

# With or Without Disconnected Erections.

## STEEL STEAMER.

Received at London Office JUN 1-1912

Date of completion of report 30 May 1912

Port of Sunderland

No. 25290

Survey held at Sunderland

Date, First Survey 14 Nov 1911

Last Survey 20 May 1912

On the

Steamer "RONDO"

Rig

Schooner

TONNAGE under Tonnage Deck...	1489.08
Do. between Tonnage Dk. and 3rd and 4th Dk.	9.10
Total under Upper Dk.	1498.18
Do. of Poop	51.27
Do. of R.Q. Dk.	107.08
Do. of Bridge House	76.80
Do. of Forecastle	28.70
Do. of Houses on Dk.	15.90
Do. of excess of Hatchways	112.37
Do. above Crown of Room ..	15.12
Room ..	1906.02
Space	71.90
Crown of Room ..	15.12
FOR FEES..	1819.00
Room ..	609.93
ation Spaces	153.77

CLASS \*100 A1

FEET.

Master

H. R. Cabitt

Year of appointment (1) As Master in service of owner of present vessel;—1901 (2) As Master of this vessel 1912

Breadth (greatest moulded)..... 37.75

Depth, at middle of length from top of keel to top of upper deck beams at side..... 19.83

Transverse Number..... 57.58

Length on deck from fore part of stem to after part of stern post..... 266.75

Longitudinal Number..... 15359

Depth "d," at middle of length (See Secs. 2 & 13)..... 16.91

Proportions—Depth to Length—Upper Deck Beam at side to top of keel..... 13.4

" " Long Bridge Deck Beam at side to top of keel..... 10.9

Built at

Sunderland

When built

1912 Launched 18 April 1912

By whom built

S. P. Austin & Son Ltd

Owners

The Pelton Steamship Co Ltd

Managers

Gardiner & Reay

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

Residence

Newcastle-on-Tyne

Port belonging to

Newcastle-on-Tyne

Tonnage 1070.42

Destined Voyage

Coasting

If Surveyed while Building, Afloat, or in Dry Dock all three

Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid
266	9	Moulded	37	9	Do.	Do.	17	8 1/4	One

Moulded depth, ft.	—	ins.	—	To Bridge Dk.	Round of Upper Dk. Beam, Actual
19	—	—	—	10	9 1/4 ins.

Dimensions of Ship per Register, Length 267.0 breadth 38.0 depth 17.65 Moulded depth, ft. 19 ins. 10 To Upper Dk.

