

With or Without  
Disconnected Erections.

STEEL STEAMER.

Received at London Office SATURDAY 12th NOV 1911

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

Date of completion of report 16th November 1911 Port of Sunderland No. 25058  
Survey held at Sunderland Date First Survey 19th April 1911 Last Survey 4th November 1911  
On the Ship Steel Steamer Cento Rig Fore & aft schooner

TONNAGE under Tonnage Deck	3439.94
Do. between Tonnage Dk. and 3rd and 4th Dk.	
Total under Upper Dk.	3439.94
Do. of Poop	17.04
Do. of R.O.Dk.	3.12
Do. of Bridge House	
Do. of Forecastle	46.19
Do. of Houses on Dk.	71.44
Do. of excess of Hatchways	58.19
Do. above Crown of Engine Room	71.80
Gross Tonnage	3707.72
Less Crew Space	76.19
Less above Crown of Engine Room	71.80
Net Tonnage	3559.73
Less Engine Room	1186.47
Less Navigation Spaces	46.04
Water Ballast	6.40
Less Cargo on Deck	71.80
Register Tonnage as per Rule	2392.62

CLASS	100 A1.	FEET.	
Breadth (greatest moulded)	49.87		
Depth, at middle of length from top of keel to top of upper deck beams at side	25.96		
Transverse Number	75.83		
Length on deck from fore part of stem to after part of stern post	348.0		
Longitudinal Number	26388		
Depth "d," at middle of length (See Secs. 2 & 18)	22.63		
Proportions—Depths to Length—Upper Deck Beam at side to top of keel	13.4		
" " Long Bridge Deck Beam at side to top of keel	10.55		

Master	W H Richardson
Year of appointment	(1) As Master in service of owner of present vessel—1901 (2) As Master of this vessel—1901
Built at	Sunderland
When built	1911
Launched	26th September
By whom built	J L Thompson & Sons Ltd.
Owners	Cornthran Shipping Co. Ltd.
Managers	R Nicholson & Sons
(Where necessary to be entered in Reg. Book.)	
Residence	14 1/2, South Castle St. Liverpool.
Port belonging to	Liverpool

Destined Voyage River Plate via Barry, Tank Surveyed while Building, Afloat, or in Dry Dock Built under Special Survey.

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	One
	348	0		49	10 1/2		23	7	No. of Tiers of Beams	One

Dimensions of Ship per Register, Length 348-3 breadth 50-2 depth 23-6	Moulded depth, ft. 32 ins. 11 1/2 To Bridge Dk. Round of Upper Dk. Beam, Actual 12 ins.
	Moulded depth, ft. 25 ins. 11 1/2 To Upper Dk.

FRAMING.						PILLARS.					
FRAME, Angles, or C or L Bars amidships						PILLARS, in 'tween Deck, size and spacing					
Do. in peaks (Square Panels) Bull angle						" " Hold Tubular or Transverse Beams as per Profile					
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						" " " "					
" " " length to Collision bulkhead						" " " "					
" " " in peaks						" " " "					
REVERSED FRAME, Angles						" " " "					
Do. in way of Double Bottoms at Solid Floors						" " " "					
" " " at intermdt. Bkts.						" " " "					
FRAMING, depth of girder						" " " "					
FLOORS, depth and thickness of Floor Plate						" " " "					
" " " at mid-line for 1 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						" " " "					
FLOORS & BRACKETS in Cell Dble Bottoms						" " " "					
" " " state if flanged (top & bottom)						" " " "					
" " " Spacing						" " " "					
CENTRE GIRDER, in Dbl. bottom, dpth. & thcknss.						" " " "					
" " " Angles, Top						" " " "					
" " " Bottom						" " " "					
" " " to Floors						" " " "					
DE GIRDERS, number on each side & thickness						" " " "					
" " " state if flanged (top and bottom)						" " " "					
" " " Angles (top and bottom)						" " " "					
" " " to Floors						" " " "					
MARGIN PLATE, depth (exclusive of flange)						" " " "					
" " " and thickness						" " " "					
" " " Angles to Outside Plating						" " " "					
" " " Floors (Transverse)						" " " "					
" " " Height of Brackets above at bilge						" " " "					
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake						" " " "					
" " " in Engine and Boiler space						" " " "					
" " " Remainder in Holds						" " " "					
AMS, Upper Deck, Single Angle, Bulb						" " " "					
" " " Angle, Plate, Tee Bulb, or Channel						" " " "					
" " " Angles on upper edge						" " " "					
" " " In way of Long Bridge						" " " "					
" " " Spacing						" " " "					
AMS, Second Deck, Single Angle, Bulb						" " " "					
" " " Angle, Plate, Tee Bulb, or Channel						" " " "					
" " " Angles on upper edge						" " " "					
" " " Spacing						" " " "					
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						" " " "					
" " " Angles on upper edge						" " " "					
" " " Spacing						" " " "					
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel						" " " "					
" " " Angles on upper edge						" " " "					
" " " Spacing						" " " "					
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel						" " " "					
" " " Angles on upper edge						" " " "					
" " " Spacing						" " " "					

