

With ~~or Without~~
Disconnected Erections.

STEEL STEAMER.

Received at London Office... **WED MAR 26 1924**

State if Report is also sent on the Machinery of the Vessel *Yes.*

Date of completion of report *24th March 1924* Port of *NEWCASTLE-ON-TYNE*
Survey held at *Newcastle-on-Tyne* Date, First Survey *16th Jan 1923* Last Survey *22nd March 1924*

On the (State if Single, Twin, or Triple Screw) *Single screw steamer* **MARSDEN** Rig *Schooner*

TONNAGE under
Tonnage Deck...
Do. between Tonnage Dk. and 3rd and 4th Dk.
Total under Upper Dk. *2578.47*
Do. of Poop *68.70*
Do. of R.P.Dk. Chart house *3.69*
Do. of Bridge House *6.09*
Do. of Forecastle *4.04*
Do. of Houses on Dk. *87.51*
Do. of excess of Hatchways *125.42*
Do. above Crown of Engine Room...
Gross Tonnage *2873.92*
Less Crew Space
Less above Crown of Engine Room...
TONNAGE FOR FEES...
Less Engine Room *919.65*
Less Navigation Spaces *111.58*
Ballast, stores &c *150.89*
Register Tonnage as cut on Beam *1691.80*

CLASS *100 A1*

Breadth (greatest moulded)... *44' 3 3/4"*
Depth, at middle of length from top of keel to top of upper deck beams at side... *24' 0"*
Transverse Number *L x D*... *8016*
Length on deck from fore part of stem to after part of stern post... *330*
Longitudinal Number *L x (B + D)*... *22822*
Depth "d," at middle of length (See Secs. 2 & 3) *19.38*
Proportions—Depths to Length—Upper Deck Beam at side to top of keel... *13.91*
" " Long Bridge Deck Beam at side to top of keel... *10.77*

Master...
Year of appointment...
Built at *Newcastle*
When built *1924* Launched *5th Feb 1924*
By whom built *Wood Skinner & Co. Ltd*
Owners *The Burnett S.S. Co. Ltd*
Managers...
Residence *Newcastle*
Port belonging to *Newcastle*

Destined Voyage *Rouen* If Surveyed while Building *Afloat, or in Dry Dock* *Yes*

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid
	334	0		44	4		21	8 1/2	one
									No. of Tiers of Beams
									one

Moulded depth, ft. *31* ins. *0* To Bridge Dk. Round of Upper Dk. Beam, Actual) *11* ins.

Moulded depth, ft. *24* ins. *0* To Upper Dk.

