

With or Without Disconnected Erections.

STEEL STEAMER.

SAT. MAY 23. 1914

Received at London Office

Date of completion of report

Survey held at

NEWCASTLE-ON-TYNE

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

Yes

Port of NEWCASTLE-ON-TYNE

Date, First Survey

18th Mar. 1913

Last Survey

14th May 1914

On the (State if Single, Twin, or Triple Screw)

Motor vessel Arum

Rig

Schooner

TONNAGE under

Tonnage Deck

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

Total under Upper Dk. 3273.38

Do. of Poop

164.34

Do. of R.Q.Dk.

60.92

Do. of Bridge House

38.10

Do. of Forecastle

13.04

Do. of Houses on Dk.

40.76

Do. of excess of Hatchways

150.86

Do. above Crown of Engine Room

3681.40

Gross Tonnage

119.04

Less Crew Space

150.86

Less above Crown of Engine Room

3411.50

TONNAGE FOR FEES

1178.05

Less Engine Room

21.59

Less Navigation Spaces

2362.72

Register Tonnage

as cut on Beam

CLASS 100 A 1.

FEET.

Breadth (greatest moulded) 47.00

Depth, at middle of length from top of keel to top of upper deck beams at side 27.00

Transverse Number 74.00

Length on deck from fore part of stem to after part of stern post 350

Longitudinal Number 25900

Depth "d," at middle of length (See Secs. 2 & 13) 16.1

Proportions—Depths to Length—Upper Deck Beam at side to top of keel 12.9

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

Master

Davies

Year of appointment

(1) As Master in service of owner of present vessel;—1911

(2) As Master of this vessel;—1911

Built at Newcastle Walker

When built 1914 Launched 27th Nov. 1913

By whom built Swan Hunter & Wigham Richardson

Owners Flower Motor Ship Co. Ltd

Managers

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

Residence Shell House Bishopsgate London

Port belonging to London

Destined Voyage Persian Gulf or Antwerp

If Surveyed while Building, Afloat, or in Dry Dock

Yes

as cut on Beam		Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams		Feet.	Inches.	No. of Decks with flat laid	2
LENGTH on Deck as per Rule		350	0	Moulded	47	0	Do. do. do. do. Second Dk. Beams		24	8	No. of Tiers of Beams	2
Moulded depth, ft. 34 ins. 3 To Bridge Dk. Round of Upper Dk. Beam, Actual 12 ins.												
Dimensions of Ship per Register, Length 350 breadth 47.25 depth 24.45 Moulded depth, ft. 27 ins. 0 To Upper Dk.												
FRAMING.							PILLARS.					
FRAME, Angles, or E or L Bars amidships							PILLARS, In 'tween Deck, size and spacing					
Do. in peaks							" " Hold					
Do. in way of Double Bottoms at Solid Floors							" Quarter 'tween Dks.,					
" " [at intermdt. Bkts.							" " in Hold					
Spacing of Frames from centre to centre amidships							KEELSONS & STRINGERS.					
" " from 1/2 length to Collision bulkhead							CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate					
" " in peaks.							" Rider Plate					
REVERSED FRAME, Angles							" Flat Plate Keel Angles					
Do. in way of Double Bottoms at Solid Floors							" Horizontal Plates on Floors					
" " [at intermdt. Bkts.							" Angles or Bulb Angles					
FRAMING, depth of girder							SIDE KEELSONS, Number					
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships							" Angles or Bulb Angles					
" in way of Engine and Boiler Spaces							" Plate above floors, for length					
" thickness at the ends of vessel							" Intercoastal Plate, for length					
" depth at 1/2 the half breadth, as per Rule							" Attached to outside Plating with Angle					
" height extended at the Bilges							BILGE KEELSON, Angles					
FLOORS in Cell. Double Bottoms							" Intercoastal Plate for length					
" state if flanged (top & bottom)							" Attached to outside Plating with Angle					
" Spacing of Solid floors							SIDE STRINGERS, Number					
CENTRE GIRDER, in Dbl. bottom, dpth. & thcknss.							" " Angle					
" Angles, Top							" Intercoastal Plate, for length					
" " Bottom							" Attached to outside plating with Angle					
" " to Floors							Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)					
" Brackets at intermdt. frmg., wdth & thcknss							" " " br'dth & thickness (in way of Bridge)					
SIDE GIRDERS, number on each side & thickness							" " Angle (clear of Bridge)					
" state if flanged (top and bottom)							" Tie Plate at sides of Hatchways					
" Angles (top and bottom)							Deck * Iron or Steel, for full lng.					
" to Floors							" Thickness (clear of Bridge)					
MARGIN PLATE, depth (exclusive of flange) and thickness							" (in way of Bridge)					
" Angles to Outside Plating							Wood Deck, Material & thickness					
" Floors							Second Deck Stringer Plate, br'dth & thickness					
" Brackets at intermdt. frmg., wdth & thcknss							" Angles on ditto, No. 2					
" Height of Outside Brackets above at bilge							" Tie Plates outside Hatchways					
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake							Deck * Iron or Steel, for full lng.					
" in Engine and Boiler space							Wood Deck, Material & thickness					
" Remainder in Holds							Third Deck Stringer Plate, br'dth & thickness					
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel							" Angles on ditto, No.					
" In way of Long Bridge							" Tie Plates, outside Hatchways					
" Spacing							Deck * Material and thickness					
BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel							Fourth and Fifth Deck Stringer Plate, breadth & thickness					
" Spacing							" Angles on ditto, No.					
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel							" Tie Plates outside Hatchways					
" Angles on upper edge							" Deck, Material & thickness					
" Spacing							Poop Deck Stringer Plate, breadth & thickness					
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel							" Angle on ditto					
" Angles on upper edge							" Tie Plates					
" Spacing							Deck, Material and thickness					
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel							Bridge Deck Stringer Plate, br'dth & thickness					
" Angles on upper edge							" Angle on ditto					
" Spacing							" Tie Plates					
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel							" Deck, Material and thickness					
" Angles on upper edge							Forecastle Deck Stringer Plate, br'dth & th'kns					
" Spacing							" 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.					