FRAMING.					PILLARS.					Ship.						Ship.						Or as Approved.					
E, Angles, or E or L Bars amidships	8	3	48	8	3	48	PILLARS, In 'tween Deck, size and spacing	25/8	47	25/8	47																
in peaks	5 1/2	3	36	5 1/2	3	36	" " Hold	3 5/8	47	3 5/8	47																
in way of Double Bottoms at Solid Floors	3	3	32	3	3	32	" " Quarter 'tween Dks.,	-	-	-	-																
" " at intermdt. Bkts.	-	-	-	-	-	-	" " in Hold	-	-	-	-																
of Frames from centre to centre amidships	23 1/2	-	-	23 1/2	-	-	KEELSONS & STRINGERS.										Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as	Inches per Rule Approved.	Inches per Rule					
" " length to Collision bulkhead	23 1/2	-	-	23 1/2	-	-	CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate																				
" " in peaks	23 1/2	-	-	23 1/2	-	-	" " Rider Plate																				
ERSED FRAME, Angles	-	-	-	-	-	-	" " Flat Plate Keel Angles																				
in way of Double Bottoms at Solid Floors	3	3	32	3	3	32	" " Horizontal Plates on Floors																				
" " at intermdt. Bkts.	-	-	-	-	-	-	" " Angles or Bulb Angles																				
ING, depth of girder	-	-	-	-	-	-	SIDE KEELSONS, Number																				
RS, 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																				
RS & BRACKETS in Cell Dble Bottoms	32	-	-	32	-	-	" " Intercoastal Plate for length																				
" " state if flanged (top & bottom)	40	-	-	-	-	-	" " Attached to outside Plating with Angle																				
" " Spacing	23 1/2	-	-	23 1/2	-	-	SIDE STRINGERS, Number																				
RE GIRDER, in Dbl. bottom, dpth. & thcknss.	55	4 1/2	36	35	4 1/2	36	" " Angle																				
" " Angles, Top	3	3	40	3	3	40	" " Intercoastal Plate, for length																				
" " Bottom	4	4	50	4	4	50	" " Attached to outside plating with Angle																				
" " to Floors	3	3	32	3	3	32	Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)																				
GIRDERS, number on each side & thickness	One	32	-	One	32	-	" " " " br'dth & thickness (in way of Bridge)																				
" " state if flanged (top and bottom)	40	-	-	-	-	-	" " " " Angle (clear of Bridge)																				
" " Angles (top and bottom)	3	3	32	3	3	32	" " Tie Plate at sides of Hatchways																				
" " to Floors	2 1/2	2 1/2	32	2 1/2	2 1/2	32	Deck * Iron or Steel, for full lng.																				
IN PLATE, depth (exclusive of flange) and thickness	28	-	36	26	36	-	" " Thickness (clear of Bridge)																				
" " Angles to Outside Plating	3 1/2	3 1/2	36	3 1/2	3 1/2	36	" " (in way of Bridge)																				
" " Floors	3	3	32	3	3	32	Wood Deck. Material & thcknss																				
" " Height of Brackets above at bilge	25 1/2	-	-	25 1/2	-	-	Second Deck Stringer Plate, br'dth & thickness																				
R BOTTOM PLATING, breadth and thickness of Middle Line Strake	35	8 1/2	30	35	40	34	" " Angles on ditto, No. R.Q. 2K																				
" " in Engine and Boiler space	7 1/2	8 1/2	30	6 1/2	8 1/2	-	" " Tie Plates outside Hatchways																				
" " Remainder in Holds	8 1/2	—	—	7 1/2	—	—	Deck * Iron or Steel, for full lng.																				
S, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	7	3	40	7	3	40	Wood Deck. Material & thickness																				
" " Angles on upper edge	-	-	-	-	-	-	Third Deck Stringer Plate, br'dth & thickness																				
" " In way of Long Bridge	-	-	-	-	-	-	" " Angles on ditto, No.																				
" " Spacing	23 1/2	-	-	23 1/2	-	-	" " Tie Plates, outside Hatchways																				
S, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	-	-	-	-	-	-	Deck * Material and thickness																				
" " Angles on upper edge	-	-	-	-	-	-	Fourth and Fifth Deck Stringer Plate, breadth & thickness																				
" " Spacing	-	-	-	-	-	-	" " Angles on ditto, No.																				
" " Tie Plates outside Hatchways	-	-	-	-	-	-	" " Tie Plates outside Hatchways													</							

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



[illegible]

EQUIPMENT No. 16393				LETTER QF				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.				
15409	1st Bower ...	34	0	0	-	-	-	31	12	2	0	33	0	0	Aqua & Co's	"	Md. 7-5-12	
15339	2nd " .....	28	1	14	-	-	-	27	8	0	14	33	0	0	"	"	" 19-2-12	
15467	3rd " .....	32	2	7	-	-	-	31	6	3	14	28	0	0	"	"	" 25-4-12 S. Hoffman	
	4th " .....														"	"		
	Collective weight	95	3	21								94	0	0	"	"		
15267	Stream .....	8	2	0	2	0	14	10	12	2	0	8	2	0	Common	J. Taylor & Sons	30-1-12	
15268	Kedge.....	4	2	0	1	0	21	6	17	2	0	4	2	0	"	"	S. Hoffman	

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.	Length and size supplied.		Test per Certificate. Statutory Breaking Tons.	WEIGHT OF CHAIN CABLE Supplied.		Per Rule.	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.		Cwts.	qrs.		lbs.	Fathoms.					Inches.	Length.		Cir.	Length.	Cir.	
5533	240	1 1/4	5 1/4	7 1/4	150	2	9	34	2	240	1 1/4	Made J. Taylor & Sons	Md. 31-1-12	TOWLINE 90 3/4 26 90 3/4	HAWSESWARPS 2-90 2 1/4 9 1/2 2-90 2 1/4	2-90 1 1/4 5 1/2 2-90 1 1/4			
Iron Stream Chain or Steel Wire	75	4	33	-	-	-	75	4	Cir.	Made Iron Wire Reg. Co.	Ry. Dubouché	" "	" "	" "	" "	" "			

