

With or Without Disconnected Erections.

STEEL STEAMER.

Received at London Office

THU DEC 28 1911

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

Date of completion of report

Dec 27 - 1911

Port of

Sunderland

No.

25104

Survey held at

Sunderland

Date, First Survey

June 27

Last Survey

19 Dec

1911

On the

Repsen Steamer

CHELTONIAN

Rig

Reboomer

TONNAGE under

4208.12

CLASS

+100 AI

FEET.

Master

R. Jones

Year of appointment

(1) As Master in service of owner of present vessel. 1911
(2) As Master of this vessel 1911

Built at

Sunderland

When built

1911

Launched

9th November 1911

By whom built

Barham & Sons

Owners

The Cambrian Steam Navigation Co Ltd

Managers

J. Mathias & Sons

Residence

Abenystwyth

Port belonging to

London

Do. between Tonnage Dk. and 3rd and 4th Dk.

Total under Upper Dk.

Do. of Poop Exp. Hatch

Do. of R.Q.Dk. Chart House

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

Less Crew Space

Less above Crown of Engine Room

TONNAGE FOR FEES

Less Engine Room

Navigation Spaces

Breadth (greatest moulded)

51.75

Depth, at middle of length from top of keel to top of upper deck beams at side

27.50

Transverse Number

79.25

Length on deck from fore part of stem to after part of stern post

385.0

Longitudinal Number

305.11

Depth "d" at middle of length (See Secs. 2 & 13)

24.25

Proportions—Depths to Length—Upper Deck Beam at side to top of keel

14.0

" " Long Bridge Deck Beam at side to top of keel

10.8

Destined Voyage

Newport

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

Length on Deck

385.0

BREADTH

51.75

DEPTH, ACTUAL

24.25

Top of Floors to top of Upper Dk. Beams

25.1

No. of Decks with flat laid

One

No. of Tiers of Beams

One

Dimensions of Ship per Register, Length 385.0 breadth 51.75 depth 24.25

Moulded depth, ft. 35 ins. 6

To Bridge Dk. Round of Upper Dk. Beam, Actual

13 ins.

Moulded depth, ft. 27 ins. 6

To Upper Dk.

