

1 or 2 Dks., R.Q.Dk.,
and Pt. Awng. Dk.

IRON OR STEEL STEAMER.

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

Date of completion of Report 14th April 1908

Date, First Survey

KIRKHAM ABBEY.

ONE OR TWO DECKED VESSEL.

CLASS 100 A1.

No. 19969

Received at London Office 21 APR 1908

Port of Hull

Last Survey 14th April 1908

Rig Schooner.

Master H. W. Pearce.

Year of appointment

(1) As master in service of
owner of present vessel :- 10
(2) As master of this
vessel :- 19

Built at Hull

When built 1905 Launched 6th February

By whom built Earle Shipbuilding & Eng. Co. Ltd.

Owners Hull & M. & L. Stearns & Co. Ltd.

Managers

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

Residence Hull.

Port belonging to Hull.

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

Survey held at Hull

On the Steel Screw Steamer

TONNAGE under

Tonnage Deck 814.45

Do. of Poop 62.49

Do. of Raised Qr. 46.32

Do. of Break. 109.50

Do. of Bridge House 25.84

Do. of Forecastle 42.50

Do. of Houses on Deck 1.27

Do. of excess of Hatchways 56.24

Do. above Crown of Engine Room 1161.61

Gross Tonnage 43.68

Less Crew Space 56.24

Less above Crown of Engine Room 1061.69

Net Tonnage 579.09

Navigation Spaces 20.02

Master Tonnage 508.92

Net on Beam

Length on Deck as

per Rule 253

BREADTH

Moulded 33

DEPTH, ACTUAL

Top of Floors to top of Main

Deck Beams 15

Dimensions of Ship per Register, Length, 255.3

breadth, 33.7

depth, 15.4

Moulded Depth, 16 ft.

Round of Beam, Actual 8 1/2 ins.

FRAMING.

NAME, Angles, L, E or L Bars, for 1/2 length

amidships 6 3 9 6 3 9

Do. for 1/2 at each end 6 3 9 6 3 9

Do. in way of Double Bottoms at Solid Floors 3 3 7 3 3 7

at intermdt. Bkts. 23 23

Reversing of Frames from centre to centre 23 23

REVERSED FRAME, Angles 6 6

DEEP FRAMING, depth of girder 6 6

FLOORS, depth and thickness of Floor Plate 18 1/2 8 18 1/2 8

at mid-line for 1/2 length amidships 18 1/2 8 18 1/2 8

in way of Engines and Boilers 7 7

thickness at the ends of vessel 2 2

depth at 1/2 the half breadth, as per Rule 2 2

height extended at the Bilges 35 7 35 7

FLOORS & BRACKETS, in Cell Dble Bottoms 35 7 35 7

state if flanged (top & bottom) 23 23

Spacing 23 23

CENTRE GIRDER, in Double Bottom, depth 35 9 35 9

and thickness 5 5 11 5 5 11

Single Angle, Top 5 5 11 5 5 11

Bottom 5 5 11 5 5 11

DE GIRDERS, number on each side & thickness 6 6

state if flanged (top & bottom) 3 3 7 3 3 7

Angles 3 3 7 3 3 7

MARGIN PLATE, depth (exclusive of flange) 24 7 24 7

and thickness 3 3 8 3 3 8

Angles to Outside Plating 3 3 7 3 3 7

Floors 3 3 7 3 3 7

Height of Floors at the Bilges 46 46

INNER BOTTOM PLATING, breadth and 30 10 30 10

thickness of Middle Line Strake 3 3 7 3 3 7

thickness in Engine and Boiler space 3 3 7 3 3 7

Remainder in Holds 9 3 10 9 3 10

AMS, Main and Raised Quarter Deck, 9 3 10 9 3 10

Single Angle, Bulb Angle, Plate or Tee Bulb 5 3 6 5 3 6

Angles on Upper Edge 5 3 6 5 3 6

Spacing 23 23

AMS, Lower Deck, Single Angle, Bulb 5 3 6 5 3 6

Angle, Plate or Tee Bulb 5 3 6 5 3 6

Angles on Upper Edge 23 23

Spacing 23 23

AMS, Hold, Plate or Tee Bulb 6 3 9 6 3 9

Angles on Upper Edge 46 46

Spacing 46 46

AMS, Bridge or Pt. Awng. Deck, Angle 4 3 9 4 3 9

Bulb Angle Plate, or Tee Bulb 4 3 9 4 3 9

Angles on Upper Edge 46 46

Spacing 46 46

AMS, Forecastle Deck, Angle, Bulb Angle, 4 3 9 4 3 9

Plate or Tee Bulb 4 3 9 4 3 9

Angles on Upper Edge 46 46

Spacing 46 46

LLARS, In 'tween Decks, Size and Spacing 2 1/2 2 1/2 4 1/2 2 1/2 4 1/2

Hold 3 3 4 3 3 4

Quarter, 'tween Dks., 3 3 4 3 3 4

in Hold 3 3 4 3 3 4

WEB FRAMES, In Fore Body, No. and Spacing

No. of Side Stringers

WEB FRAMES, In E. & B. Space, No. and Spacing

Brdth. & Thickness

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

FORGINGS AND CASTINGS.