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



WEB FRAMES.						Inches in Ship.				Inches per Rule, Or as App.				FORGINGS or CASTINGS.								Inches in Ship.		Inches per Rule, Or as Approved.							
WEB-FRAMES, In Fore Body, No. and spacing																															
" " brdth. & thickness																															
" No of Side Stringers "																															
WEB-FRAMES, In E. & B. Space, No. & spacing																															
" " brdth. & thickness																															
WEB-FRAMES, In After Body, No. and spacing																															
" " brdth. & thickness																															
" No. of Side Stringers "																															
Size of Face Angles to Web-Frames.....																															
BRACKET PLATES to Stringers between Web Frames, depth and thickness.....																															
BULKHEADS.																															
Number.																															
Vessel.																															
Per Rule.																															
Thickness.																															
STIFFENERS.																															
Horizontal.																															
Vertical.																															
Single or Double Frames.																															
Height up.																															
W.T.BULKHEADS																															
Fore Hold																															
aft Hold																															
off Peak																															
COLLISION "																															
PARTITION "																															
LONGITUDINAL,																															
Are the outside Plates doubled two spaces of Frames in length?																															
Are the Sluce Valves and Watertight Doors in efficient working order?																															
PLATING.																															
AS IN SHIP.																															
PER RULE OR AS APPROVED.																															
EDGES.																															
Butts.																															
STRAKES.																															
AMIDSHIP.																															
FORWARD.																															
AFT.																															
Breadth.																															
Thickness.																															
Flat Plate Keel.....																															
Garboard of A Strake																															
State actual thickness in way of Double Bottom.																															
B																															
C																															
D																															
E																															
F																															
G																															
H																															
J																															
Sheerstrake																															
Bridge																															
L																															
M																															
N																															
O																															
P																															
Q																															
R																															
S																															
T																															
U																															
V																															
W																															
THICKNESS OF SHEERSTRAKE																															
CLEAR OF LONG BRIDGE																															
DO. OF STRAKE BELOW																															
DECK OF Flat Plate Keel																															
" Sheerstrake																															
Length and thickness.																															
POOP SIDES																															
SECOND BRIDGE SIDES																															
FORECASTLE SIDES																															
Where a long bridge is fitted the thickness of Upper Deck Sheerstrake and Strake below should also be stated clear of same.																															
Upper Deck Butts, riveted for full length amidship.																															
Stringer Plate Bridge End Plates quadruple																															
Straps, single, double or overlapped for full length amidship.																															
Second Deck Butts, riveted for full length amidship.																															
Stringer Plate Straps, single or overlapped for full length amidship.																															
Frames, riveted through Plates with 7/8 in. Rivets, about 3 1/2 in. apart.																															
Rivets, state whether Iron or Steel Iron.																															
FRAMES extend in one length from Longitudinal to Framing State if ordinary or jogged Transverse jogged																															
REVERSED FRAMES on floors and frames extend from Longitudinal Framing Transverse frames from central line																															
No margin plate & thence to gunwale. State if ordinary or jogged Tank reverses																															
Longitudinal transverse frames in cellular double bottom. Jogged.																															
MASTS, SPARS, &c.																															
Material.																															
Actual Total Length.																															
DIAMETER AND THICKNESS.																															
At Partners.																															
Head.																															
No. of Plates in round.																															
ANGLES.																															
Number.																															
Size.																															
SEAMS.																															
Butts.																															