FRAMING.							PILLARS.						
Inches in Ship.							Inches in Ship.						
FRAME, Angles, or 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 }							CENTRE LINE KEELSON, Vertical Plate above						
" " length to Collision bulkhead }							floors, Through Plate, or Intercoastal Plate }						
" " " in peaks..							" Rider Plate.....						
EVERSED 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						
DOUBLED FRAME, depth and thickness of Floor Plate }							" Angles or Bulb Angles						
" at mid-line for 1/2 length amidships... }							" Plate above floors, for length....						
" in way of Engine and Boiler Spaces							" Intercoastal Plate, for length						
" thickness at the ends of vessel							" Attached to outside Plating with Angle...						
" depth at 1/2 the half breadth, as per Rule ...							BILGE KEELSON, Angles						
" height extended at the Bilges							" Intercoastal Plate for length						
DOUBLED FRAME, Cell, Double Bottoms.....							" Attached to outside Plating with Angle ...						
" state if flanged (top & bottom).....							SIDE STRINGERS, Number						
" Spacing of Solid floors							" " Angle						
CENTRE GIRDER, in Dbl. bottom, dpth. & thckness.							" Intercoastal Plate, for length ...						
" " Angles, Top							" Attached to outside plating with Angle.....						
" " " Bottom.....							Upper Deck Stringer Plate, br'dth & thickness }						
" " " to Floors							(clear of Bridge) }						
" Brackets at intermdt. frmng., wdth & thckness							" " " " br'dth & thickness }						
DE GIRDERS, number on each side & thickness							(in way of Bridge) }						
" state if flanged (top and bottom)							" " Angle (clear of Bridge) ...						
" Angles (top and bottom)							" Tie Plate at sides of Hatchways.....						
" " to Floors.....							" Deck, * Iron or Steel, for full lng.						
MARGIN PLATE, depth (exclusive of flange) }							" Thickness (clear of Bridge)						
" and thickness							" " (in way of Bridge)						
" Angle to Outside Plating							" Wood Deck, Material & thickness						
" " Floors							Second Deck Stringer Plate, br'dth & thickness						
" Brackets at intermdt. frmng., wdth & thckness							" Angles on ditto, No.						
" Height of Outside Brackets above at bilge							" Tie Plates outside Hatchways						
INNER BOTTOM PLATING, breadth and }							" Deck, * Iron or Steel, for lng.						
" thickness of Middle Line Strake }							" Wood Deck, Material & thickness						
" " in Engine and Boiler space							Third Deck Stringer Plate, br'dth & thickness						
" Remainder in Holds.....							" Angles on ditto, No.						
AMS, Upper Deck, Single Angle, Bulb }							" Tie Plates, outside Hatchways.....						
" Angle, Plate, Tee Bulb, or Channel }							" Deck, * Material and thickness						
" In way of Long Bridge							Fourth and Fifth Deck Stringer Plate, }						
" Spacing							" breadth & thickness }						
AMS, Second Deck, Single Angle, Bulb }							" " Angles on ditto, No.						
" Angle, Plate, Tee Bulb, or Channel }							" " Tie Plates outside Hatchways						
" Spacing							" " Deck, Material & thickness						
AMS, Third and Fourth Deck, Single Angle, }							POOP DECK Stringer Plate, breadth & thickness						
" Bulb Angle, Plate, Tee Bulb, or Channel }							" Angles on ditto						
" Angles on upper edge							" Tie Plates						
" Spacing							" Deck, Material and thickness						
AMS, POOP DECK, Angle, Bulb Angle, Plate, }							Bridge Deck Stringer Plate, br'dth & thickness						
" Tee Bulb, or Channel							" Angles on ditto.....						
" Angles on upper edge							" Tie Plates.....						
" Spacing							" Deck, Material and thickness						
AMS, Bridge Deck, Angle, Bulb Angle, Plate }							Forecastle Deck Stringer Plate, b'dth & th'kns						
" Tee Bulb, or Channel							" Angles on ditto.....						
" Angles on upper edge							" Tie Plates						
" Spacing							" Deck, Material and thickness						
AMS, Forecastle Deck, Angle, Bulb Angle, }							" "						

WEB FRAMES.										Inches in Ship.	Inches in Ship.	Inches per Rule.	Inches per Rule.	FORGINGS or CASTINGS.										Inches in Ship.	Inches per Rule.								
WEB-FRAMES, In Fore Body, No. and spacing										Frames increased in brdth. & thickness of web frames at fore end of fore hold.				KEEL, Bar, depth and thickness										Flat plate keel									
No. of Side Stringers														STEM, moulding and thickness										8 3/8 x 2 1/4 8 3/8 x 2 1/4									
WEB-FRAMES, In E. & B. Space, No. & spacing										Frames increased in line of web frames in E.B. space				STERN-POST for Rudder do. do.										8 3/8 x 6 1/8 8 3/8 x 6 1/8									
brdth. & thickness														for Propeller										9 3/8 x 6 1/8 9 3/8 x 6 1/8									
WEB-FRAMES, In After Body, No. and spacing														RUDDER-A x D Table 22. Speed 10 3/4 knots										A x D = 348.45									
brdth. & thickness														Main-Piece, diameter at head										9 9									
No. of Side Stringers														at heel										6 3/4 6 3/4									
Size of Face Angles to Web-Frames																																	
BRACKET PLATES to Stringers between Web Frames, depth and thickness																																	
BULKHEADS.										Number.		Thickness.		STIFFENERS.				Single or Double Frames.		Height up, state deck.		RUDDER, how constructed										Forged & built	
Vessel.										Per Rule.		Inches.		Horizontal.		Vertical.						Thickness of Plates or Single Plate										1.02	
W.T. BULKHEADS										5 5				Inches.		Inches.		Inches.				Can the Rudder be unshipped afloat?										Yes	
No. 60																				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.?										Congo Steel, Balckow Vaughan			
86																				Dorman Long, South Durham.													
112																				open hearth process.													
aft peak																				Has the Steel been tested as required by the Rules?										Yes.			
COLLISION																																	
PARTITION																																	
LONGITUDINAL																																	
Are the outside Plates doubled two spaces of Frames in length?																																	
Are the Hatch Valves and Watertight Doors in efficient working order?																																	
PLATING.										RIVETING.																							
STRAKES.										AS IN SHIP.				PER RULE OR AS APPROVED.				EDGES, Ordinary or jogged?				BUTTS.											
										AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		Single or Double.		Breadth of Lap.		RIVETS.		Double or Treble or for what Length.		RIVETS.		STRAPS.		IF LAPPED.			
										Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.			
FLAT PLATE KEEL										47		66		60		47		66		Double		5 1/4 7/8		3 3/8		T.A. full lth		7/8		3 3/8			
(If Bar Keel, state Riveting.)																																	
GARBOARD OF A STRAKE												54		52		42		54															
State actual thickness in way of Double Bottom.												54		42		42		54															
B												54		42		42		54															
C												54		42		42		54															
D												54		42		42		54															
E												54		42		42		54															
F												54		42		42		54															
G												54		42		42		54															
H												54		42		44		54															
Sheer J												54		50		52		54															
Bridge K												50				50																	
Sides L												50				50																	
M																																	
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EQUIPMENT No. 23666				LETTER U			ANCHORS.			TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS							
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 31.			Description of Anchor.	Makers.	Where and when tested and Superintendent.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.				lbs.
38700	1st Bower ...	46	0	14	-	-	-	39	19	0	7	45	0	0	Britannic (cast Sykes) Ld C.H. 19/6/23. S.C. Paul Steel head)	-	-
38701	2nd „ ...	45	2	6	-	-	-	39	11	1	0	45	0	0		-	-
38741	3rd „ ...	38	0	8	-	-	-	34	11	2	7	38	0	0		-	-
	4th „ ...																
	Collective weight.	129	3	0								128	0	0			
14897	Stream	13	3	0	3	3	7	15	8	0	0	12	0	0	Isotman's	Kendrick Mole C.	18/4/23 A. Jones
	Kedge.....																