KEEL, Bar or Side Plates depth and thickness 19 1/2 19 1/2

STEM, moulding and thickness 7 1/2 7 1/2

STERN-POST for Rudder do. do. 8 1/2 8 1/2

for Propeller 7 1/2 7 1/2

MAIN PIECE of Rudder, diameter at head 7 1/2 7 1/2

do. at heel 7 1/2 7 1/2

RUDDER, how constructed Forged iron, Single plate

Can the Rudder be unshipped afloat?

KEELSONS AND STRINGERS.

CENTRE LINE KEELSON, Vertical Plate above 25 1/2 8 25 1/2 8

Floors, Through Plate, or Intercoastal Plate 25 1/2 8 25 1/2 8

Rider Plate 11 8 11 8

Bulb Plate to Intercoastal Keelson 7 3 9 7 3 9

Horizontal Plates on Floors 7 3 9 7 3 9

Angles 7 3 9 7 3 9

SIDE KEELSON, Angles 5 3 2 5 3 2

Bulb or Plate above floors for lng. 8 8

Intercoastal Plate for length 3 3 7 3 3 7

Attached to outside plating with Angle 5 3 8 5 3 8

BILGE KEELSON, Angles 5 3 8 5 3 8

Bulb or Plate above floors for lng. 5 3 8 5 3 8

Intercoastal Plate for length 5 3 8 5 3 8

Attached to outside plating with Angle 5 3 8 5 3 8

BILGE STRINGER Angles 5 3 8 5 3 8

Bulb Plate for length 5 3 8 5 3 8

Intercoastal Plate for full length 5 3 8 5 3 8

Attached to outside plating with Angle 5 3 8 5 3 8

SIDE STRINGER Angles 5 3 8 5 3 8

Bulb or Intercoastal Plate for lng. 5 3 8 5 3 8

Attached to outside plating with Angle 5 3 8 5 3 8

Main and Raised Quarter Deck Stringer 36 16 36 16

Plate, breadth and thickness 5 1/2 5 1/2 12 5 1/2 12

Angle on ditto 5 1/2 5 1/2 12 5 1/2 12

Tie Plates, outside Hatchways 12 9 12 9

Diagonal Tie Plates on Bms., No. of Pairs 2 1/2 2 1/2

Main Dk* Iron or Steel for full lng. 4 1/2 4 1/2

R. Q. Dk* Iron or Steel for full lng. 4 1/2 4 1/2

Wood Deck, Material & thickness 3 3

Lower Deck Stringer Plate, breadth and 31 9 31 9

thickness 4 1/2 4 1/2 8 4 1/2 8

Angles on ditto, No. 2 12 9 12 9

Tie Plates, outside Hatchways 12 9 12 9

Deck* Material and thickness 2 1/2 2 1/2

Hold Stringer Plate 2 1/2 2 1/2

Angles on ditto, No. 2 1/2 2 1/2

Poop Deck Stringer Plate, breadth & thickness 24 6 24 6

Angle on ditto 4 1/2 4 1/2 8 4 1/2 8

Tie Plates 10 6 10 6

Deck, Material and thickness 3 3

Bridge or Pt. Awng. Deck Stringer Plate, 60 9 60 9

breadth and thickness 4 1/2 4 1/2 8 4 1/2 8

Angle on ditto 4 1/2 4 1/2 8 4 1/2 8

Tie Plates 4 1/2 4 1/2 8 4 1/2 8

Deck, Material and thickness 2 1/2 2 1/2

Forecastle Deck Stringer Plate, breadth & thickness 24 6 24 6

Angle on ditto 4 1/2 4 1/2 8 4 1/2 8

Tie Plates 4 1/2 4 1/2 8 4 1/2 8

Deck, Material and thickness 3 3

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

BULKHEADS.

