

# Spar, Awning or Part Awning Dk.

# IRON OR STEEL STEAMER.

MON. 23  
(Received at London Office)

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

Date of completion of Report 17<sup>th</sup> October

Port of Newcastle

29305

No. 29305 Survey held at Newcastle

Date, First Survey 14<sup>th</sup> April

Last Survey 4<sup>th</sup> October

1899

the *St. John's Bay Mon*

Rig *Full rigged Steamer*

TONNAGE under Tonnage Dk.	
between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk.	
al under Upper Dk.	
of Poop	
of Rail d Gr.	
Dk. or Break	
Do. of Bridge House	57.41
Do. of Houses on Deck	28.91
Do. of excess of Hatchways	27.86
Do. of Forecasts	41.23
Do. above Crown of Engine Room	48.00
Gross Tonnage	2710.93
Less Crew Space	89.64
Less above Crown of Engine Room	2651.29
TONNAGE FOR FEES	
Less Engine Room	867.20
Less Navigation Spaces	28.04
Register Tonnage as cut on Beam	1755.75

SPAR, AWNING OR PART AWNING-DECKED VESSEL, or a Vessel having a continuous Shade Deck.

CLASS 100 A 1

FEET.

Half Breadth (moulded)	20.42
Depth from upper part of keel to top of Main Deck Beams	20.16
Girth of Half Midship Frame (as per Rule)	36.45
1st Number	44.33
Length	313.33
2nd Number	24.229
Proportions—Breadth to Length	7.68
Depths to Length—Main Deck to top of Keel	15.54
Destined Voyage	West Indies

Master	Pope
Year of Appointment	(1) As Master in service of owner of present vessel—1899 (2) As Master of this vessel—1899
Built at	Wallsend
When built	1893
Launched	16 Augt.
By whom built	C. J. Grant & Co. Shipwrights
Owners	Subsidiary Steamship Co. (Ltd)
Managers	Wigland & Co.
Residence	Bay India Office London
Port belonging to	London

LENGTH on Deck as per Rule	FEET	INCHES	BREADTH Moulded	FEET	INCHES	DEPTH, top of Floors to Spar or Awn. Dk. Beams	FEET	INCHES	Power of Engines	Horse	No. of Decks with flat laid	No. of Tiers of Beams
313.4	4		40	10		19	4		300		10	

Dimensions of Ship per Register, Length 313.4 breadth 40.0 depth 24.4 Spar on Awn. Dk. Moulded depth, ft. 19 ins. 4 To Main Dk. Round up of Beam, Main Dk 10 ins.

## FORGINGS AND CASTINGS.

Bar or Side Plates, depth and thickness	
Moulding and thickness	
POST for Rudder do. do.	
for Propeller	
PIECE of Rudder, diameter at head	
do. at heel	
how constructed	
he Rudder be unshipped afloat?	Yes

## FRAMING.

Bars, or 7 Bars for 1/2 length amidships	
each end	
of Double Bottoms	
Beams from moulding edge to edge, all fore and aft	
FRAME Angle, as per plan	
depth and thickness of Floor Plate	
mid-line for 1/2 length amidships	
way of Engines and Boilers	
thickness at the ends of vessel	
at 1/2 the half-bdth. as per Rule	
height extended at the Bilges	
BRACKETS, in Cell Dble Bottoms	
Distance apart	
GIRDER, in Double bottom, depth and thickness	
Angles, Top 4x4x8 Bottom 6 1/2 x 4 x 8	
BOERS, number and thickness	
Angles	
MARGIN PLATE, depth (exclusive of flange) and thickness	
Angles	
BOTTOM PLATING, breadth and thickness of Middle Line Strake	
thickness in Engine and Boiler space	
Remainder in Holds	
AMS, Spar or Awning Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	
Angles on upper edge	
Average space	
BEAMS, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	
Angles on upper edge	
Average space	
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	
Angles on upper edge	
Average space	
BEAMS, Hold, or Orlop, Plate or Tee Bulb	
Angles on upper edge	
Average space	
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	
Angles on upper edge	
Average space	
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	
Angles on upper edge	
Average space	
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	
Angles on upper edge	
Average space	
PILLARS, in Tween Decks, Size and Spacing	
Hold	
WEB FRAMES, in Fore Body, No. and spacing	
br'dth and thickness	
No. of Side Stringers	
WEB FRAMES, in After Body, No. and spacing	
br'dth and thickness	
No. of Side Stringers	
Size of Angles or Tee Bars to Web Frames	
BRACKET PLATES to Stringers between Web Frames, depth and thickness	