Particulars of Drop Test of Cast Steel Anchors, viz. :—
 Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower	27 cwt 2 qrs 14 lbs.	D.D.W.	W ^o 5735	17/4/23.
2nd „	27 „ 3 „ 0 „	D.D.W.	W ^o 5693	27/3/23.
3rd „	22 „ 1 „ 22 „	D.D.W.	W ^o 5839	23/5/23.
4th „				

CHAIN CABLES.										HAWSERS 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 Towline.	Length and size per Table 31.	
	Length.	Diam.	Statu-tory.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.	Length.	Diam.					Length.	Cir.		Length.	Cir.
26192	270	1 1/2	67.5	94.5	55 1/4	1-2 1/2	11-1-0	270	1 1/2	1 1/2	Steel link	Kendrick Mole C. 11/4/23 A. Jones		TOWLINE	100	4	33	100	4
														HAWSERS & WARPS	2-90	3 1/2	35 1/2	2-90	2 1/2
															6-90	2 3/4	22	2-90	2
															2-50	8	manilla		
	100	4 1/4		36				90	4 1/4		Steel wires certified by Flaggie Bros.								

Boats 2 lifeboats fore dinghy
Pumps, Number one to fore peak
Windlass is Emerson Walker 46"
Engine Room Skylights.—How constructed? Steel plates fangles
Coal Bunker Openings.—How constructed? Steel plates fangles
 Number of **Scuppers**, and numbers and dimensions of **Freeing Ports, &c.** 8 scuppers and 18 (oval) ports 3' 7" x 1' 3" on each side.
Ceiling in Holds, thickness and material. Fitted at bilges only.
Cargo Hatchways.—How formed? Steel plates fangles
 State size **No. 1 Hatch** (Forward) 41' 9" x 27' 0" **No. 2 Hatch** 42' 9" x 29' 6" **No. 3 Hatch** 39' 3" x 29' 6" **No. 4 Hatch** 39' 3" x 29' 6".
 Number of **Web Plates, Shifting Beams** and **Fore and Afters** to each Hatch 7 webs at each hatchway — no fore fasteners.
No. of Breasthooks Three **No. of Crutches** deep floors.
Bulwarks, height above deck and description 3' 6" steel plate.
 The foregoing is a correct description.
 Builder's Signature (here only) *W. Skinner* Surveyor's Signature *J. Macdonald*
WOOD, SKINNER & CO. LIMITED *MANAGING DIRECTOR* *Surveyor to Lloyd's Register of Shipping.*

Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case) M 18/1/23, 26/1/23, E 21/12/23.

