

1st 2 Dks., R.Q.Dk.,
and Pt. Awng. Dk.

IRON OR STEEL STEAMER.

No. 73843

THE NOV. 23 1920

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

Date of completion of Report November 18 1920

Port of

Date, First Survey 19 Nov. 1919

Last Survey 16 Nov. 1920

Rig One Mast.

Survey held at

Waltham on Tyne

On the

Single Screw Steamer

"ALFRED HARRISON"

Master M. H. Elliott

TONNAGE under

378.62

ONE OR TWO DECKED VESSEL.

CLASS 100 A.I.

FEET.

Year of appointment

(1) As master in service of owner of present vessel - 1916
(2) As master of this vessel - 1919

Do. of Poop

69.90

Do. of Raised Qr.

21.91

Do. of Bridge House

22.83

Do. of Forecastle

25.06

Do. of excess of Hatchways

578.32

Do. above Crown of

31.37

Engine Room

486.95

Less Crew Space

165.66

Less above Crown of

36.96

Engine Room

284.13

TONNAGE FOR FEES

157

2

Breadth (moulded)

26.0

Depth from upper part of Keel to top of Main Deck Bms.

13.0

Girth of Half Midship Frame (as per Rule)

39

1st Number

157.16

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

6129

2nd Number

12.08

Proportions—Breadths to Length

12.08

Depths to Length—Main Deck to top of Keel

Destined Voyage

not known

If Surveyed while Building, Afloat, or in Dry Dock

yes

Built at Waltham on Tyne

When built 1920 Launched June 30

By whom built Messrs Swan Hunter & Wigham Richardson Ltd.

Owners Harold Harrison

Managers

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

Residence 49 Eastcheap, London

Port belonging to London

on Deck as	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Feet.	Inches.	No. of Decks with Flat laid
Moulded	157	2	Moulded	26	0	Top of Floors to top of Main Deck Beams	13	2 1/2	one

of Ship per Register, Length, 157.7 breadth, 26.2 depth, 12.1 Moulded Depth, 13 ft. 0 ins. Round of Beam, Actual 6 1/2 ins.

FRAMING.

Or as Approved.						
Way of Upper Deck	4 1/2	3	.34	4 1/2	3	.34
Angles, Tee Bars, for length	5 1/2	3	.34	5 1/2	3	.34
amidships	4 1/2	3	.34	4 1/2	3	.34
at each end	3	3	.28	3	3	.28
Way of Double Bottoms at Solid Floors	5	3	.32	5	3	.32
" L at intermdt. Bkts.	2 1/2			2 1/2		
Frames from centre to centre	3	3	.28	3	3	.28
ED FRAME, Angles	4 1/2	5 1/2		4 1/2	5 1/2	
LAMING, depth of girder	16 x .30	.26		16 x .30	.26	
depth and thickness of Floor Plate	34 E	.40 B		34 E	.40 B	
mid-line for length amidships	.34 aft and .26 forward					
Way of Engines and Boilers	Level			Level		
Thickness at the ends of vessel	.28			.28		
At the half breadth, as per Rule	Flanged off of 1/2					
ht extended at the Bilges	every 3rd			every third		
BRACKETS, in Cell Dble Bottoms	30 x .36	.30		30 x .36	.30	
" state if flanged (top & bottom)	3	3	.34	3	3	.34
" Spacing	3 1/2	3 1/2	.36	3 1/2	3 1/2	.36
GIRDER, in Double Bottom, depth	one	.28		one	.28	
and thickness	no			no		
" Angles, Top	3	3	.28	3	3	.28
" Bottom	Flanged to floor off of 1/2 length					
ERS, number on each side & thickness	24 x .30			24 x .30		
" state if flanged (top & bottom)	3	3	.30	3	3	.30
PLATE, depth (exclusive of flange)	3	3	.28	3	3	.28
and thickness	30 x .34 .30			30 x .34 .30		
plies to Outside Plating	.28			.28		
" Floors	5	3	.30	5	3	.30
eight of Floors at the Bilges	2 1/2			2 1/2		
TTOM PLATING, breadth and	Def brackets fitted in lieu of pillars					
thickness of Middle Line Strake						
thickness in Engine and Boiler space						
Remainder in Holds						
ER and Raised Quarter Deck,						
Angle, Bulb Angle, Plate or Tee Bulb						
plies on Upper Edge						
ing						
ower Deck, Single Angle, Bulb						
gle, Plate or Tee Bulb						
gles on Upper Edge						
acing						
ld, Plate or Tee Bulb						
gles on Upper Edge						
oing						
op Deck, Angle, Bulb Angle, Plate						
Tee Bulb						
gles on Upper Edge						
oing						
dge or Pt. Awng. Deck, Angle,						
lb Angle Plate, or Tee Bulb						
gles on Upper Edge						
oing						
castle Deck, Angle, Bulb Angle,						
or Tee Bulb						
gles on Upper Edge						
ing						
etween Decks, Size and Spacing						
Hold						
arter, 'tween Dks.,						
" in Hold						
S, In Fore Body, No. and Spacing						
" Brdth & Thickness						
" of Side Stringers						
AMES, In E. & B. Space, No. & Spacing						
" Brdth. & Thickness						
AMES, In After Body, No. and Spacing						
" Brdth. & Thickness						
No. of Side Stringers						
ize of Angles or Tee Bars to Web Frames						
ET PLATES to Stringers between						
Frames, Depth and Thickness						

PLATING.

STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.	EDGES.				RIVETING.				BUTTS.
	AMIDSHIP.					Single or Double.	Breadth of Lap.	Rivets.	Double or Treble and for what Length.	Rivets.	STRAPS.	IF LAPPED.		
	Breadth.	Thickness.	Thickness.	Thickness.										
FLAT PLATE KEEL (If Bar Keel, state Riveting)	37	56	46	46	37	56	46	Double	5/16	3/8	3/16	Double	3/4	1 1/2
GARBOARD OF A Strake	36	36	32	36	36	36	32	Single	5/16	3/4	3/16	Double	3/4	1 1/2
State actual thickness in way of Double Bottom.	40	36	32	36	40	36	32	"	"	"	"	Double	"	"
Strake	37	42	32	32	37	42	32	Double	5/16	3/4	3/16	Double	3/4	1 1/2
A.P.D.G.	37	42	32	32	37	42	32	"	"	"	"	"	"	"
H														
J														
K														
L														
M														
N														
O														
P														
DOUBLING OF Flat Plate Keel														
Length and thickness of Bilges														
Length and thickness of Sheerstrakes														
Length and thickness of Strake below														
POOP SIDES														
RAISED QUARTER DECK SIDES														
BRIDGE SIDES														
FORECASTLE SIDES														
LENGTHS OF PLATING														

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, outside Plating, &c.?
South Durham, Coarsest Iron Co., Cargo, West, Lancashire, Bolton, Loughborough, Sharncliffe, D. Colville, Steel Co. of Scotland and Dorman Long & Co.

Has the Steel been tested as required by the Rules? *Yes*

FRAMES extend in one length from *Centre guide to tank side & from tank side to upper deck, also from centre to quarter deck clear of double bottom.* state if ordinary or joggled. *Joggled*

REVERSED FRAMES on floors and frames extend from *Centre to tank side & from centre to bilge.* state if ordinary or joggled. *Joggled*

MASTS, SPARS, &c.

LOWER MASTS...	Material.	Total length.	DIAMETER AND THICKNESS.			No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.		Heel.	Size.	Seams.	Butts.
Fore	Steel	44-10 1/2	16 x 4 1/4	13 x 3 1/4	11 x 3 1/4	2			Single	Double
Mizzen										

Bowsprit
 Topmasts, Yards and Remainder of Spars
 Rigging, Material and Size, Shrouds
 Sails, Suit of

Equipment No. *6684* Letter *g.* Tonnage U.Dk. or Plating No. for Trawlers

ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX STOCK.		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.		Description of Anchor.	Makers.	Where and when tested and Superintendent.	
		Cwts.	lbs.	Cwts.	lbs.	Tons.	Cwts.				lbs.
83281	1st Bower	10	3	7	12	15	1	7	10	1	0
83282	2nd "	9	3	24	12	0	0	0	10	1	0
83283	3rd "	8	3	15	11	2	2	0	8	3	0
	Collective weight	29	2	18	29	1	0				
83305	Stream	3	2	12	6	0	3	21	3	2	0
83306	Kedge	1	1	19	3	18	3	0	1	2	0

CHAIN CABLES.

Number of Certificate.	Length and size supplied.	Test per Certificate.	WEIGHT OF CHAIN CABLE.		Length & Size per Table 22.	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 22.
			Supplied.	For Table 22.								
70700	165 1 1/2	20 3/10	30 1/4	100-0-4	15-1-9	165 1 1/2	Stud	J. Green	Tested 27/6/20 H. Green	TOWLINE	75 2 1/2	12 1/2
										HAWERS & WARPS	90 5 1/2	90 5 1/2

HAWERS AND WARPS.

Number of Certificate.	Length and size supplied.	Test per Certificate.	WEIGHT OF CHAIN CABLE.	Length & Size per Table 22.	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 22.
70700	165 1 1/2	20 3/10	30 1/4	100-0-4	15-1-9	165 1 1/2	Stud	J. Green	Tested 27/6/20 H. Green	TOWLINE	75 2 1/2
										HAWERS & WARPS	90 5 1/2

Boats 2 Lifeboats 18'0"

Pumps Number Two, One to hold, One to clean, Diameter of Barrel 4" State whether they are in efficient working order. *Yes*

Windlass is Iron Patent, good. Capstan Steam, good.

