

1 &amp; 2 Dks., R.Q.Dk.

and Pt. Awng. Dk.

## IRON OR STEEL STEAMER.

No. 23289  
MON. 3 JUN 1907State if Report is also sent on the Machinery of the Vessel *Yes*  
Date of completion of Report *1<sup>st</sup> June 1907* Port of *Sunderland*  
Date, First Survey *5<sup>th</sup> Feb<sup>y</sup> 1907* Last Survey *28<sup>th</sup> May 1907*  
Rig *Fore & aft schooner.*

Survey held at *Sunderland*  
On the *Steel Screw Steamer "Idaho"*  
TONNAGE under Tonnage Deck *457.08*  
Do. of Prop *72.41*  
Do. of Raised Or. *26.59*  
Do. of Bridge House *16.36*  
Do. of Forecastle *6.77*  
Do. of Houses on Deck *18.32*  
Do. of excess of Hatchways *597.53*  
Do. above Crown of Engine Room *32.81*  
Gross Tonnage *564.72*  
Less Crew Space *191.21*  
Less above Crown of Engine Room *10.41*  
TONNAGE FOR FEES *363.10*  
Less Engine Room  
Less Navigation Spaces  
Register Tonnage as cut on Beam *363.10*

ONE OR TWO DECKED VESSEL.  
CLASS *100 A1*

Master *John Richardson*  
Year of appointment *07*  
(1) As master in service of owner of present vessel:—  
(2) As master of this vessel:—

Built at *Sunderland*  
When built *1907* launched *30<sup>th</sup> April 1907*  
By whom built *R Thompson & Sons*  
Owners *Frank Robinson Atkinson*  
Managers " " " " " "  
(Where necessary to be entered in Reg. Book.)  
Residence *Post Office Chambers Middlesbrough*  
Port belonging to *Middlesbrough*  
Built under *Special Survey.*

LENGTH on Deck as per Rule *174* Feet. *10* Inches. BREADTH—Feet. *29* Inches. *8* DEPTH, ACTUAL—Feet. *10* Inches. *7* No. of Decks with Flat laid *One*  
Moulded *29* *8* Top of Deck to top of Main Deck Beams *10* *7* No. of Tiers of Beams *One*  
Dimensions of Ship per Register, Length, *176.0* breadth, *29.85* depth, *10.6* Moulded Depth, *13* ft. *0* ins. Round of Beam, Actual *7* ins.

