

With or Without Disconnected Erections.

STEEL STEAMER.

Received at London Office SAT. JAN. 31. 1914

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

Date of completion of report *28 Jan. 1914*

Port of *Sunderland.*

No. *25993*

Survey held at *Sunderland.*

Date, First Survey *2nd July 1913*

Last Survey *22nd January 1914*

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

" *KELSOMOOR*

Rig *Schooner.*

TONNAGE under *2985.59*

Tonnage Deck *18*

Do. between Tonnage Dk. and 3rd and 4th Dk. *5.61*

Total under Upper Dk. *11.76*

Do. of Poop *1.18*

Do. of R. Dk. *5.61*

Do. of Bridge House *43.07*

Do. of Forecastle *87.13*

Do. of Houses on Dk. *41.09*

Do. of excess of Hatchways *11.76*

Do. above Crown of Engine Room *3174.43*

Gross Tonnage *80.63*

Less Crew Space *11.76*

Less above Crown of Engine Room *3082.04*

TONNAGE FOR FEES *1015.82*

Less Engine Room *115.98*

Less Navigation Spaces *1962.00*

CLASS *100 A1*

FEET.

Breadth (greatest moulded) *47.41*

Depth, at middle of length from top of keel to top of upper deck beams at side *24.54*

Transverse Number *71.95*

Length on deck from fore part of stem to after part of stern post *330.66*

Longitudinal Number *23790*

Depth "d," at middle of length (See Secs. 2 & 13) *21.29*

Proportions—Depths to Length—Upper Deck Beam at side to top of keel *10.48*

" " Long Bridge Deck Beam at side to top of keel *13.47*

Master *W. Waddle*

Year of appointment *(1) As Master in service of owner of present vessel: 1908 (2) As Master of this vessel: 1914*

Built at *Sunderland.*

When built *1914* Launched *13 Dec 1913*

By whom built *John Blumer & Co.*

Owners *Moore Line L^d*

Managers *W. Kunciman & Co.*

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

Residence *Newcastle / Tyne.*

Port belonging to *London.*

Destined Voyage *River Plate.* 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	No. of Tiers of Beams
330	8		47	5		22	6 1/2		one	one

Dimensions of Ship per Register, Length *331.2* breadth *47.75* depth *22.5* Moulded depth, ft. *31* ins. *6 1/2* To Bridge Dk. Round of Upper Dk. Beam, Actual *15* ins.

