

With or Without  
Disconnected Erections.

STEEL STEAMER.

STANDARD C TYPE.

Received at London Office

Date of completion of report  
Survey held at

28 JAN 1920

Port of SUNDERLAND.

No. 27715

Date, First Survey 20 Mar. '19 Last Survey 24th January 1920

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

Single screw steamer "MURISTAN."

Rig none. Two masts.

TONNAGE under 2833.83

CLASS 8100A.1.

FEET.

Master David Gardiner Pomatt.

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

Breadth (greatest moulded) 46.5

Year of appointment (1) As Master in service of owner of present vessel: 1920. (2) As Master of this vessel: 1920.

Total under Upper Dk. 2833.83

Depth, at middle of length from top of keel to top of upper deck beams at side 25.5

Built at Sunderland.

Do. of Poop 86.48

Transverse Number 72.0

When built 1919-1920 Launched 6th Nov. 1919.

Do. of R.C. Dk. 15.84

Length on deck from fore part of stem to after part of stern post 331.0

By whom built John Priestman & Co.

Do. of Bridge House 4.40

Longitudinal Number 23832

Owners Strick Line Ltd

Do. of Houses on Dk. 85.72

Depth "d," at middle of length (See Secs. 2 & 13) 20.70

Managers Frank C. Strick & Co Ltd

Do. of excess of Hatchways 33.31

Proportions—Depths to Length—Upper Deck Beam at side to top of keel 12.98

Residence Leadmill St London E.C.

Do. above Crown of Engine Room 306.58

Beam at side to top of keel 10.03

Port belonging to France.

Less Crew Space 134.62

Destined Voyage Pull.

If Surveyed while Building, Afloat, or in Dry Dock YES.

Less above Crown of Engine Room 2926.96

TONNAGE FOR FEES 949.41

Less Engine Room 69.88

Register Tonnage 1874.37

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
331	0		46	6		25	5		one	one

Moulded depth, ft. 33 ins. 0 To Bridge Dk. Round of Upper Dk. Beam, Actual 1 1/2 ins.  
Moulded depth, ft. 25 ins. 6 To Upper Dk. Dk. Beam, Actual

FRAMING.						PILLARS.					
Inches in Ship.						Inches in Ship.					
ME, Angles, or E or L Bars amidships						PILLARS In "between Deck" size and spacing					
in peaks						Hold					
in way of Double Bottoms at Solid Floors						Quarter 'tween Dks.					
at intermdt. Bkts.						in Hold					
ag of Frames from centre to centre amidships						KEELSONS & STRINGERS.					
length to Collision bulkhead						CENTRE LINE KEELSON, Vertical Plate above					
in peaks						floors, Through Plate, or Intercoastal Plate					
ERSERED FRAME, Angles						Rider Plate					
in way of Double Bottoms at Solid Floors						Flat Plate Keel Angles					
at intermdt. Bkts.						Horizontal Plates on Floors					
MING, depth of girder						Angles or Bulb Angles					
ORS, depth and thickness of Floor Plate						SIDE KEELSONS, Number					
at mid-line for 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					
DOORS 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. & thickness						Angles					
Angles, Top						Intercoastal Plate, for length					
Bottom						Attached to outside plating with Angle					
to Floors						Upper Deck Stringer Plate, br'dth & thickness					
Brackets at intermdt. frmg. width & thickness						(clear of Bridge)					
DE GIRDERS, number on each side & thickness						br'dth & thickness					
state if flanged (top and bottom)						(in way of Bridge)					
Angles (top and bottom)						Angle (clear of Bridge)					
to Floors						Tie Plate at sides of Hatchways					
RGIN PLATE, depth (exclusive of flange)						Deck. Iron or Steel, for full lng.					
and thickness						Thickness (clear of Bridge)					
Angle to Outside Plating						(in way of Bridge)					
Floors						Wood Deck. Material & thickness					
Brackets at intermdt. frmg. width & thickness						Second Deck Stringer Plate, br'dth & thickness					
Height of Outside Brackets above at bilge						Angles on ditto, No.					
NER BOTTOM PLATING, breadth and thickness of Middle Line Strake						Tie Plates outside Hatchways					
in Engine and Boiler space						Deck. Iron or Steel, for lng.					
Remainder in Holds						Wood Deck. Material & thickness					
BEAMS, Upper Deck, Single Angle, Bulb						Third Deck Stringer Plate, br'dth & thickness					
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						Fourth and Fifth Deck Stringer Plate, breadth & thickness					
Angle, Plate, Tee Bulb, or Channel						Angles on ditto, No.					
Spacing						Tie Plates outside Hatchways					
BEAMS, Third and Fourth Deck, Single Angle, Bulb						Deck. Material & thickness					
Angle, Plate, Tee Bulb, or Channel						Poop Deck Stringer Plate, breadth & thickness					
Angles on upper edge						Angle on ditto					
Spacing						Tie Plates					
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel						Deck. Material and thickness					
Angles on upper edge						Bridge Deck Stringer Plate, br'dth & thickness					
Spacing						Angle on ditto					
BEAMS, Fore Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel						Tie Plates					
Angles on upper edge						Deck. Material and thickness					
Spacing						Forecastle Deck Stringer Plate, br'dth & thickness					
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel						Angle on ditto					
Angles on upper edge						Tie Plates					
Spacing						Deck. Material and thickness					