FRAMING.						FORGINGS AND CASTINGS.					
Inches in Ship.						Inches in Ship.					
FRAME, Angles, L or L Bars, for length						KEEL, Bar or Side Plates depth and thickness					
amidships in way of R.Q.D.	5 1/2	3	9-8	5 1/2	3	9-8	Flat Plate Keel	6 3/4 x 1 1/8	6 3/4 x 1 1/8	6 3/4 x 1 1/8	6 3/4 x 1 1/8
Do. for at each end	5 1/2	3	8-7	5 1/2	3	8-7	STEM, moulding and thickness	6 3/4 x 4	6 3/4 x 4	6 3/4 x 4	6 3/4 x 4
Do. in way of Double Bottoms at Solid Floors	3 1/2	3	6-5	3 1/2	3	6-5	STEERN-POST for Rudder do. do.	6 3/4 x 4	6 3/4 x 4	6 3/4 x 4	6 3/4 x 4
at intermdt. Bkts.	22			22			for Propeller	6 3/4 x 4	6 3/4 x 4	6 3/4 x 4	6 3/4 x 4
Spacing of Frames from centre to centre	22			22			MAIN PIECE of Rudder, diameter at head	4 1/2 dia	4 1/2 dia	4 1/2 dia	4 1/2 dia
REVERSED FRAME, Angles	3	2 1/2	5	3	2 1/2	5	do. at heel	3 1/2 dia	3 1/2 dia	3 1/2 dia	3 1/2 dia
DEEP FRAMING, depth of girder	Deep Bulb Angle = 5 1/2						RUDDER, how constructed <i>Forged &amp; built with single plate</i>				
FLOORS, depth and thickness of Floor Plates	15 1/2	6-5	15 1/2	6-5			Can the Rudder be unshipped afloat? <i>Yes</i>				
at mid line for length amidships	15	7-8	15	7-8			KEELSONS AND STRINGERS.				
in way of Engines and Boilers	11	5		7 1/4	5		Centre Line Keelson, Vertical Plate above floors, Through Plate, or Intercoastal Plate	7 1/2	7-6	7 1/2	7-6
thickness at the ends of vessel	11	5		7 1/4	5		Rider Plate	8 1/2	7-6	8 1/2	7-6
depth at 1/2 the half breadth, as per Rule	2-7			2-7			Bulb Plate to Intercoastal Keelson. Plates	7		7	
height extended at the Bilges	6			6			Horizontal Plates on Floors Shell angles	3 1/2	3 1/2	7	3 1/2
FLOORS & BRACKETS, in Coll Dble Bottoms	No flanging						Angles	4	3	6	4
state if flanged (top & bottom)	22			22			Side Keelson, Angles	3	3	6	3
Spacing	22			22			Bulb or Plate above floors for	3	3	6	3
CENTRE GIRDER, in Double Bottom, depth and thickness	15 1/2 x 2-2 1/2 x 8-7	15 1/2 x 2-2 1/2 x 8-7					Intercoastal Plate for	6		6	
Angles, Top	3	3	7	3	3	7	Attached to outside plating with Angle	3	3	6	3
Bottom	4	3	6	4	3	6	BILGE KEELSON, Angles	4	3	6	4
SIDE GIRDERS, number on each side & thickness	Three	6	Three	6			Bulb or Plate above floors for	7	7	7	7
state if flanged (top & bottom)	No flanging						Intercoastal Plate for				
Angles	3	3	6	3	3	6	Attached to outside plating with Angle				
MARGIN PLATE, depth (exclusive of flange) and thickness	24	6	24	6			BILGE STRINGER Angles				
Angles to Outside Plating	3 1/2	3 1/2	7	3 1/2	3 1/2	7	Bulb Plate for	2 angles 4 x 3 x 7/20			
Floors	3	3	6	3	3	6	Intercoastal Plate for	one intercoastal 6 x 2 L			
Height of Floors at the Bilges							Attached to outside plating with Angle				
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	5 1/2	7-6	5 1/2	7-6			2 SIDE STRINGERS Angles	5	3	8	5
thickness in Engine and Boiler space	No bank						Bulb or Intercoastal Plate for	8 1/2	7-6	8 1/2	7-6
Remainder in Holds	6			6			Attached to outside plating with Angle	3	3	7-6	3
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	5 1/2	7	5 1/2	3	7		Main and Raised Quarter Deck Stringer Plate, breadth and thickness	37	8	37	8
Angles on Upper Edge							Angle on ditto	3 1/2 x 3 1/2	7	3 1/2 x 3 1/2	7
Spacing	22			22			Tie Plates, outside Hatchways	One strake increased 50			
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb							Diagonal Tie Plates on Bms. No. of Pairs				
Angles on Upper Edge							Main Dk* Iron or Steel for	full lng.	6		6
Spacing							R. Q. Dk* Iron or Steel for	full lng.	6		6
BEAMS, Hold, Plate or Tee Bulb							Wood Deck, Material & thickness	No wood deck.			
Angles on Upper Edge							Lower Deck Stringer Plate, breadth and thickness				
Spacing							Angles on ditto, No.	Bilge Keel = 5 1/4" long			
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb							Tie Plates, outside Hatchways	joined of Bulb 7 x 7/20			
Angles on Upper Edge							Deck Material and thickness	7 T Bdr 5 x 4 x 7/20			
Spacing							Hold Stringer Plate				
BEAMS, Bridge or Pt. Awng. Deck, Angle, Bulb Angle, Plate, or Tee Bulb	5 1/2	3	7	5 1/2	3	7	Angles on ditto, No.				
Angles on Upper Edge							Poop Deck Stringer Plate, breadth & thickness				
Spacing	44			44			Angle on ditto				
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	6 1/2	3	8	6 1/2	3	8	Tie Plates				
Angles on Upper Edge							Deck Material and thickness	PP	5 x 3	5 x 3	5
Spacing	44			44			Forecastle Deck Stringer Plate, brdth & thcknss				
PILLARS, in 'tween Decks, Size and Spacing	2 1/2	8	2 1/2	8	2 1/2	8	Angle on ditto	3 1/2 x 3 1/2	6	3 1/2 x 3 1/2	6
Hold	2 1/2	3 1/2	2 1/2	3 1/2	2 1/2	3 1/2	Tie Plates	7	5	7	5
Quarter, 'tween Dks.							Deck, Material and thickness	PP	5 x 3	5 x 3	5
in Hold							Are the outside Plates doubled two spaces of Frames in length? <i>Not quite</i>				
WEB FRAMES, in Fore Body, No. and Spacing							Are the Stave Valves and Watertight Doors in efficient working order? <i>Yes</i>				
No. of Side Stringers											
WEB FRAMES, in E. & B. Space, No. & Spacing	One as per Profile										
Brdth. & Thickness	15	8	15	8							
WEB FRAMES, in After Body, No. and Spacing											
Brdth. & Thickness											
No. of Side Stringers											
Size of Angle or Tee Bars to Web Frames	5	3	8	5	3	8					
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness											