Engine Room Skylights—How constructed? *Steel plates and angles*

What arrangements for deadlights in bad weather? *Shutters & lights*

Coal Bunker Openings—How constructed? *Steel plates & angles* How are lids secured? *bottom & cleats* Height above deck? *2 1/2*

Number of Scuppers, and number and dimensions of **Freeing Ports**, &c. *One scupper on each side, & 3 freeing ports on each side 50 x 15*

Ceiling in Holds, thickness and material *2 1/2" ceiling on ordinary floor* **Cargo Battens**, thickness and material *6 x 1 1/2" W.P.*

Cargo Hatchways—How formed? *Steel plates and angles* Hatches—If strong and efficient? *Yes*

State size No. 1 Hatch (Forward) *17-11 x 16-0* **No. 2 Hatch** *35-10 x 16-0* **No. 3 Hatch** *✓* **No. 4 Hatch** *✓*

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *3 Webs in No. 1 & 7 in No. 2.*

No. of Breasthooks *3* **No. of Crutches** *2*

Bulwarks, height above deck and description *11 1/2 x 25 steel* **Main Rail and Stays**, material and size *5 1/2 x 3 1/2" A.A.*

The above is a correct description.

Builder's Signature (here only) *W. E. Bryan* **Surveyor's Signature** *W. E. Bryan* **Surveyor to Lloyd's Register of British and Foreign Shipping.**

Correspondence.—State dates and initials of letters respecting this case (References should be made to any correspondence connected with the case)
9/7/19, 9/7/19, 1/7/19, 2/7/19, 18/8/19, 19/8/19, 26/8/19, 9/10/19, 18/10/19, 17/11/19, 4/2/20, 8/2/20.

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? *Frame 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? *a few*

Are the butts of Plating, Stringers, &c., properly shifted and *lapped*? *Yes*

Have all the upper and weather decks been tested as required by the Rules (Sec. 23, par 24)? *Yes* State results of tests *Good*

Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? *Yes* State results of tests *Good*

General Remarks (State quality of workmanship, &c.)
This vessel has been built in accordance with the Rules, the approved Plans (sic in number) and the Secretary's letters relating thereto. The material and workmanship are good throughout. The timbers assigned by the Committee have been marked on the vessel's sides and verified. The midship section and profile of vessel as built, & approved plan and Longitudinal Report are forwarded herewith.

After completion the vessel was placed on pontoon and bottom cleaned, examined and coated. It was found that the bilge keel was damaged on starboard side, stated to have been caused by the floating crane alongside. How done:—One length of hull plate removed, faired and replaced, and one length of angle bar faired in place. The S.S. "Castwick", Jan. 11/17. H.W.C. Report No. 73306 is a sister vessel. The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *✓* ft., R.Q.D. or Break *103.91* ft., Bridge Dk. *✓* ft., F'castle *21* ft. (in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. 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 Stk. (Sd)*

Official No. *145094*; Signal Letters *✓* State if Machinery is fitted aft *Yes*

How are the surfaces preserved from oxidation? Inside *Cement and Paint* Outside *Paint.*

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

Where fitted.	*Length. Feet.	Water Capacity. Tons.	Where fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		<i>70</i>
Double bottom, under Engines and Boilers,			After peak tank,		
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward		
Double bottom, forward,	<i>39-5</i>	<i>52</i>	Other tanks, if fitted,		

Total capacity of double bottom *52* (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. *666* *1919. Nov. 19. 20. 21. 25. 27. Dec. 1. 2. 9. 10. 11. 12. 16. 22. 29. 1920. Jan. 6. 12. 21. 23. 27. Feb. 2. 4. 12. Mar. 5. 17. 18. 22. 23. 26. Apr. 1. 8. 15. 16. 19. 20. 22. 23. May. 7. 12. 21. 26. 27. 28. June 1. 4. 8. 14. 16. 18. 30. July. 21. 23. 28. Nov. 8. 9. 10. 12. 15. 16.*

Date *8.12.19.*

No. *1149* in builder's yard.

Dates of Surveys held while building

The amount of Entry Fee *£ 3 : 0 : 0* Fees applied for *£ 3 : 0 : 0* *19 NOV 1919*

Special *£ 24 : 7 : 0* Received by me, *24.12.19*

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 A.1.*

With, or without Freeboard, as condition of Class *Without*

Committee's Minute *11 DEC. 1920*

Character assigned *100A1*

Lloyd's Reg. P.

W. E. Bryan

Surveyor to Lloyd's Register of British and Foreign Shipping.

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