

3 Deck Rule

IRON OR STEEL STEAMER.

Received at London Office. THUR. 17 OCT 1907

Date of completion of report 10th October 1907 State if Report is also sent on the Machinery of the Vessel Yes
Survey held at WEST HARTLEPOOL Port of WEST HARTLEPOOL No. 13356
On the S.S. Mars Date, First Survey 15th March Last Survey 9th October 1907
Rig Schooner

TONNAGE under Tonnage Deck... 3264.98
Do. between Tonnage Dk. and 3rd and 4th Dk. ...
Total under Upper Dk. 3264.98
Do. of Poop ...
Do. of Bridge House ...
Do. of Forecastle ...
Do. of Houses on Dk. ...
Do. of excess of Hatchways ...
Do. above Crown of Engine Room ...
Gross Tonnage 3549.78
Less Crew Space ...
Less above Crown of Engine Room ...
TONNAGE FOR FEES... 3400.77
Less Engine Room ...
Less Navigation Spaces ...

THREE DECKED VESSEL.
CLASS 100 A
Half Breadth (moulded) 24.75
Depth from upper part of Keel to top of Upper Deck Beams 26.71
Girth of Half Midship Frame (as per Rule) 46.50
deduct 7 feet ... 7.00
1st Number 90.96
Length on deck from after part of stem to fore part of stern post 346.66
2nd Number 31532
Proportions—Breadth to Length 7.0
Depth to Length—Upper Deck to top of Keel 12.99
Main Deck ditto ...
Destined Voyage Santa via Barry

Master A. Henderson
Year of appointment (1) As Master in service of owner of present vessel: 1903 (2) As Master of this vessel: 1907
Built at West Hartlepool
When built 1907 Launched 25th July
By whom built Furness, Withy & Co. Ltd
Owners Harris & Dixon Ltd
Managers (Where necessary to be entered in Reg. Book.)
Residence London
Port belonging to London

Register Tonnage as cut on Beam ... 2236.05
Surveyed while Building Afloat, or in Dry Dock

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH, ACTUAL—Top of Floor to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid	No. of Tiers of Beams
346	8		49	6		23	2		One	One

Dimensions of Ship per Register, Length 348.5 breadth 49.7 depth 23.2. Moulded depth, ft. 25 ins. 8 1/2 To Upper Dk. Round of Upper Dk. Beam, Actual 12 ins.

FRAMING.						FORGINGS or CASTINGS.					
FRAME, Angles, or L or E Bars for 1/2 length amidships						KEEL, Bar or Side Plates, depth and thickness					
Do. for 1/2 at each end	11	3 1/2	15	11	3 1/2	15	11	2 1/2	11	2 1/2	
Do. in way of Double Bottoms at Solid Floors	11	3 1/2	14	11	3 1/2	14	11	6 3/4	11	6 3/4	
at intermdt. Bkts.											
Spacing of Frames from centre to centre	24			24							
REVERSE FRAME, Angles	11			11							
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 breadth, as per Rule											
height extended at the Bilges											
FLOORS & BRACKETS in Cell Dble Bottoms	42		9	42		9					
state if flanged (top & bottom)	Yes										
Spacing	24			24							
CENTRE GIRDER, in Double bottom, depth and thickness	42		10	42		10					
Angles, Top	4	4	9	4	4	9					
Bottom	4 1/2	4 1/2	12	4 1/2	4 1/2	12					
SIDE GIRDERS, number on each side & thickness	Two		9	Two		9					
state if flanged (top and bottom)	Yes										
Angles	3 1/2	3 1/2	8	3 1/2	3 1/2	8					
MARGIN PLATE, depth (exclusive of flange) and thickness	33		9	33		9					
Angles to Outside Plating	4	4	9	4	4	9					
Floors	3 1/2	3 1/2	8	3 1/2	3 1/2	8					
Height of Floors at the Bilges	67 1/2			67 1/2							
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	60		10	60		10					
in Engine and Boiler space	Iron 3/8		20			3/8					
Remainder in Holds	4		7 1/2			7 1/2					
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	9	3 1/2	11	9	3 1/2	11					
Angles on upper edge	Yes										
Spacing	24			24							
BEAMS, Middle Deck, Single Angle, Bulb Angle, Plate or Tee Bulb											
Angles on upper edge											
Spacing											
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb											
Angles on upper edge											
Spacing											
BEAMS, Hold, or Orlop, Plate or Tee Bulb											
Angles on upper edge											
Spacing											
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	6	3	9	6	3	9					
Angles on upper edge											
Spacing	24			24							
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	7 1/2	3	9	7 1/2	3	9					
Angles on upper edge											
Spacing	24			24							
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	7 1/2	3	9	7 1/2	3	9					
Angles on upper edge											
Spacing	24			24							
PILLARS, In 'tween Deck, size and spacing											
Hold	4 1/2	48		4 1/2	48						
Quarter 'tween Dks.											
in Hold											
WEB-FRAMES, In Fore Body, No. and spacing											
brdth. & thickness											
No. of Side Stringers											
WEB-FRAMES, In E. & B. Space, No. & spacing	One			One							
brdth. & thickness	18		8	18		8					
WEB-FRAMES, In After Body, No. and spacing											
brdth. & thickness											
No. of Side Stringers											
Size of Angles or Tee Bars to Web-Frames											
BRACKET PLATES to Stringers between Web Frames, depth and thickness											

