SHE)
spar dk with fbo 5. 5. 10 1/2
Lloyd's asc *Amc 5-06*
Enquiry (H.M.)



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Lloyd's Register

W800-0048 (2/2) Foundation