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? Joggled framing
 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 or lapped? Yes
 Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Yes
 Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? Yes
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 and in other respects in compliance with the requirements of the Rules. The materials & workmanship are good. The bulkheads & tunnel have been tested & found to be satisfactory.
 The plans (16 in number) are forwarded herewith and these should be returned for dealing with the sister vessel.

The Owners' sanction to the construction of this vessel under the requirements of the Society's Revised Rules was obtained on the 22/1/23, See Secretary's Letter 26/1/23.

Sister vessel "Lowneley" Rwe. Rpt W^o 76884.

The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans to be forwarded with F.E. Report showing vessel as built. OK from Side vessel "Lowneley".

The amount of Entry Fee £ 6 : 0 : 0 / 22/3/1924
 Special Survey Fee.... £ 2 1/8 : 14 : 0
 Travelling Expenses, if any £ 8 : :
 Received by me, 25/3/1924
 State whether the Vessel has been built under Special Survey Yes
 I am of opinion this Vessel should be Classed 100A1 Lloyd's A & C.P.
 With, or without Freeboard, as condition of Class Without

Committee's Minute TUE 1 APR 1924
 Character assigned + 100A1
 Cargo battens not fitted
 Lloyd's A & C.P. + Limb 3. 24
 J. Macdonald
 Surveyor to Lloyd's Register of Shipping.

The Surveyors are requested not to write on or below the Committee's Minute.

WEB-I
WEB-F
WEB-F

BRACK
Web I

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W.T.BUL

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GARBOARD

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way of Dou
Bottom.

Sheer
Bridg
Side

THICKNESS OF
CLEAR OF LONG
DO. OF STEEL
DELG. of Flat
Sheer
Length and t
POOP SIDES
SHORT BRIDGE
FORECASTLE S

Upper Deck
Stringer Pl

Second Deck
Stringer Pl

FRAMES exte
REVERSED F

LOWER MASTS
Bowsprit
Topmasts, Yards
Rigging, Mater
Sails.

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK. Length of Poop 27 ft., R.Q.D. — ft., Bridge 69.75 ft., Forecastle 24 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 should appear in the Register Book) 104 (steel)

Official No. 148056; Signal Letters

State if Machinery is fitted aft *no*

How are the surfaces preserved from oxidation? Inside *Paint - Cement in boiler room tank* Outside *Paint*

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	96.75	263	Fore peak tank,	19	12
Double bottom, under Engines and Boilers,	40.50	155	After peak tank,	16	23
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	138.30	375	Other tanks, if fitted,		
	Total capacity of double bottom	793	(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. 5023

Date 26/3/23

No. 232 in builder's yard.

DATES of Surveys held while building

1923 Jan 16. 18. 23. 25. Feb. 1. 8. 15. 28. Mar. 5. 13. 16. 20. 23. 28. Apr. 5. 12. 16. 26. May 1. 17. June 15. July 9. Aug. 1. 9. 27. Sep. 17. Oct. 9. 1924 Nov. 6. 8. 20. 27. Dec. 3. 4. 6. 11. 13. 18. 21. 27. Jan. 7. 9. 14. 21. 23. 28. 29. 31. Feb. 4. 5. Mar. 6. 7. 13. 14. 17. 19. 22.

Surveyor's Signature

J. MacDonald

Total No. of Visits 5

Rpt. 4.

RE

Date of writing

No. in Sur
Reg. Book.

40037 on t

Built at New

Engines made

Boilers made

Registered Ho

Nom. Horse Po

ENGINES,

Dia. of Cylin

Dia. of Crank

Diameter of Thr

fitted with a contr

If the liner is i

between the bear

If two liners ar

of it being effici

Pitch of Propell

No. of Feed Pu

No. of Bilge P

Total number and

No. and size of

No. and size of

Are two independ

Bilge Pumps;—

2- 2 1/4"

No. and size of M

to the Engine Ro

Are the Bilge Suc

Are all connection

Are they fixed suff

Are they each fitte

What Pipes are co

Are all Pipes, Co

Is the arrangement

compartment to an

MAIN BOIL

For ced Dray

IS A REP

IS A DON

PLANS. A

General Pumping

SPARE GI

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