[illegible]

EQUIPMENT No. 26600										LETTER V										ANCHORS.										Tonnage U.D.K. OR PLATING No. FOR TRAWLERS									
Number of Certificate.		Anchors.		WEIGHT, EX. STOCK		WEIGHT OF STOCK		TEST, PER CERTIFICATE		WEIGHT, EX. STOCK		WEIGHT OF STOCK		TEST, PER CERTIFICATE		Description of Anchor.		Makers.		Where and when tested and Superintendent.																			
17301		1st Bower		47 3 21		Stockless		41 2 20		47 0 0		47 0 0		47 0 0		Troyen Stockless		W.L. Troyen & Co		L.H.S. 9/8/13 L. Hoffmann																			
17330		2nd "		45 2 21		"		39 14 14		44 0 0		44 0 0		44 0 0		"		"		" 16/5/13 "																			
17296		3rd "		45 1 28		"		39 11 10		45 0 0		45 0 0		45 0 0		"		"		" 8/5/13 "																			
40897		4th "		39 0 7		"		14 17 0 21		13 0 0		13 0 0		13 0 0		Ordinary		Carl of Dudley		L.H.T. 18/6/13 C.G. Perrins																			
40896		Stream		13 0 14		3 1 7		8 6 2 14		5 3 0		5 3 0		5 3 0		"		Round Oak Works		" 18/6/13 "																			
40896		Kedge		5 3 4		1 2 0		8 6 2 14		5 3 0		5 3 0		5 3 0		"		"		" 18/6/13 "																			
CHAIN CABLES.																				HAWERS AND WARPS.																			
Number of Certificate.		Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE		Length and size per Table 31.		Description.		Makers of Cables.		Where and when tested, and Superintendent.		Material.		Length and size supplied.		Breaking Test of Steel Wire.		Length and size per Table 31.																	
42450		240 2		72 100 3		539 2 7		538 3 0		240 2		Stud		Carl of Dudley L.H.T. 1/5/13		Round Oak Works C.G. Perrins		TOWLINE		120 4		33 120 4																	
from Stream		90 Cir.		39				90 Cir.										HAWERS & WARPS		240 2		44 90 2																	
Steel Wire		90 Cir.		39				90 Cir.												240 2		44 90 2																	
Boats 2 Cutters 194 Dinghy																				Steering Gear, Steam Good										Steering Gear, Hand Good									
Pumps, Number 1 Dorothon 1 Lift																				Diameter of Barrel 5 1/2 - 4"										State whether they are in efficient working order yes									
Windlass is Iron patent																				Capstan																			
Engine Room Skylights. - How constructed? Steel plates & angles																				What arrangements for deadlights in bad weather? Steel shutters & lights																			
Coal Bunker Openings. - How constructed? How are lids secured? Height above deck?																																							
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 7 Scupper each side with part open rails																																							
Ceiling in Holds, thickness and material 2 1/2 W.P. on 2' battens																				Cargo Battens, thickness and material 7 x 2 W.P.																			
Cargo Hatchways. - How formed? Steel plates & angles																				Hatches, If strong and efficient? Yes																			
State size No. 1 Hatch (Forward) 25-7 x 21-0 No. 2 Hatch 32-5 x 21-0 No. 3 Hatch 32-8 x 21-0 No. 4 Hatch 25-7 x 21-0																																							
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 5 Webs in each Hatch																																							
Bulwarks, height above deck and description Steel 25- 3-6 high																				No. of Breasthooks 8										No. of Crutches 2 deep floor									
The foregoing is a correct description.																				Main Rail, material and size 5 1/2 x 3 x 35 bag																			
Builder's Signature (here only) Swan, Hunter & William Richardson Ltd.																				Surveyor's Signature E. J. Milton										Surveyor to Lloyd's Register of British and Foreign Shipping.									
Correspondence. - State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case).																																							
M 15.11.12 15.12.12 20.1.13 21.1.13 4.2.13 14.2.13 12.3.13 11.6.13 8.12.13																																							
Workmanship. Are the butts of plating planed or otherwise fitted? Lapped and 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. 26, par. 20)? Yes																				State results of tests Good																			
Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? Yes																				State results of tests Good.																			
General Remarks (State quality of workmanship, &c.) This vessel has been built in accordance with the Rules the approved plans and the Secretary's letter quoted above.																																							
The workmanship and materials are good throughout.																																							
The cellular double bottom and peak tanks have been fitted to carry oil fuel and the requirements of Section 19 of the Rules complied with.																																							
On completion she was placed in Mess Bingham and Cowans dry dock South Shields, her bottom cleaned, framed and recoated.																																							
The approved plans of Midship Section, Profile, Boos framing Fore peak, Pumping arrangements, Stern frame & propeller brackets, amended struts and deck plating Hatch webs, and Oil fuel tank on Upper Deck also Midship Section as built are forwarded herewith.																																							
2.3. Arabis No. 550 Smiths Dock Indt and 922 Mess Swan Hunter & William Richardson was submitted report 8405.																				The Surveyor should state the Number of Report and Name of any Sister Vessel.																			
The amount of Entry Fee £ 5 : 0 : 0																				Fees applied for, MAY 18 1914										Certificate to be sent to NEWCASTLE-ON-TYNE Date of issue 25/5/14									
Special Survey Fee £ 10 : 6 : 0																				Received by me, MAY 21 1914																			
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 A.1. Steel																																							
With, or without Freeboard, as condition of Class Without																																							
Committee's Minute TUE. MAY 26 1914																																							
Character assigned 100 A.1.																																							
Lloyd's A & B. P.																																							
+ h.m.c. 514 (Oil Engines)																																							

