

Decks.

STEEL STEAMER.

SAT. 4 MAR 1899

Received at London Office

Date of completion of report

Survey held at West Hartlepool

Date, First Survey

Port of WEST HARTLEPOOL No. 10802

Last Survey 1st March 1899

On the Screw Steamer "Raithwaite"

THREE DECKED VESSEL.

Rig Fore & Aft Schooner

TONNAGE under Tonnage Deck

CLASS 100A1

Master J.W. Clarr

Year of appointment

Do. between Tonnage Dk. and 2nd and 3rd Dk.

Total under Upper Dk.

Do. of Poop Stern

Do. of Bridge House

Do. of Forecastle

Do. of Houses on Dk.

Do. of excess of Hatchways

Do. above Crown of Keel

Gross Tonnage

Less Crew Space

Less above Crown of Keel

TONNAGE FOR FEES

Less Engine Room

Less Navigation Spaces

Register Tonnage

as cut on Beam

Half Breadth (moulded)

Depth from upper part of Keel to top of Upper Deck Beams

Girth of Half Midship Frame (as per Rule)

deduct 7 feet

1st Number

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

2nd Number

Proportions—Breadth to Length

Depth to Length—Upper Deck to top of Keel

More Deck ditto

Destined Voyage Cardiff & Plymouth

Built at West Hartlepool

When built 1899

Launched 28th Jan 1899

By whom built W. Gray & Co. Ltd.

Owners Pyman Steamship Co. Ltd.

Managers G. Pyman & Co.

Residence West Hartlepool

Port belonging to West Hartlepool

Surveyed while Building, Afloat, in Dry Dock

Days 21

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	Round of Upper Dk. Beam, Actual
323	2	2 1/2	46	9	1/2	22	4	10	11 1/2	14	11 1/2

Dimensions of Ship per Register, Length 329 breadth 47.1 depth 22.4 Moulded depth, ft. 24 ins. 10 To Upper Dk.