FRAMING.		Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
NAME, Angles, or C or L Bars amidships	12	3 1/2	6 1/2	12	3 1/2	6 1/2	6 1/2
Do. in peaks	7	3 1/2	4 1/2	7	3 1/2	4 1/2	4 1/2
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	40.38	3 1/2	3 1/2	40.38	40.38
" " at intermdt. Bkts.	7 1/2	3 1/2	4 1/2	7 1/2	3 1/2	4 1/2	4 1/2
acing of Frames from centre to centre amidships	30	-	-	30	-	-	-
" " length to Collision bulkhead	27	-	-	27	-	-	-
" " in peaks	24	-	-	24	-	-	-
EVERSED FRAME, Angles	3 1/2	3 1/2	40.38	3 1/2	3 1/2	40.38	40.38
Do. in way of Double Bottoms at Solid Floors	7	3	4 1/2	7	3	4 1/2	4 1/2
" " at intermdt. Bkts.	-	-	-	-	-	-	-
RAMING, depth of girder	-	-	-	-	-	-	-
LOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	-	-	-	-	-	-	-
" in way of Engine and Boiler Spaces	-	-	-	-	-	-	-
" thickness at the ends of vessel	-	-	-	-	-	-	-
" depth at 1/2 the half breadth, as per Rule	-	-	-	-	-	-	-
" height extended at the Bilges	-	-	-	-	-	-	-
LOORS & BRACKETS in Cell Dble Bottoms	-	40	36	-	40	36	36
" state if flanged (top & bottom)	40	-	-	-	-	-	-
" Spacing	60	-	-	60	-	-	-
ENTRE GIRDER, in Dbl. bottom, dpth. & thcknss.	42	50	46	42	50	46	46
" Angles, Top	4 1/2	4 1/2	60	4 1/2	4 1/2	60	60
" Bottom	4 1/2	4 1/2	60	4 1/2	4 1/2	60	60
" to Floors	3 1/2	3 1/2	40	3 1/2	3 1/2	40	40
IDE GIRDERS, number on each side & thickness	2	38	36	2	38	36	36
" state if flanged (top and bottom)	40	-	-	-	-	-	-
" Angles (top and bottom)	3 1/2	3 1/2	40	3 1/2	3 1/2	40	40
" to Floors	3	3	40	3	3	40	40
MARGIN PLATE, depth (exclusive of flange) and thickness	35	46	-	35	46	-	-
" Angles to Outside Plating	3 1/2	3 1/2	46	3 1/2	3 1/2	46	46
" Floors	3 1/2	3 1/2	40	3 1/2	3 1/2	40	40
" Height of Brackets above at bilge	49	-	-	49	-	-	-
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	66	46	-	66	46	-	-
" in Engine and Boiler space	52	56	-	52	56	-	-
" Remainder in Holds	44	38	-	44	38	-	-
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	6 1/2	3	40	6 1/2	3	40	40
" Angles on upper edge	6	3	42	6	3	42	42
" In way of Long Bridge	6 1/2	3	40	6 1/2	3	40	40
" Spacing	30	27	-	30	27	-	-
BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	11	3 1/2	56	11	3 1/2	56	56
" Angles on upper edge	60	after plating	-	60	after plating	-	-
" Spacing	54	3 1/2	56	11	3 1/2	56	56
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	-	-	-	-	-	-	-
" Angles on upper edge	-	-	-	-	-	-	-
" Spacing	-	-	-	-	-	-	-
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	5 1/2	3	40	5 1/2	3	40	40
" Angles on upper edge	-	-	-	-	-	-	-
" Spacing	30	24	-	30	24	-	-
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	6	3	40	6	3	40	40
" Angles on upper edge	-	-	-	-	-	-	-
" Spacing	30	-	-	30	-	-	-
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8 1/2	3 1/2	56	8 1/2	3 1/2	56	56
" Angles on upper edge	-	-	-	-	-	-	-
" Spacing	27	24	-	27	24	-	-

PILLARS.

PILLARS, In 'tween Deck, size and spacing

" " Hold 3 ROWS " " "

" " Quarter 'tween Dks. " " "

" " in Hold " " "

KEELSONS & STRINGERS.

CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate

" Rider Plate

" Flat Plate Keel Angles

" Horizontal Plates on Floors

" Angles or Bulb Angles

SIDE KEELSONS, Number

" Angles or Bulb Angles

" Plate above floors, for length

" Intercoastal Plate, for length

" Attached to outside Plating with Angle

BILGE KEELSON, Angles

" Intercoastal Plate for length

" Attached to outside Plating with Angle

SIDE STRINGERS, Number

" Angle

" Intercoastal Plate, for full length

" Attached to outside plating with Angle

Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)

" " " " br'dth & thickness (in way of Bridge)

" " " " Angle (clear of Bridge)

" " Tie Plate at sides of Hatchways

" Deck * Iron or Steel, for full lng.

" Thickness (clear of Bridge)

" " (in way of Bridge)

" Wood Deck. Material & thcknss

Second Deck Stringer Plate, br'dth & thickness

" Angles on ditto, No. 2

" Tie Plates outside Hatchways

" Deck * Iron or Steel, for lng.

" Wood Deck. Material & thickness

Third Deck Stringer Plate, br'dth & thickness

" Angles on ditto, No.

" Tie Plates, outside Hatchways

" Deck * Material and thickness

Fourth and Fifth Deck Stringer Plate, breadth & thickness

" Angles on ditto, No.