FRAMING.				PILLARS.			
	Inches in Ship	Inches in Ship	Inches in Ship		Inches in Ship	Inches in Ship	Inches in Ship
FRAME, Angles, or Bars amidships	9	3 1/2	56	9	3 1/2	56	
Do. in peaks	10 1/2		40	6 1/2		40	
Do. in way of Double Bottoms at Solid Floors	3 1/2		36	3 1/2		36	
" " at intermdt. Bkts.	5		42	5		42	
Spacing of Frames from centre to centre amidships	24			24			
" " " from 1/2 length to Collision bulkhead	24			24			
" " " " in peaks	24			24			
REVERSED FRAME, Angles	3 1/2	3 1/2	36	3 1/2	3 1/2	36	
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	36	3 1/2	3 1/2	36	
" " at intermdt. Bkts.	3 1/2	3 1/2	36	3 1/2	3 1/2	36	
FRAMING, depth of girder	9			9			
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	39	48	39	48			
" in way of Engine and Boiler Spaces	39	48	39	48			
" thickness at the ends of vessel	39	48	39	48			
" depth at 1/2 the half breadth, as per Rule	39	48	39	48			
" height extended at the Bilges	39	48	39	48			
FLOORS in Cell. Double Bottoms	39	48	39	48			
" state if flanged (top & bottom)	39	48	39	48			
" Spacing of Solid floors	39	48	39	48			
ENTRE GIRDER, in Dbl. bottom, dpth. & thcknss	39	48	39	48			
" Angles, Top	39	48	39	48			
" Bottom	39	48	39	48			
" to Floors	39	48	39	48			
Brackets at intermdt. frmg., wdth & thcknss	39	48	39	48			
SIDE GIRDERS, number on each side & thickness	39	48	39	48			
" state if flanged (top and bottom)	39	48	39	48			
" Angles (top and bottom)	39	48	39	48			
" to Floors	39	48	39	48			
MARGIN PLATE, depth (exclusive of flange) and thickness	39	48	39	48			
" Angle to Outside Plating	39	48	39	48			
" Floors	39	48	39	48			
Brackets at intermdt. frmg., wdth & thcknss	39	48	39	48			
Height of Outside Brackets above at bilge	39	48	39	48			
NER BOTTOM PLATING, breadth and thickness of Middle Line Strake	39	48	39	48			
" in Engine and Boiler space	39	48	39	48			
" Remainder in Holds	39	48	39	48			
AMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	39	48	39	48			
" In way of Long Bridge	39	48	39	48			
" Spacing	39	48	39	48			
AMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	39	48	39	48			
" Spacing	39	48	39	48			
AMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	39	48	39	48			
" Angles on upper edge	39	48	39	48			
" Spacing	39	48	39	48			
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	39	48	39	48			
" Angles on upper edge	39	48	39	48			
" Spacing	39	48	39	48			
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	39	48	39	48			
" Angles on upper edge	39	48	39	48			
" Spacing	39	48	39	48			
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	39	48	39	48			
" Angles on upper edge	39	48	39	48			
" Spacing	39	48	39	48			

PILLARS.			
	Inches in Ship	Inches in Ship	Inches in Ship
PILLARS, In 'tween Deck, size and spacing	2 3/8	48	2 3/8
" " Hold	4 1/2	48	4 1/2
" " Quarter 'tween Dks.			
" " in Hold			

KEELSONS & STRINGERS.			
	Inches in Ship	Inches in Ship	Inches in Ship
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercostal 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			
" Intercostal Plate, for length			
" Attached to outside Plating with Angle			
BILGE KEELSON, Angles			
" Intercostal Plate for length			
" Attached to outside Plating with Angle			
SIDE STRINGERS, Number			
" Angle			
" Intercostal Plate, for length			
" Attached to outside plating with Angle			

Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)	54	60	54	60
" " " " br'dth & thickness (in way of Bridge)	54	46	54	46
" " " Angle (clear of Bridge)	4 1/2	4 1/2	64	4 1/2
" " Tie Plate at sides of Hatchways				
" Deck * Iron or Steel, for full lng.				
" " Thickness (clear of Bridge)	1	40		40
" " " (in way of Bridge)	1	30		30
" Wood Deck, Material & thickness				
Second Deck Stringer Plate, br'dth & thickness				
" Angles on ditto, No.				
" 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, br'dth & thickness				
" Angles on ditto, No.				
" Tie Plates outside Hatchways				
" Deck, Material & thickness				
Poop Deck Stringer Plate, breadth & thickness	32	32	32	32
" Angle on ditto	3 1/2	3 1/2	30	3 1/2
" Tie Plates				
" Deck, Material and thickness	Skel	26		26
Bridge Deck Stringer Plate, br'dth & thickness	48	52	48	52
" Angle on ditto	4 1/2	4 1/2	54	4 1/2
" Tie Plates				
" Deck, Material and thickness	Skel	32		32
Forecastle Deck Stringer Plate, b'dth & th'kns	32	32	32	32
" Angle on ditto	3 1/2	3 1/2	30	3 1/2
" Tie Plates	2 1/2	2 1/2	50	9
" Deck, Material and thickness	5 x 3 p.p.		5 x 3 p.p.	