FRAMING.	Inches in Ship	Inches in Ship	16ths or 20ths per Rule Or as Approved	Inches in Ship	Inches in Ship	16ths or 20ths per Rule Or as Approved	FORGINGS or CASTINGS.	Inches in Ship	Inches per Rule Or as Approved
FRAME, Angles, 7 1/2 x 7 1/2 for 3 length amidships	6	3 1/2	10	6	3 1/2	10	KEEL, Bar or Side Plates, depth and thickness	10 1/2 x 2 1/4	10 1/2 x 2 1/4
Do. for 1/2 at each end	"	"	9	"	"	9	STEM, moulding and thickness	11 x 6	11 x 6
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	8 7/8	3 1/2	3 1/2	8 7/8	STERN-POST for Rudder do. do.	11 x 6	11 x 6
" " " "	"	"	"	"	"	"	" for Propeller	11 x 6	11 x 6
istance of Frames from moulding edge to moulding edge, all fore and aft	24	"	24	"	"	24	MAIN PIECE of Rudder, diameter at head	8 1/2	8 1/2
EVERSED FRAME, Angles	6	3 1/2	10-9	6	3 1/2	10-9	" do. at heel	6 1/2	6 1/2
EEP FRAMING, depth of girder	9	"	19	"	"	19	RUDDER, how constructed	Single plate rudder (see sketch)	
DOORS, depth and thickness of Floor Plate at mid-line for 3 length amidships	40	7	40	7	"	40	Can the Rudder be unshipped afloat?	Yes	
" in way of Engines and Boilers	Iron 7/16	Iron 7/16	"	"	"	"	KEELSONS & STRINGERS.	Inches in Ship	Inches in Ship
" thickness at the ends of vessel	Continuing from Riddle	line to tank side	"	"	"	"	CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate		
" depth at 1/2 the half breadth, as per Rule	24	"	24	"	"	24	" Rider Plate		
" height extended at the Bilges	40	12	40	12	"	40	" Bulb Plate to Intercoastal Keelson		
FLOORS & BRACKETS in Cell Dble Bottoms	24	"	24	"	"	24	" Horizontal Plates on Floors		
" Distance apart	40	"	40	"	"	40	" Angles		
CENTRE GIRDER, in Double bottom, depth and thickness	4	4	9	4	4	9	SIDE KEELSON, Angles		
" Angles, Top	6 1/2	4 1/2	9	6 1/2	4	9	" Bulb or Plate above floors, for lng.		
" Bottom	One	7	One	7	"	7	" Intercoastal Plate, for length		
SIDE GIRDERS, number on each side & thickness	3 1/2	3 1/2	7	3 1/2	3 1/2	7	" Attached to outside Plating with Angle		
" Angles	32	8	26	8	"	8	BILGE KEELSON, Angles		
MARGIN PLATE, depth (exclusive of flange) and thickness	3 1/2	3 1/2	8	3 1/2	3 1/2	8	" Bulb or Plate above floors, for lng.		
" Angles to Outside Plating	Iron 5/16	9/16	Iron 5/16	9/16	"	9/16	" Intercoastal Plate for length		
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	Iron 7/16	Iron 7/16	"	"	"	7/16	" Attached to outside Plating with Angle		
" in Engine and Boiler space	Iron 5/16	9/16	Iron 5/16	9/16	"	9/16	BILGE STRINGER Angles		
" Remainder in Holds	8 1/2	3	12	8 1/2	3	12	" Bulb Plate for length		
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	24	"	24	"	"	24	" Intercoastal Plate for length		
" Angles on upper edge	11	12	11	12	"	11	" Attached to outside Plating with Angle		
" Average space	24	6	24	6	"	24	2 SIDE STRINGERS Angles		
BEAMS, Middle Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	3 1/2	3 1/2	8	3 1/2	3 1/2	8	" Bulb or Intercoastal Plate, for whole lng.		
" Angles on upper edge	24	"	24	"	"	24	" Attached to outside plating with Angle		
" Average space	24	"	24	"	"	24	Upper Deck Stringer Plates, br'dth & thickness		
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	24	"	24	"	"	24	" Angle on ditto		
" Angles on upper edge	11	12	11	12	"	11	" Tie Plates fore and aft, outside Hatchways		
" Average space	24	6	24	6	"	24	" Deck * Iron or Steel, for whole lng.		
BEAMS, Hold, or Orlop, Plate or Tee Bulb	3 1/2	3 1/2	8	3 1/2	3 1/2	8	" Wood Deck, Material & thickness		
" Angles on upper edge	24	"	24	"	"	24	Middle Deck Stringer Plate, br'dth & thickness		
" Average space	24	"	24	"	"	24	" Angles on ditto, No. 2		
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	7	3	8	7	3	8	" Tie Plates outside Hatchways (see plate)		
" Angles on upper edge	24	"	24	"	"	24	" Diagonal Tie Plates on Bms, No. 2, angles 4 x 4		
" Average space	24	"	24	"	"	24	" Deck * Iron or Steel, for lng.		
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	7	3	8	7	3	8	" Wood Deck, Material & thickness		
" Angles on upper edge	24	"	24	"	"	24	Lower Deck Stringer Plate, br'dth & thickness		
" Average space	24	"	24	"	"	24	" Angles on ditto, No.		
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	7	3	8	7	3	8	" Tie Plates outside Hatchways		
" Angles on upper edge	24	"	24	"	"	24	" Deck * Material and thickness		
" Average space	24	"	24	"	"	24	Hold, or Orlop Stringer Plate, br'dth & thickness		
PILLARS, In 'tween Deck, size and spacing	2 1/4 - 4 ft.	2 1/4 - 4 ft.	"	"	"	2 1/4 - 4 ft.	" Angles on ditto, No.		
" Hold	2 1/4 - 8 ft.	2 1/4 - 8 ft.	"	"	"	2 1/4 - 8 ft.	" Tie Plates outside Hatchways		
" Quarter 'tween Dks.,	4 1/4 - 8 ft.	4 1/4 - 8 ft.	"	"	"	4 1/4 - 8 ft.	" Deck * Material and thickness		
" in Hold	4 1/4 - 8 ft.	4 1/4 - 8 ft.	"	"	"	4 1/4 - 8 ft.	POOP DECK STRINGER PLATE, br'dth & thickness		
WEB-FRAMES, In Fore Body, No. and spacing br'dth. & thickness	Deep framing throughout	"	"	"	"	Deep framing throughout	" Angle on ditto		
" No. of Side Stringers	One web frame each side of machinery space	"	"	"	"	One web frame each side of machinery space	" Tie Plates		
WEB-FRAMES, In E. & B. Space, No. & spacing br'dth. & thickness	"	"	"	"	"	"	" Deck. Material and thickness		
" No. of Side Stringers	"	"	"	"	"	"	Bridge Deck Stringer Plate, br'dth & thickness		
WEB-FRAMES, In After Body, No. and spacing br'dth. & thickness	"	"	"	"	"	"	" Angle on ditto		
" No. of Side Stringers	"	"	"	"	"	"	" Tie Plates		
" Size of Angles or Tee Bars to Web-Frames	"	"	"	"	"	"	" Deck. Material and thickness		
BRACKET PLATES to Stringers between Web Frames, depth and thickness	"	"	"	"	"	"	Forecastle Deck Stringer Plate, br'dth & thickness		
"	"	"	"	"	"	"	" Angle on ditto		
"	"	"	"	"	"	"	" Tie Plates		
"	"	"	"	"	"	"	" Deck. Material and thickness		