Boats Two lifeboats, one dinghy Steering Gear, Steam Donkin & Co Steering Gear, Hand Crankford & Sons.  
Pumps, Number One Downton (Special pump for P.M. type) Diameter of Barrel 5" State whether they are in efficient working order Yes  
Windlass is by Emerson Walker & Thompson Capstan "  
Engine Room Skylights.—How constructed? Steel What arrangements for deadlights in bad weather? Lids & bolls eyes  
Coal Bunker Openings.—How constructed? Flat coverings How are lids secured? To paulins & chate Height above deck? 15"  
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 4 scuppers each side. Ports 3 C 2' x 1' 9" 1C 2' 4" x 1' 6" in well.  
Ceiling in Holds, thickness and material 2 1/2" W.P. over liners only Cargo Battens, thickness and material 2" W.P.  
Cargo Hatchways.—How formed? Flat coverings Hatches, If strong and efficient? Yes  
State size No. 1 Hatch (Forward) 35' 2" x 22' 10" No. 2 Hatch 35' 2" x 25' 11" No. 3 Hatch 27' 5" x 24' 3" No. 4 Hatch 25' 6" x 22' 9"  
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch Nos 1 & 2 = 4 webs Nos 3 & 4 = 2 webs Five fore & afters.  
No. of Breasthooks Four No. of Crutches deep floors  
Bulwarks, height above deck and description 4' 6" x 25" flat plating Main Rail, material and size 6 x 3"  
The foregoing is a correct description. Surveyor's Signature J. Allan  
Builder's Signature (here enter) F. M. Austin & Son Ltd. 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) N. 20<sup>th</sup> September 1912  
22 November 1911 13 Feb. 1912 MANAGING DIRECTOR E. H. Hambleton 1911  
**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 plating 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? No  
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 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 built in accordance with the approved plans, & generally in accordance with the Rules.  
The workmanship throughout is good.

The Surveyor should state the Number of Report and Name of any Sister Vessel.

The amount of Entry Fee ..... £ 4 : 7/-	{ Fees applied for, 29 5 19/2 Received by me, 31 5 19/2	Certificate to be sent to Sunderland Date of issue 4/6/12
Special Survey Fee.... £ 70 : 9 : 6		
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 A1.  
With, or without Freeboard, as condition of Class Without  
Surveyor to Lloyd's Register of British and Foreign Shipping. J. Allan

Committee's Minute TUE. JUN. 4 - 1912  
Character assigned 100TH  
Lloyd's ass't June 5. 12



**GENERAL REMARKS—**(continued).

WE

**WEB-FRAMES**

” ”

” No of

**WEB-FRAMES.**

” ”

**WEB-FRAMES.**

” ”

” No. of

” Size of F

**BRACKET PL**

**Web Frames**

BULKHEAD

W.T.BULKHE

## COLLISION

## PARTITION

LONGITUDE

Are the outside

Are the Sluice

STR.

FLAT PLAT  
(If Bar Keel,  
GARBOARD

State actual  
thickness in  
way of Dou-  
Bottom.

M. SHEA

R. Q. DK.

R.

TH'KN  
CLEAR

De.

DBLG.

”

Len.  
Poor

SHOB

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2

Str

FB

RE

This image shows a blank, aged, cream-colored page, likely an endpaper or flyleaf of a book. The paper has a slightly textured appearance with some faint smudges and discoloration, characteristic of old paper. There is no text or other markings on the page.

## Salmon

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 28.0 ft., R.Q.D. 70.5 ft., Bridge 51.0 ft., Forecastle 27.5 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 it should appear in the Register Book) *18K. (JH) well 2K.*

Official No. *129,799*; Signal Letters

Here are the

How are the surfaces preserved from oxidation? Inside Paint & Cement State if Machinery is fitted aft no  
 PARTICULARS OF WATER BALLAST Outside Paint

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

Where Fitted.

\*Length. Water Capacity.

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	72.5	113	Fore peak tank,	19.5	119
Double bottom, under Engines and Boilers,	35.25	87	After peak tank,	25.5	156
Double bottom, if under Engines only,	-	-	Deep tank, aft, <i>Pida, in Engine Room</i>	11.75	106
Double bottom, if under Boilers only,	-	-	Deep tank, forward,	-	-
Double bottom, forward,	109.7	239	Other tanks, if fitted,	-	-
	Total capacity of double bottom	439	(If necessary, furnish further information by sketch.)	-	-

\* The wells are not to be included in the lengths of the tanks.

\* 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. 4987

Date 2. 10. 1911

No. 263 in builder's yard.


### **DATES of Surveys** held while building

1911 Nov. 14, 16, 22, 27 Dec. 1, 11, 21 Jan. 8, 15, 19, 25, 29 Feb. 2, 12, 15, 21, 23, 26, 29  
Mar. 11, 15, 19, 27 Apr. 2, 4, 9, 16, 16, 17, 18 May 7, 9, 15, 16, 17, 20

Surveyor's Signature

William

Total No. of Visits 36



Lloyd's Register  
Foundation