PLATING.

	AS IN SHIP.						PER RULE OR AS APPROVED.							RIVETING.					
	AMIDSHIP.				FORWARD.		AFT.		AMIDSHIP.			BUTTS.							
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Single or Double.	Breadth of Lap.	Diam.	Spacing or to cr.	Rivets.	Double or Treble and for what Length.	Diam.	Spacing or to cr.	Straps.	If Laid	
	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	"	Inches.	Inches.	Inches.	"	Inches.	Inches.	Inches.	Inches.	"	
FLAT PLATE KEEL.....	48	19	13	13	48	19								Treble	1	3 1/2	19	5 1/2	✓
GARBOARD OF A Strake... B "	68	13	12	12	68	13	Double	6	1	4	3 1/2	"	"	"	"	"	"	12	✓
C "State actual thickness in way of Double Bottom.	68	11	9	9	68	11	"	5 1/2	8	3 1/2	"	"	"	"	"	"	"	"	✓
D "	68	11	9	9	68	11	"	"	"	"	"	"	"	"	"	"	"	"	✓
E "	67	13	10	10	67	13	"	"	"	"	"	"	"	"	"	"	"	"	✓
F "	68	12	9	9	68	12	"	"	"	"	"	"	"	"	"	"	"	"	✓
G "	70	13	10	10	70	13	"	"	"	"	"	"	"	"	"	"	"	"	✓
H "	70	12	9	9	70	12	"	"	"	"	"	"	"	"	"	"	"	"	✓
I Sheer J "	68	13 1/2	10	10	68	13 1/2	"	"	"	"	"	"	"	"	"	"	"	"	✓
K "	54	13 1/2	10	10	54	13 1/2	"	6	1	4	"	"	"	"	1	4	✓	14	✓
L "																			✓
M "																			✓
N "																			✓
O "																			✓
P "																			✓
Q "																			✓
R "																			✓
S "																			✓
DOUBLING OF Flat Plate Keel																			✓
Length of Bilges																			✓
thickness of Sheerstrokes.																			✓
of Strake below																			✓
POOP SIDES				7		7	Single	3	3/4	3	Double	3/4	2 1/2	✓	✓	✓	5	✓	✓
BRIDGE SIDES		11				11	Double	5 1/2	8	3 1/2	Drph.	8	3 1/2	✓	✓	✓	12	✓	✓
FORECASTLE SIDES			8			8	Single	3	3/4	3	Double	3/4	2 1/2	✓	✓	✓	5	✓	✓
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.: South Durham; Palmers; Cargo Fleet; and Consett. Open-Hearth process. Iron:- South Durham. Has the Steel been tested as required by the Rules? Yes.																			
FRAMES extend in one length from trunk margin plate to deck.										Upper Deck Butts treble riveted for half length amidships Stringer Plate Straps single double or overlapped for whole length amidships Middle Deck Butts treble riveted for ✓ length amidships Stringer Plate Straps single double or overlapped for ✓ length amidships Butts of Bilge & Side Stringers and Tie Plates treble double riveted? Inner Bottom Plating, riveting of Edges Double Single Butts Double Centre Girder Butts treble riveted Keelson Butts ✓ rivet Frames, riveted through Plates with 7/8 in. Rivets, about 6 1/2 ap Rivets, state whether Iron or Steel Iron									
REVERSED FRAMES on floors and frames extend from Built angle frames.										State if ordinary or jogged Ordinary. State if ordinary or jogged ✓									
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																			
Fore Main Mizzen Steel 56'-6" 19 1/2 18 15 1/2 2 ✓ ✓ Single Treble																			
Bowspit ✓																			
Topmasts, Vane and Remainder of Spars Pine																			
Rigging, Material and Size, Shrouds Wire 4 Stays wire 4 1/2																			
Sails One Suit of Sails, and the following spare sails																			
EQUIPMENT NO. 36020 LETTER G ANCHORS.																			
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																			
Cwts. qrs. lbs. Cwts. qrs. lbs. Tons. cwts. qrs. lbs. Cwts. qrs. lbs. Britannic																			
2057 1st Bower 49 2 - Blockless 42 1 1 - 48 3 -																			
2053 2nd 49 1 - 41 18 - 14 48 3 -																			
2062 3rd 42 3 20 - 37 15 2 14 41 2 -																			
4th Cast steel heads tested at Dusseldorf by J. Meyer																			
Collective weight 141 2 20 139 -																			
9571 Stream 13 3 - 3 3 14 15 8 - 14 13 - Common John Abbott, Sunderland																			
9574 Kedge 6 - - 1 2 14 8 5 - 5 3 - W.G.Rd 15-5-07.																			