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

M-30<sup>th</sup> Nov<sup>r</sup> 1906. M-8<sup>th</sup> Jan<sup>y</sup> 1907. E-8<sup>th</sup> Feb<sup>y</sup> M-3<sup>rd</sup> May. M-6<sup>th</sup> May.

Workmanship. Are the butts of plating planed or otherwise fitted? Planed & overlapped

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

Do the holes for riveting plate to frames, butt straps, or plate

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? Very few

Are the butts of Plating, Stringers, &c., properly shifted and strapped or lapped? 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.) This vessel has been constructed in accordance with the approved plans, the Secretary's Letters as mentioned above & in other respects in compliance with the requirements of the Rules. The material & workmanship are good. The tunnel has been tested & found to be watertight.

The freeboard assigned in the Secretary's Letter dated 24<sup>th</sup> May 1907 has been duly marked & verified on the vessel's side. Sunderland Freeboard Report No 23268.

This is a duplicate vessel to the SS "Wyoming" No 246 by the same Builders. Sunderland 1<sup>st</sup> Entry Report No 23286

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

PARTICULARS FOR RECORD in the REGISTER BOOK. - Length of ~~Deck~~ ~~or~~ R.Q.D. or Break 84.91 ft., Bridge Dk. 16.5 ft., F'castle 23.0 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

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) One D<sup>ck</sup> (S<sup>ide</sup>) & Deep Framing. Well Deck.

Official No. 125137; Signal Letters

State if Machinery is fitted aft No

How are the surfaces preserved from oxidation? Inside Cement & paint Outside Paint

PARTICULARS OF WATER BALLAST. - State whether the Double bottom is constructed on the cellular system or with girders on floors

Where fitted.	*Length. Feet.	Water Capacity. Tons.	Where fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	33	45	Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,	Lower part only	23
Double bottom, if under Engines only,			Deep tank, aft		16
Double bottom, if under Boilers only,			Deep tank, forward		
Double bottom, forward,	40 1/2	71	Other tanks, if fitted,		
Total capacity		116	(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. 4092

Date 16-1-07

No. 247 in builder's yard.

DATES OF SURVEYS held while building

1904: July 5, 7, 11, 15, 19, 21, 25, 28. Mch. 4, 5, 7, 8, 11, 14, 20, 22, 25, 27. Apl 4, 5, 8, 9, 10, 11, 12, 15, 17, 22, 24, 26, 29, 30, May 2, 6, 8, 10, 13, 14, 24, 28.

Total No. of Visits 41

The amount of Entry Fee £ 3 : 0 : 0

Special £ 28 : 5 : 0

Travelling Expenses, if any £ :

Fees applied for, 1.6.1907

Received by me, 5.6.1907

Certificate to be sent to Sunderland

State whether the Vessel has been built under Special Survey Yes

am of opinion this Vessel should be Classed 100 A1

With, or without Freeboard, as condition of Class

Committee's Minute

Character assigned

TUES. JUN 4 1907

100 A1 (Sd) W

Lloyd's arcp + Home 5-07

W868-0121