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



[illegible]

EQUIPMENT No. 24981				LETTER U.				ANCHORS.				TONNAGE U.K. OR PLATING N.O. 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.	Length.	Diam.		
24950	1st Bower ...	45	1	14				39	9	2	21	45	0	0	<i>Rye's Stockless</i>	<i>not stated</i>	<i>S. Ltd., 11-12-19. L. Haffner</i>
24932	2nd " ...	44	1	14				38	19	0	21	45	0	0	"	"	<i>1-12-19</i>
24933	3rd " ...	39	1	14				35	4	0	21	39	0	0	"	"	<i>7-10-19</i>
	4th " ...																
	Collective weight,	139	0	14								138	0	0			
32469	Stream .....	11	3	16	2	3	20	13	15	0	0	12	0	0	<i>Conara</i>	<i>A. Bloomer &amp; Co.</i>	<i>Cadby 14-9-19. S.C. Paul</i>
32456	Kedge .....	5	2	0	1	1	12	4	16	1	0	5	2	0			

  

CHAIN CABLES.										HAWSEERS 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.					
	Fathoms.	Inches.		Tons.	Cwts.						qrs.	lbs.		Fathoms.	Inches.	Tons.	Cwts.	qrs.	lbs.
12357	270	1 1/2	6 1/2	94 1/2	520-0-4	511-1-14	270	1 1/2	<i>casted J. Bloomer &amp; Co. Ltd. 30-9-19. L. Haffner</i>	<i>TOWLINE</i>	100	4	12 1/2	20 90	2 1/2				
										<i>HAWSEERS &amp; WARPS</i>	20 90	2 1/2	12 1/2	20 90	2 1/2				
											90	6	9 1/2	20 90	2 1/2				
											90	4	9 1/2	20 90	2 1/2				

Boats 4 lifeboats 22-0. Steering Gear, Steam by John Lynn & Co. Steering Gear, Hand. Pumps, Number two, Donnan and hand pump to chain bracket. Diameter of Barrel 5 and 1/2. State whether they are in efficient working order yes. Windlass is steam by Clarke, Chapman & Co. Capstan none. Engine Room Skylights.—How constructed? steel plates and angles. What arrangements for deadlights in bad weather? steel flaps with bellows. Coal Bunker Openings.—How constructed? steel plates, angles &c. How are lids secured? tarpaulins and chains. Height above deck? 2-6. Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. Six on each side, light wood ports on each side 3-0 x 1-5 1/2. Ceiling in Holds, thickness and material 2 1/2 on 2 pounds on tank top, 2 1/2 over bilge. Cargo Battens, thickness and material 2 white wood. Cargo Hatchways.—How formed? steel plates, angles &c riveted. Hatches, If strong and efficient? yes. State size No. 1 Hatch (Forward) 26-6 1/2 x 18-0 No. 2 Hatch 26-6 1/2 x 18-0 No. 3 Hatch 26-6 1/2 x 18-0 No. 4 Hatch 26-6 1/2 x 18-0. Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch five. No. of Breasthooks four. No. of Crutches dup floor. Bulwarks, height above deck and description 3-9, steel plate 25 thick, hull plate 2 1/2 x 3-5 Main Rail, material and size 6 x 3 x 1/2 steel bull angle. The foregoing is a correct description. Builder's Signature (here only) R. Riesteren Surveyor's Signature Samuel Kershall. 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)