Number, Thickness, Horizontal, Vertical, Single or Double Frames, Height up

In Vessel, Per Rule, 10ths on 10ths, Size, Spacing, Size, Spacing, Inches, Inches, Inches, Inches

W.T. BULKHEADS 5 5 6 4 1/2 3 7/20 30 48 1/2 On

PARTITION, Additionally stiffened by semi box

LONGITUDINAL, Beams as per Rule

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

Are the Stille-Valves and Watertight Doors in efficient working order? Yes

PLATING.										RIVETING.									
AS IN SHIP.					PER RULE OR AS APPROVED.					EDGES.					BUTTS.				
STRAKES.					AMIDSHIP.					Single or Double.					Double or Triple.				
Breadth. Thickness. Thickness. Thickness.					Breadth. Thickness.					Diam. Spacing or to cr. Inches.					Diam. Spacing or to cr. Inches.				
FLAT PLATE KEEL (If Bar Keel, state Riveting)										Double 5 1/2 7/8 3 1/2 T full L 3 1/2 3 1/2 16 3/4 13									
GARBOARD OF A STRAKE										Double 5 1/2 7/8 3 1/2 T full L 3 1/2 3 1/2 16 3/4 13									
State actual thickness in way of Double Bottom.										Double 5 1/2 7/8 3 1/2 T full L 3 1/2 3 1/2 16 3/4 13									
B										Double 5 1/2 7/8 3 1/2 T full L 3 1/2 3 1/2 16 3/4 13									
C										Double 5 1/2 7/8 3 1/2 T full L 3 1/2 3 1/2 16 3/4 13									
D										Double 5 1/2 7/8 3 1/2 T full L 3 1/2 3 1/2 16 3/4 13									
E										Double 5 1/2 7/8 3 1/2 T full L 3 1/2 3 1/2 16 3/4 13									
F										Double 5 1/2 7/8 3 1/2 T full L 3 1/2 3 1/2 16 3/4 13									
G										Double 5 1/2 7/8 3 1/2 T full L 3 1/2 3 1/2 16 3/4 13									
H										Double 5 1/2 7/8 3 1/2 T full L 3 1/2 3 1/2 16 3/4 13									
J										Double 5 1/2 7/8 3 1/2 T full L 3 1/2 3 1/2 16 3/4 13									
K										Double 5 1/2 7/8 3 1/2 T full L 3 1/2 3 1/2 16 3/4 13									
L										Double 5 1/2 7/8 3 1/2 T full L 3 1/2 3 1/2 16 3/4 13									
M										Double 5 1/2 7/8 3 1/2 T full L 3 1/2 3 1/2 16 3/4 13									
N										Double 5 1/2 7/8 3 1/2 T full L 3 1/2 3 1/2 16 3/4 13									
O										Double 5 1/2 7/8 3 1/2 T full L 3 1/2 3 1/2 16 3/4 13									
P										Double 5 1/2 7/8 3 1/2 T full L 3 1/2 3 1/2 16 3/4 13									
DOUBLING OF Flat Plate Keel										Double 5 1/2 7/8 3 1/2 T full L 3 1/2 3 1/2 16 3/4 13									
Length and thickness of Bilges										Double 5 1/2 7/8 3 1/2 T full L 3 1/2 3 1/2 16 3/4 13									
Length and thickness of Sheerstrakes										Double 5 1/2 7/8 3 1/2 T full L 3 1/2 3 1/2 16 3/4 13									
Length and thickness of Strake below										Double 5 1/2 7/8 3 1/2 T full L 3 1/2 3 1/2 16 3/4 13									
POOP SIDES										Double 5 1/2 7/8 3 1/2 T full L 3 1/2 3 1/2 16 3/4 13									
RAISED QUARTER DECK SIDES										Double 5 1/2 7/8 3 1/2 T full L 3 1/2 3 1/2 16 3/4 13									
BRIDGE SIDES										Double 5 1/2 7/8 3 1/2 T full L 3 1/2 3 1/2 16 3/4 13									
FORECASTLE SIDES										Double 5 1/2 7/8 3 1/2 T full L 3 1/2 3 1/2 16 3/4 13									
LENGTHS OF PLATING										Double 5 1/2 7/8 3 1/2 T full L 3 1/2 3 1/2 16 3/4 13									
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, outside Plating, &c.?										Main Stringer Plate Butts, treble riveted for 2 1/2 length amidship.									
Consent, South Durham, Bolckow & Co., Ltd., Sunderland, Durham, England.										Butts of Bilge & Side Stringers, and Tie Plates, treble or double riveted? 3 + D.									
Inner Bottom Plating, riveting of Edges Single Butts 2 + D.										Centre Girder Butts, 2 + D. riveted. Keelson Butts, Treble riveted.									
Frames, riveted through Plates with 7/8 in. Rivets, about 6 apart.										Rivets, state whether of Iron or Steel Iron.									
FRAMES extend in one length from keel to tank margin plate & from there to gunwale.										state if ordinary or joggled Ordinary.									
REVERSED FRAMES on floors and frames extend from Bulkhead angle frames.										state if ordinary or joggled Ordinary.									
MASTS, SPARS, &c.										MASTS, SPARS, &c.									
LOWER MASTS										LOWER MASTS									
Bowsprit										Bowsprit									
Topmasts, Main and Remainder of Spars										Topmasts, Main and Remainder of Spars									
Rigging, Material and Size, Shrouds										Rigging, Material and Size, Shrouds									
Sails										Sails									
Equipment No. 15324 Letter D										Tonnage U.D.K. or Plating No. for Trawlers									
ANCHORS.										ANCHORS.									
Number of Certificate										Number of Certificate									
Anchors										Anchors									
Weight, Ex Stock										Weight, Ex Stock									
Test, per Certificate										Test, per Certificate									
Description of Anchor										Description of Anchor									
Makers										Makers									
Where and when tested and Superintendent										Where and when tested and Superintendent									
CHAIN CABLES.										CHAIN CABLES.									
Number of Certificate										Number of Certificate									
Length and size supplied										Length and size supplied									
Test, per Certificate										Test, per Certificate									
Description of Cable										Description of Cable									
Makers of Cables										Makers of Cables									
Where and when tested and Superintendent										Where and when tested and Superintendent									
HAWERS AND WARPS.										HAWERS AND WARPS.									
Number of Certificate										Number of Certificate									
Length and size supplied										Length and size supplied									
Test, per Certificate										Test, per Certificate									
Description of Cable										Description of Cable									
Makers of Cables										Makers of Cables									
Where and when tested and Superintendent										Where and when tested and Superintendent									
Boats										Boats									
Pumps										Pumps									
Windlass										Windlass									
Engine Room Skylights										Engine Room Skylights									
What arrangements for deadlights in bad weather?										What arrangements for deadlights in bad weather?									
Coal Bunker Openings										Coal Bunker Openings									
Number of Scuppers, and number and dimensions of Freeing Ports, &c.										Number of Scuppers, and number and dimensions of Freeing Ports, &c.									
Ceiling in Holds, thickness and material										Ceiling in Holds, thickness and material									
Cargo Hatchways										Cargo Hatchways									
State size No. 1 Hatch (Forward)										State size No. 1 Hatch (Forward)									
Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch										Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch									
Bulwarks, height above deck and description										Bulwarks, height above deck and description									
The above is a correct description.										The above is a correct description.									
Builder's Signature										Builder's Signature									
Surveyor's Signature										Surveyor's Signature									