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case) 28th Dec. 1906.
5th Jan. & 6th Mar. 1907. M. 18th Mar. 1907. E.

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 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. State results of tests Satisfactory.

General Remarks (State quality of workmanship, &c.) The workmanship throughout is good. This vessel is built in accordance with photo. of approved midship section and profile forwarded to London on 10th Oct. 1907, the accompanying approved tracings (5 in 8"), the Secretary's letters referred to above, and in general conformity with the Rules for the Class contemplated.

A letter from the Owners is forwarded herewith respecting the omission of intermediate bulkhead in after hold.

Is a sister vessel to the "Competitor", Hpel. Report N^o 13336.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 29 ft., R.Q.D. or Break ☒ ft., Bridge Dk. 100 ft., F'castle. 35 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) 1st Dk. (pt. Iron & pt. Steel) & deep framing.

Official No. _____; Signal Letters _____ State if Machinery is fitted aft Yes.

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.	Water Capacity.	Where Fitted.	*Length.	Water Capacity.
		Feet.	Tons.		Feet.	Tons.
Double bottom, aft,		108	336	Fore peak tank,		71
Double bottom, under Engines and Boilers,		40	124	After peak tank,		98
Double bottom, if under Engines only,		✓		Deep tank, aft,	✓	
Double bottom, if under Boilers only,		✓		Deep tank, forward,	✓	
Double bottom, forward,		154	421	Other tanks, if fitted,	✓	
Total capacity of double bottom			881	(If necessary, furnish further information by sketch.)		

* The masts are not to be included in the length of the tanks.

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

Order for Special Survey No. <u>204</u>		DATES of Surveys held while building	
Date <u>25</u> <u>January</u> , 19 <u>17</u>		<u>1917</u> <u>Mar.</u> <u>15</u> <u>Apr.</u> <u>5</u> , <u>11</u> , <u>15</u> , <u>17</u> , <u>19</u> , <u>23</u> , <u>25</u> , <u>27</u> , <u>29</u> , <u>May</u> <u>3</u> , <u>6</u> , <u>8</u> , <u>10</u> , <u>13</u> , <u>15</u> , <u>17</u> , <u>25</u> , <u>27</u> , <u>29</u> , <u>31</u> , <u>June</u> <u>3</u> , <u>5</u> , <u>7</u> , <u>11</u> , <u>13</u> , <u>17</u> , <u>19</u> , <u>21</u> , <u>24</u> , <u>27</u> , <u>July</u> <u>1</u> , <u>3</u> , <u>5</u> , <u>10</u> , <u>12</u> , <u>16</u> , <u>17</u> , <u>19</u> , <u>22</u> , <u>25</u> , <u>Aug.</u> <u>27</u> , <u>30</u> , <u>Sept.</u> <u>3</u> , <u>6</u> , <u>12</u> , <u>23</u> , <u>Oct.</u> <u>12</u> , <u>7</u> .	
No. <u>304</u> in builder's yard.		Total No. of Visits <u>54</u>	

The amount of Entry Fee £ 5 : 0 : 0 } Fees applied for, 10:10:1907

Special Survey Fee.... £ 110 : 0 : 5 } Received by me, 10:10:1907

Travelling Expenses, if any £ :

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

I am of opinion this Vessel should be Classed *£100 A1, with notation in the Reg. Book*

With, or without Freeboard, as condition of Class. *Intermediate bulhead in steel hull dispensed with, S.B.H. only*

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


Committee's Minute
Character assigned

Lloyds 246 P

+ Lm.b. 1007

J.P.

Carte issued 1871/10/07.

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