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

PILLARS.				KEELSONS & STRINGERS.			
Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship
PILLARS, In 'tween Deck, size and spacing	2 5/8	4 8	2 5/8	4 8			
" " Hold	4 1/2	4 8	4 1/2	4 8			
" " Quarter 'tween Dks.							
" " in Hold							
CENTRE LINE KEELSON, Vertical plates 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 length							
" Attached to outside plating with Angle							
Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)	54	60	54	60			
" " " " br'dth & thickness (in way of Bridge)	54	46	54	46			
" " " " Angle (clear of Bridge)	4 1/2	4 1/2	6 1/4	4 1/2	4 1/2	6 1/4	4 1/2
" " Tie Plate at sides of Hatchways							
" Deck * Iron or Steel, for full lng.							
" " Thickness (clear of Bridge)	1	40		40			
" " (in way of Bridge)	1	30		30			
" Wood Deck, Material & thickness							
Second Deck Stringer Plate, br'dth & thickness							
" Angles on ditto, No.							
" 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	32	32	32	32			
" Angle on ditto	3 1/2	3 1/2	30	3 1/2	3 1/2	30	3 1/2
" Tie Plates							
" Deck, Material and thickness	Skid	26		26			
Bridge Deck Stringer Plate, br'dth & thickness	48	52	48	52			
" Angle on ditto	4 1/2	4 1/2	54	4 1/2	4 1/2	54	4 1/2
" Tie Plates							
" Deck, Material and thickness	Skid	32		32			
Forecastle Deck Stringer Plate, br'dth & thickness	32	32	32	32			
" Angle on ditto	3 1/2	3 1/2	30	3 1/2	3 1/2	30	3 1/2
" Tie Plates	1	2 1/2	32	50	40	9	32
" Deck, Material and thickness	5	3 p.p.	5	3 p.p.			

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

[illegible]

EQUIPMENT No. 24844.				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 S.I.		Description of Anchor.	Makers.	Where and when tested and Superintendent.	
		CWts.	qrs.	lbs.	CWts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.				
17611	1st Bower	45	2	0	Stock	39	11	0	45	0	0	Byers	not stated	LPH-S. H-11-13, A Green	
17607	2nd "	45	1	14	do.	39	9	2	45	0	0	"	"	"	
17614	3rd "	38	2	14	do.	34	17	3	38	0	0	"	"	S. 11. 13	
	4th "											"	"	"	
	Collective weight	129	2	0					128	0	0				
H1536	Stream	12	1	14	3	0	14	14	0	7	12	0	0	ordinary	
H1535	Kedge	5	2	0	1	1	21	7	16	1	0	15	2	0	

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.	Length and size supplied.	Test per Certificate.	WEIGHT OF CHAIN CABLE Supplied.		Per Rule.	Length and Size per Table S.I.	Description.	Makers of Cable.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.	Breaking Test of Steel Wire Towing.	Length and Size per Table S.I.						
	Fathoms.	Inches.	Cwts.	qrs.	lbs.	Fathoms.	Inches.				Fathoms.	Inches.	Fathoms.						
H2708	270	1 1/2	672	94 1/2	518-1-7	511-1-14	270	1 1/2	Stud Link	A. Bloomer Sons.	LPH-T. 26-11-13	C.E. Perrins	TOWLINE 100 4 32 FATHOMS 100 4 32 HAWSERS & WARPS 2-90 2 1/2 12 2-90 2 1/2 12 5-90 6 1/2 2-90 2 1/2 12						
	90	4 1/2	-	35		90	4 1/2												

Boats 2 @ 26.0 lifeboats - 2 boats 16.0 **Steering Gear, Steam** fitted **Steering Gear, Hand** fitted

Pumps, Number One down pump **Diameter of Barrel** 4 1/2 **State whether they are in efficient working order** yes

Windlass is by Emerson Walker & Thompson Bros. **Capstan** ✓

Engine Room Skylights. How constructed? Steel plates angled **What arrangements for deadlights in bad weather?** bulls eye lights in steel plate