Workmanship. Are the butts of plating planed or otherwise fitted? yes. 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 facing 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 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.) This vessel is of the Standard C type and has been built in accordance with the approved plans, the Secretary's letter as stated above, and to the Rules. A Donnan pump has been fitted and the double bottom tanks (except under engines from 63 to 74), and fore peak tank have been fitted for the carriage of oil fuel in accordance with the Secretary's letter E dated 19th Nov 1919. Approved plan of oil fuel pumping, and plans of ship section, profile, deck, and pumping plan as fitted, also certificates of cast steel stempost, forged rudder and tiller, and rolled steel bars are forwarded. This vessel is similar to the same builders S.S. Shahristan, Sunderland report No. 24569.

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		Fees applied for,		Certificate to be sent to		Date of Issue
£	s	£	s			
Special Survey Fee	98 : 3 : 6	28	1	SUNDERLAND	8/3/20	
Proportion of Standard fee at request of Special Survey	11 : 0 : 0	received by me				

State whether the Vessel has been built under Special Survey yes. I am of opinion this Vessel should be Classed + 100A1, carrying oil fuel in 200 ft. tank, 150 ft. 150 ft. 150 ft. Without, full F.P. above 150 ft. With, or without Freeboard, as condition of Class without. full F.P. above 150 ft.

Committee's Minute TUE FEB. 3 - 1920  
Character assigned 100A1  
To be applied for Lloyd's A+C.R. + LMCB, 20  
Wreck Ex.

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Lloyd's Register of Shipping



GENERAL REMARKS—(continued).

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop 32.91 ft., R.Q.D. ft., Bridge 98.0 ft., Forecastle 20 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated NO.

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) 10<sup>th</sup> STEEL ✓  
 Official No. 136160; Signal Letters \_\_\_\_\_ State if Machinery is fitted aft NO.  
 How are the surfaces preserved from oxidation? Inside Cement in double bottom tanks, paint and helge Outside paint  
Cement mark on floors, paint elsewhere.

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

Where Fitted.	Length.		Water Capacity.	Where Fitted.	Length.	Water
	Feet.	Tons.			Feet.	
Double bottom, aft,	<u>95.95</u>	<u>* 226</u>	Fore peak tank,		<u>20</u>	<u>*</u>
Double bottom, under Engines and Boilers,			After peak tank,		<u>20</u>	
Double bottom, if under Engines only,	<u>22.45</u>	<u>44</u>	Deep tank, aft,			
Double bottom, if under Boilers only,	<u>16.33</u>	<u>* 56</u>	Deep tank, forward,			
Double bottom, forward,	<u>142.91</u>	<u>* 390</u>	Other tanks, if fitted,			
			(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 See below.

\* = tanks suitable for carriage of crude oil in bulk.

Order for Special Survey No. 5441

Date 25.11.19

No. 284 in builder's yard.

DATES OF SURVEYS held while building

Mar. 20. 21. 22. Apr. 7. 8. 10. 11. 15. 16. 24. May. 1. 5. 7. 12. 13. 22. 23. 27. Jun. 2. 4. 11. 19. 24. Jul. 3. 7. 9. 17. 24. 28. 29. Aug. 1. 8. 11. 12. 13. 18. 20. Sep. 2. 15. 18. 25. 26. Oct. 2. 7. 8. 10. 21. 23. 24. 25. 28. 31. Nov. 4. 5. 6. 7. 10. 11. 25. Dec. 2. 5. 9. 11. 15. 16. 20. 22. 24. Jan. 6. 12. 14. 16. 23. 24.

Surveyor's Signature

Samuel Eushall  
 Lloyd's Register  
 Foundation