WEB-FRAMES,	WF
" "	" "
" No. of	" "
WEB-FRAMES,	" "
" "	" "
WEB-FRAMES,	" "
" "	" "
" No. of	" "
" Size of Frame	" "
CRACKET PLATE	" "
Web Frames,	" "
BULKHEAD	" "
T. BULKHEAD	" "
after peak	" "
Ship	" "
one hold	" "
COLLISION "	" "
PARTITION "	" "
LONGITUDINAL	" "
the outside Plate	" "
the Sluice Valve	" "
STRAKES	" "
PLATE KEEL	" "
If Bar Keel, state River	" "
BOARD OF A S	" "
state actual	B
thickness in	C
of Double	D
Bottom.	E
	F
	G
	H
Frame	J
	K
	L
	M
	N
	O
	P
	Q
	R
	S
	T
	U
	V
	W

Official No. ; Signal Letters State if Machinery is fitted aft *Yes* .
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. *Cell M*

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,			Fore peak tank,	19.7	10
Double bottom, under Engines and Boilers, Room	42.10 1/2	58	After peak tank,	16.0	4
Double bottom, if under Engines only,			Deep tank, aft, at poop front for oil fuel.	6.0	3
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward, of S. Room.	267.5 1/2	763	Other tanks, if fitted, F.W. Under poop P.P.S. (15 tons)	12	3
	Total capacity of double bottom	821	(If necessary, furnish further information by sketch.)		11

* 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.

Order for Special Survey No. 4411

Date 21st Feb. 1913

No. 916 in builder's yard.

DATES of Surveys
held while building

1913
Mar. 18. 20. 27. 31. Apr. 7. 15. 16. 22. 28. 30. May. 1. 6. 13. 15. 20. 22. Jun. 5. 9. 10. 11. 13. Jul.
3. 4. 7. 8. 9. 10. 14. 15. 16. 18. Aug. 1. 27. 29. Sep. 1. 2. 4. 8. 12. 15. 26. 29. Oct. 1. 2. 3. 4. 6. 8. 10. 16.
29. 30. Nov. 3. 7. 14. 18. 20. 24. 25. 26. 27. Dec. 2. 4. 9. 12. 15. 30. 1914
Jan. 6. 29. Feb. 4. 19. 27. Mar.
11. 17. 30. Apr. 2. 3. 15. 17. 21. 29. May. 1. 4. 9. 11. 12. 13. 14. © 2020

Total No. of Visits

Surveyor's Signature

E. L. Hullon