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case) (M) 15-1-07, 20-6-07, 5-7-07, 6-7-07, 22-7-07, 23-7-07, 12-9-07, 4-1-08, 31-1-08, (P.M.E.) 16-1-08, (E.) 11-10-07, 16-10-07.

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

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

Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? Yes

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

This vessel has been built in accordance with the approved plans, the Surveyor's letters of the above date, and in general conformity to the Rules for the class contemplated.

Accompanying this Report Plans of Midship Section, Profile and Decks, and Report on Ship's Fittings.

This vessel is sister ship to the "Rivault Albury", Hull Report No. 19922.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 29.5 ft., R.Q.D. or Break 40.5 ft., Bridge Dk. 90-1 ft., F'castle 54.6 ft. (in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. is joined to the B.D., this should be distinctly stated. The Poop is joined to the R.Q.D., and the R.Q.D. is joined to the B.D.

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) 1 Dk. (Impt. P.C.S.) dup R.Q. frames, 2 lower Dk. for hold.

Official No. 124823; Signal Letters

How are the surfaces preserved from oxidation? Inside N.H. Kupa C. "Mastice" and Paint.

Outside Paint.

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors Cellular D.B.

Where fitted.	*Length. Feet.	Water Capacity. Tons.	Where fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	40.30	26.5	Fore peak tank,		14
Double bottom, under Engines and Boilers,			After peak tank,		25
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward		
Double bottom, forward,	61.33	81.5	Other tanks, if fitted,		

Total capacity of double bottom 108.0 (If necessary, furnish further information by sketch.)

* The wells are not to be included in the lengths of the tanks.

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

Order for Special Survey No. 1706

Date 24-6-07

No. 542 in builder's yard

Fees applied for, 6/4/1908

Special.....£ 51: 11: - Received by me, R.R.

Travelling Expenses, if any £ - - - 13/4/1908

State whether the Vessel has been built under Special Survey Yes

I am of opinion this Vessel should be Classed 100 A1.

With, or without Freeboard, as condition of Class Without.

Alison B. Wilson.

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

Committee's Minute

Character assigned

100 A1 (S.H.)

Lloyd's ascp pp + dmc 4.08

Let's minus 20/100

W860-0018 2