" Tie Plates outside Hatchways

" Deck. Material & thickness

Poop Deck Stringer Plate, breadth & thickness

" Angle on ditto

" Tie Plates

" Deck. Material and thickness

Bridge Deck Stringer Plate, br'dth & thickness

" Angle on ditto

" Tie Plates

" Deck. Material and thickness

Forecastle Deck Stringer Plate, b'dth & th'kns

" Angle on ditto

" Tie Plates

" Deck. Material and thickness

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

Form No. 1A. WEB FRAMES. FORGINGS OR CASTINGS. RIVETING. PLATING. BULKHEADS. COLLISION PARTITION LONGITUDINAL. KEEL, Bar, depth and thickness. STEM, moulding and thickness. STERN-POST for Rudder do. do. RUDDER-A x D. Table 22. Speed. Main-Piece, diameter at head. RUDDER, how constructed. Thickness of Plates or Single Plate. Can the Rudder be unshipped afloat? 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. RIVETS. BUTTS. IF LAPPED. SHEARSTRAKES. THICKNESS OF SHEARSTRAKES. CLEAR OF LONG BRIDGE. DO. OF STRAKE BELOW. DBLG. OF Flat Plate Keel. POOP SIDES. SHORT BRIDGE SIDES. FORECASTLE SIDES. FRAMES extend in one length from. REVERSED FRAMES on floors and frames extend from. MASTS, SPARS, &c. LOWER MASTS. BOWSPRIT. POPMASTS, YARDS and Remainder of SPARS. RIGGING, Material and Size, SHROUDS. SAILS. Suit of. Sails, and the following spare sails.

EQUIPMENT No. 32506. LETTER Y. ANCHORS. TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS. CHAIN CABLES. HAWSERS AND WARPS. Boats. Steering Gear, Steam Drive. Steering Gear, Hand. Pumps, Number. Windlass. Engine Room Skylights. Coal Bunker Openings. Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. Ceiling in Holds, thickness and material. Cargo Hatchways. State size No. 1 Hatch (Forward). No. 2 Hatch. No. 3 Hatch. No. 4 Hatch. Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch. Bulwarks, height above deck and description. The foregoing is a correct description. Builder's Signature. Correspondence. Workmanship. Are the butts of plating planed or otherwise fitted? Is the riveted work properly closed? Are the liners between the frames and plates solid single pieces? Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? Are the butts of Plating, Stringers, &c., properly shifted and strapped? Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? General Remarks (State quality of workmanship, &c.). The Surveyor should state the Number of Report and Name of any Sister Vessel. The amount of Entry Fee. Special Survey Fee. Travelling Expenses, if any. State whether the Vessel has been built under Special Survey. I am of opinion this Vessel should be Classed. With or without Freeboard, as condition of Class. Committee's Minute. Character assigned. FRID. DEC. 29. 1911. 100A. Lloyd's agent. Home 12.11. The Surveyor's Signature. Surveyor to Lloyd's Register of British and Foreign Shipping.

GENERAL REMARKS—(continued).

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Bowspri

Topmast

Rigging

Sails.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 23.0 ft., R.Q.D. — ft., Bridge 236.5 ft., Forecastle 36.0 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated not joined

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 Stk. 2 tiers of beams in No. 1 & 4 holds.

Official No. 132.649; Signal Letters ✓ State if Machinery is fitted aft no

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 or with girders on floors. Cellular

Where Fitted.	*Length.		Where Fitted.	*Length.	
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	<u>132.5</u>	<u>388</u>	Fore peak tank,	<u>19.6</u>	<u>103</u>
Double bottom, under Engines and Boilers,	—	—	After peak tank,	<u>18.0</u>	<u>144</u>
Double bottom, if under Engines only,	<u>22.5</u>	<u>83</u>	Deep tank, aft,	—	—
Double bottom, if under Boilers only,	—	—	Deep tank, forward,	—	—
Double bottom, forward,	<u>170.5</u>	<u>534</u>	Other tanks, if fitted,	—	—
Total capacity of double bottom	<u>1000</u>		(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. 4870

Date 25.3.11

No. 221 in builder's yard.

DATES of Surveys held while building

1911 Jan 27, Jul 6, 14, 15, 21, Aug 14, 18, 24, Sep 1, 12, 27, Oct 3, 6, 11, 16, 19, 20, 24, 30, Nov 2, 4, 6, 8, 10, 20, 24, 27, Dec 4, 12, 13, 14, 19

Surveyor's Signature J. Allan

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Total No. of Visits 33

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