Coal Bunker Openings. How constructed? bulkheads **How are lids secured?** chains, battens etc **Height above deck?** 9"

Number of Scuppers, and numbers and dimensions of **Freeing Ports, &c.** each side. 4 ft. 3.5 x 1.4 **Haft** 3.7 x 1.6

Ceiling in Holds, thickness and material complete 2 1/2" w. wood. **Cargo Battens,** thickness and material 6 x 2 w. wood

Cargo Hatchways. How formed? steel plates angled. **Hatches,** If strong and efficient? Yes. 3" thick

State size No. 1 Hatch (Forward) 24.0 x 18.0 **No. 2 Hatch** 24.0 x 18.0 **No. 3 Hatch** 26.0 x 18.0 **No. 4 Hatch** 24.0 x 18.0

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch four.

No. of Breasthooks 8 **No. of Crutches deep floors.**

Bulwarks, height above deck and description 3.6 .25 steel pt. **Main Rail, material and size** 6 1/2 x 3/4 2 1/2 p.c. sect. iron.

The foregoing is a correct description. **Builder's Signature** (here only) John J. Bennett **Surveyor's Signature** R. M. McEwen **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. 3-3-13.
E. 25.7.13.

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? joggled frames. **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 or overlapped? yes.

Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? yes **State results of tests** satisfactory

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? yes. **State results of tests** satisfactory

General Remarks (State quality of workmanship, &c.)
The materials & workmanship throughout are good.

This vessel has been built in accordance with the approved plans, the Secretary's letters as dated above, and otherwise in compliance with the Rules of the Society.

The "Leamoor" is a duplicate of the Builder's No. 220 s/s. "Leamoor" Ltd entry No. 25930.

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.

The amount of Entry Fee £ 5 : 0 : 0 Fees applied for, 30.1.1914
Special Survey Fee £ 102 : 1 : 0 Received by me, 2/2/1914
Traveling Expenses, if any £ - : - : -

State whether the Vessel has been built under Special Survey yes.

I am of opinion this Vessel should be Classed 100A1

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

Committee's Minute 10 FEB. 3-1914
Character assigned 100A1

Lloyd's L.R.C.P. + L.N.B. 1.14.

Damage

The "Kelcomoor" whilst being launched sustained damage it is stated through striking a pier end.

The following repairs have been effected:

after hold star^d side.

C strake No. 3 removed, faired & replaced.

C No. 4 renewed.

D No. 3 removed, faired & replaced.

No. 18 frame cut, lower part removed, faired, replaced and welded to the upper part by the oxy-acetylene process.

No. 19 frame cut, lower part renewed and welded to upper part by the same process.

1 outer tank knee removed, faired & replaced.

1 removed to effect repairs & replaced

1 gusset angle removed, faired & replaced.

Amn.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 26.7 ft., R.Q.D. ☒ ft., Bridge 95.0 ft., Forecastle 29.12 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 should appear in the Register Book) 1 DE (S+I) La + CP

Official No. 135316; Signal Letters ✓ State if Machinery is fitted aft no.

How are the surfaces preserved from oxidation? Inside portland cement + paint 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,	112.0	327	Fore peak tank,	22.0	182
Double bottom, under Engines and Boilers,			After peak tank,		
Double bottom, if under Engines only,	24.0	84	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	136.0	419	Other tanks, if fitted,		
Total capacity of double bottom		830	(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. 5076

Date 20-2-13

No. 221 in builder's yard.

DATES of Surveys held while building

1913. Jul 2 16 Aug 2 14 18 20 21 25 Sep 4 10 19 24 30 Oct 7 11
21 23 27 Nov 3 11 14 19 21 26 27 Dec 1 2 6 10 11 23 Jan 6
8 9 12 16 17 19 20 21 22

Total No. of Visits 142

Surveyor's Signature

Amn. McLaren

Lloyd's Register
Foundation