Mechanical Tests: - g Major 24-12-10.  
D° 19-9-11.  
D° 30-1-11.

EQUIPMENT No. 27436		LETTER W.		ANCHORS.		Tonnage U.K. OR PLATING No. FOR TRAWLERS						
Number of Certificate.	Anchor.	WEIGHT, EX STOCK.		WEIGHT OF STOCK.		TEST PER CERTIFICATE.		WEIGHT REQUIRED BY TABLE 31.		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Owts. lbs.	qrs. lbs.	Owts. qrs. lbs.	Tons. owts. qrs. lbs.	Owts. qrs. lbs.		Owts. qrs. lbs.				
66337	1st Bower	52	3 21	Stoekless.	44 5 0	62	2 0	Hartshorn's Patent	N Hingley & Son, L.P.H.N., 30-9-11. H. Green.	D°	D°	D°
66333	2nd "	52	2 14	D°	44 0 1 7	62	2 0	D°	D°	D°	D°	D°
66329	3rd "	44	3 4	D°	39 3 1 21	44	2 0	D°	D°	D°	D°	D°
66291	Stream	14	1 11	3 2 17	15 19 0 7	14	0 0	Rodgers'	D°	D°	D°	We.Drysdale
66293	Kedge	6	0 14	1 2 17	8 7 2 0	6	0 0	D°	D°	D°	D°	D°

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.	Length and Size per Table 31.							
	Fathoms. Ins.	Tons. Fms. Break- ing.	Supplied.	Per Rule.	Length. Diam.					Fathoms. Ins.	Tons. Cir.	Length. Cir.							
46586	135 2 1/2	76 3/4	107 1/2	288 0 2 1/2	288 3 7	Shed Link	N Hingley & Son, L.P.H.N., 30-9-11. D°	I.P.H.N. 30-9-11. We.Drysdale. D°	TOWLINE "Nine"	130 4 1/2	39	120 4 1/2							
46588	185 2 1/2	76 3/4	107 1/2	288 0 2 1/2	288 3 7	Link	D°	D°	HAWSER & WARPS "Maula"	4-90 2 1/2	122 1/2	4-90 2 1/2							
	270 2 1/2	-	-	575 0 4	573 2 1/4	Shed Wires certified by Bullivant & Co Ltd	-	-	"3"	90 6	-	-							

Boats 2 Lipboards 22'0" + two others Steering Gear, Steam Yes Steering Gear, Hand Yes  
Pumps, Number One extra on down tank + 1 to fore peak Diameter of Barrels = 5" State whether they are in efficient working order Yes.  
Windlass is Clarke Chapman & Co Ltd Capstan Six steam winches  
Engine Room Skylights.—How constructed? Steel plates & angles What arrangements for deadlights in bad weather? Steel flaps & bulls eyes.  
Coal Bunker Openings.—How constructed? Steel plates & angles How are lids secured? Bottoms & cleats Height above deck? (Bridge) = 2'0".  
Number of Scupperns, and numbers and dimensions of Freeing Ports, &c. 3 Scupperns each side each well. 4 freeing Ports each side forward, 4 each side aft = 3'11 x 1'6"  
Ceiling in Holds, thickness and material Pine 2 1/2" Cargo Battens, thickness and material 9x6 x 2 1/2"  
Cargo Hatchways.—How formed? Usual construction, steel plates & angles Hatches, If strong and efficient? Pine 3"  
State size No. 1 Hatch (Forward) 25'0 x 17'11" No. 2 Hatch 25'0 x 17'11" No. 3 Hatch 8'0 x 17'11" No. 4 Hatch 25'0 x 17'11".  
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch No 3 Hatch = 4 webs + 3 steel fore & afters. No. 4 Hatch = 4 webs + no fore & afters.  
Bulwarks, height above deck and description Steel 4'6" x 2'0" Main Rail, material and size Bulb angle 5 1/2 x 3 x 1/40.  
The foregoing is a correct description. J.S. Sturte Surveyor to Lloyd's Register of British and Foreign Shipping.  
Builder's Signature (here only) J. S. Sturte

Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case)  
M-10 11 Nov 1910 M-17 16 Nov 1910 M-20 20 Jan 1911 M-6 6 Feb 1911 M-9 9 Feb 1911 M-9 9 March 1911 M-20 20 March 1911  
Workmanship. Are the butts of plating planed or otherwise fitted? Planed & overlapped. M-30 30 March 1911 E-20 20 May 1911  
Is the riveted work properly closed? Yes  
Are the liners between the frames and plates solid single pieces? Transverse frames joggled 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? Very few.  
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. 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 has been constructed in accordance with the approved plans. The Secretary's Letters as mentioned above & in other respects in compliance with the requirements of the Rules.  
The material & workmanship are good.  
The hull has been tested & found to be water tight.  
The freeboard assigned in the Secretary's Letter dated 25th October 1911, has been duly marked & verified on the vessels side. Sunderland Freeboard Report No. 20029.  
The Surveyor should state the Number of Report and Name of any Sister Vessel. None.  
The amount of Entry Fee £ 5 : 0 : 0 Fees applied for, 15/11/11  
Special Survey Fee £ 114 : 0 : 0 Received by me, 17/11/11  
Travelling 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.  
Surveyor to Lloyd's Register of British and Foreign Shipping. J.S. Sturte  
Committee's Minute Character assigned TUE NOV 21 1911 100A1  
Lloyd's 2060 + LK 6 11 11



## PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.																							
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.		Rivets in Brackets to Bulkheads.																			
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Number.	Diameter.																		
Framing of L, L & K																																					
Frames in Bridge 'tween Decks ...		6 1/2	3 1/2	36	6 1/2	3 1/2	36	6 1/2	3 1/2	36	6 1/2	3 1/2	36	7/8	5/16	5/16		5	7/8																		
Frames from Uppermost Continuous Deck																																					
No. 1		D°			6	3 1/2	36	D°			6	3 1/2	36	D°	D°	5/16		6	D°																		
" 2		D°						D°						D°	D°	5/16		6	D°																		
" 3		Steelers at fore end			6 1/2	3 1/2	36	6 1/2	3 1/2	36	6 1/2	3 1/2	36	D°	D°	4 3/8 for 10 rivets		6	D°																		
" 4		7	3 1/2	40	7	3 1/2	36	7	3 1/2	40	7	3 1/2	36	D°	D°			6	D°																		
" 5		8	3 1/2	40	7	3 1/2	46	8	3 1/2	40	7 1/2	3 1/2	40	D°	D°			6	D°																		
" 6		8	3 1/2	44	8	3 1/2	40	8	3 1/2	44	8	3 1/2	40	D°	D°	4 3/8		7	D°																		
" 7		9	3 1/2	44	8 1/2	3 1/2	44	9	3 1/2	44	8 1/2	3 1/2	44	D°	D°	3 1/2 for 10 rivets		7	D°																		
" 8		9 1/2	3 1/2	46	9	3 1/2	46	9 1/2	3 1/2	46	9	3 1/2	46	D°	D°			8	D°																		
" 9		9 1/2	3 1/2	50	9 1/2	3 1/2	46	9 1/2	3 1/2	50	9 1/2	3 1/2	46	D°	D°			8	D°																		
" 10		6 1/2	3 1/2	40	9 1/2	3 1/2	46	6 1/2	3 1/2	40	6 1/2	3 1/2	36	D°	D°	3 1/2 for 4 rivets		6	D°																		
" 11		6 1/2	3 1/2	40	6 1/2	3 1/2	36	6 1/2	3 1/2	40	6 1/2	3 1/2	36	D°	D°			6	D°																		
" 12																																					
" 13		Steelers at fore end																																			
" 14		10 1/2	3 1/2	46	3 1/2	36	7 1/2	3 1/2	46																												
" 15		10 1/2	3 1/2	46	3 1/2	36																															
" 16																																					
Spacing of Longitudinal Frames		Amidships			2' 6" - 2' 0"			2' 6" - 2' 0"			2' 6" - 2' 0"																										
		At Ends			2' 6" - 2' 0"			Fore end 2' 6" - 2' 3"																													
Double Bottoms L, L or C		Tank Top Longitudinals			7			3			38			6 1/2			3			38			7/8			5/16			4 3/8 for 4 rivets			6			7/8		
		Bottom			7 1/2			3 1/2			38			6 1/2			3 1/2			38			7/8			5/16			D°			6			7/8		
Spacing of Longitudinals		Amidships			2' 6"			2' 6"			2' 6"			2' 6"																							
		At Ends			2' 6" (aft) 1' 9" (fore)			2' 6" (aft) 1' 9" (fore)																													
Transverses.																																					
In Bridge 'tween Decks		Depth and Thickness			14			14			14			14																							
		Face Angles			7/8			3 1/2			40			8			3 1/2			52																	
		Lugs to Shell			3 1/2			3 1/2			38			3 1/2			3 1/2			38			3 1/2			3 1/2			38			7/8			3/16		
In Awning, Shelter or Upper 'tween Decks.		Depth and Thickness																																			
		Face Angles																																			
		Lugs to Shell																																			
In Hold.		Depth and Thickness			2 1/4			4 1/2			a = 27 x 46			2 1/4			4 1/2			a = 27 x 46																	
		Face Angles			9 1/2			3 1/2			58			a = 9 1/2 x 3 1/2 x 46			9 1/2			3 1/2			58			a = 9 1/2 x 3 1/2 x 46											
		Lugs to Shell			5			5			46			5			5			46			5			5			46			7/8			3/16		
		Brackets			10 transverses in way of hatchways																																
Spacing of Transverse Frames		11' 0" - 12' 6"			One = 8' 6"			Two = 9' 0"																													
		State if jogged or liners.																																			
Longitudinal Beams of L, L or C		Bridge Deck			5 1/2			3			36			5 1/2			3			36			5 1/2			3			36			3' 0"					
		Awg. or Shldr. Dk.																																			
		Upper			6 1/2			3 1/2			38			6 1/2			3 1/2			38			6 1/2			3 1/2			38			3' 0"					
		Second																																			
		Third																																			

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.

1c, 11, 10.—T.

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop 23' 0" ft., R.O.P. 4', Bridge 93' 7" ft., Forecastle 33' 0" ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated.

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). 1 D.K. (R.S. 11.50) Web Frames. Longitudinal Framing.

Official No. 131396; Signal Letters  State if Machinery is fitted aft No

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.

Where Fitted.	*Length.	Water Capacity.	Where Fitted.	*Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	124' 5"	342	Fore peak tank,		
Double bottom, under Engines and Boilers,	38' 0"	130	After peak tank,		
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	143' 0"	423	Other tanks, if fitted,		
Total capacity of double bottom		895	(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. 4046

ate

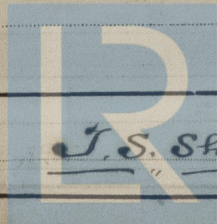
1

3. in builder's yard.

DATES OF SURVEYS held while building

1911 Apr. 19, 25, 27, May 2, 5, 9, 12, 16, 25, Jun 1, 8, Jul 4, 6, 18, 28, 31, Aug 24, 10, 17, 22, 29, Sep 1, 8, 15, 19, 29, Oct 2, 6, 10, 11, 12, 16, 18, 20, 23, 24, 25, 27, 31, Nov 2, 4

Surveyor's Signature



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Total No. of Visits 42

Lloyd's Register Foundation