BULKHEADS.	Number.	Thickness.	STIFFENERS.	Single or Double Frames.	Height up.
W. T. BULKHEADS	5	5	7-6	Horizontal and Vertical	Up to 48
PARTITION				Size, Spacing	
LONGITUDINAL				Size, Spacing	

Are the outside Plates doubled two spaces of Frames in length? Diamond liners

Are the Side Valves and Watertight Doors in efficient working order? Yes

PLATING. STRAKES. AS IN SHIP. PER RULE OR AS APPROVED. EDGES. BUTTS. RIVETING. 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, Plating, &c. FRAMES extend in one length from REVERSED FRAMES on floors and frames extend from MASTS, SPARS, &c. EQUIPMENT No. 31834 LETTER U. ANCHORS. CHAIN CABLES. HAWSERS AND WARPS. Boats. Pumps. Windlass. Engine Room Skylights. What arrangements for deadlights in bad weather? Coal Bunker Openings. Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. Ceiling in Holds, thickness and material. Cargo Hatchways. State size No. 1 Hatch (Forward) 26.0 x 16.0 x 36. No. 2 Hatch 26.0 x 16.0 x 42. No. 3 Hatch 26.0 x 16.0 x 38. No. 4 Hatch 26.0 x 16.0 x 30. Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch. Number of Breasthooks. No. of Crutches. Bulwarks, height above deck and description. The above is a correct description. Builder's Signature (here only) Surveyor's Signature. Surveyor to Lloyd's Register of British and Foreign Shipping.

Correspondence. State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case). 1898 - July 30 (M), Aug. 12 (M), 16 (M), 20 (M), Nov 30 (E). 1899 Feb. 17 (M). 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? 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 faying surfaces? Yes. Do any rivets break into or through the seams or butts of plating? A few. 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. 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.) The workmanship is good, and the vessel has been constructed in accordance with the approved plans (4 in M.), which together with one of the Report are attached hereto. The forepeak has been filled with water to height of load line, and collision bulkhead found tight. The tunnel has been tested by water and found tight. Vessel placed in dry dock previous to completion, bottom cleaned and rewatched. Drawings. Midship Section. Profile. Pumping Plan. Single plate rudder. This vessel is of similar dimensions to S.S. "Ran" U.S. Harbortool Report No. 10761, but the internal arrangements are different. The Surveyor should state the Number of Report and Name of any Sister Vessel. PARTICULARS FOR RECORD in the REGISTER BOOK. Length of Poop 27 ft., R.A.D. or Break A., Bridge Dk. 80 ft., F'castle 32 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) One deck (iron), 2 tiers Beams, 4 deep framing. Official No. 116995; Signal Letters. 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. Double bottom, aft. Under Engines. Length 130. Water Capacity 349 1/2. Double bottom, under Engines and Boilers. Open "well" under boilers. After peak tank, 51. Double bottom, if under Engines only, for 18 ft. Midship-deep tank. Double bottom, if under Boilers only, Other tanks, if fitted. Double bottom, forward, 136. 35 1/2. (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. 1736. Date 17th Aug. 1898. No. 576 in builder's yard. DATES OF SURVEYS held while building. 1898. 1st. 7. 9. 13. 17. 21. 24. 28. 2nd. 4. 13. 19. 21. 27. 29. 3rd. 7. 10. 14. 21. 23. 26. 30. 4th. 3. 8. 13. 15. 20. 24. 1899. 1st. 4. 6. 9. 16. 19. 20. 21. 23. 26. 27. 31. 2nd. 7. 10. 13. 17. 21. 22. 23. 24. 27. 28. 3rd. 1. Total No. of Visits 49. The amount of Entry Fee £ 5. Fees applied for, 3. 3. 1899. Special Survey Fee £ 99. 3. 6. Received by me, 3. 3. 1899. 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 3 dx. rule. With or without Freeboard, as condition of Class. Committee's Minute. Character assigned. 100A1 Steel. Chas. Fowling. Surveyor to Lloyd's Register of British and Foreign Shipping.