## KEELSONS AND STRINGERS.

CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate	
Under Plate	
Bulb Plate to Intercoastal Keelson	
Horizontal Plates on Floors	
Angles	
SIDE KEELSON, Angles	
Bulb or Plate above floors, for length	
Intercoastal Plate, for length	
Attached to outside Plating with Angle	
BILGE KEELSON, Angles	
Bulb or Plate above floors, for length	
Intercoastal Plate, for length	
Attached to outside Plating with Angle	
BILGE STRINGER Angles	
Bulb Plate, for length	
Intercoastal Plate, for length	
Attached to outside Plating with Angle	
SIDE STRINGER Angles	
Bulb or Intercoastal Plate, for length	
Spar, or Awning Deck Stringer Plates, on ends of Beams, breadth and thickness	
Angle on ditto	
Plates, fore and aft, outside Hatchways	
Diagonal Tie Plates on Bms, No. of pns	
Flat of Deck, Iron or Steel, for full len.	
Wood Material and thickness	
How fastened to Beams	
Main Deck Stringer Plate, breadth & thickness	
Angles on ditto, No. (2)	
Tie Plates, outside Hatchways	
Diagonal Tie Plates on Bms, No. of pns	
Flat of Deck, Iron or Steel, for full len.	
Wood Material and thickness	
How fastened to Beams	
Lower Deck Stringer Plates, br'dth & thickn	
Angles on ditto, No.	
Tie Plates, outside Hatchways	
Flat of Deck, Material and thickness	
How fastened to Beams	
Hold, or Orlop Stringer Plate, br'dth & thickn	
Angles on ditto, No. (2)	
Tie Plates, outside Hatchways	
Flat of Deck, Material and thickness	
How fastened to Beams	
Poop Deck Stringer Plate, breadth & thickness	
Angles on ditto	
Tie Plates	
Flat of Deck, Material and thickness	
Bridge Deck Stringer Plate, br'dth & thickness	
Angle on ditto	
Tie Plates	
Flat of Deck, Material and thickness	
Forecastle Deck Stringer Plate, br'dth & thickn	
Angle on ditto	
Tie Plates	
Flat of Deck, Material and thickness	

## PLATING.

FLAT PLATE KEEL, breadth and thickness	
Dblg or incl'd thickn & len. appl.	
PLATES in Garboard Strakes, breadth & thickn	
from Garboard to lower part of Bilges	
State Thickness of Plating in way of Double Bottom	
Bilges, No. of Strakes and thickness	
Of doubling at Bilge, increased thickness, and length applied	
from up. part of Bilge to l. edge of Sh. strake	
Main Sheerstrake, breadth and thickness	
Of doubling at Sh. strake, incl'd appl.	
from Main to Spar Dk. on Awn. Dk. Sh. strake	
Spar, Awn. Dk. Sh. strake, br'dth & thickn	
double 18" parallel plating	
Poop sides	
Bridge sides	
Forecastle sides	
Lengths of Plating	



**BULKHEADS.** Non Vessel

Ceiling betwixt Decks, thickness and material  
in hold do. do.  
Number of Breasthooks  
Cutches

W. T. BULKHEADS  
PARTITIONS  
LONGITUDINAL

No. Reqd. by Rule  
Height up  
Sagl. or Dbl. Frames

The FRAMES extend in one length from  
The REVERSED ANGLE on floors and frames extend from  
RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c.  
Garboard, double riveted to Bar Keel or Flat Plate Keel, with rivets  
Edges of Garboards and to upper part of Bilge, worked clench,  
Butts from Keel to turn of Bilge, worked carvel, treble or double riveted; treble for  
overlapped for  
Butts of all Strakes at Bilge for  
Edges from Bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets  
Butts from Bilge to Main Sheerstrake, worked carvel, treble or double riveted; treble for  
overlapped for  
Edges of Main Sheerstrake, double or single riveted.  
Butts of Main Sheerstrake, double riveted for  
Butts of Main Stringer Plate, double riveted for  
Single or Double Straps for  
Butts of Inner Bottom Plating  
Breadth of edge laps of Shell Plating in double riveting  
Butt Straps of Shell Plating, breadth and thickness  
Butt Straps of Keelsons, Stringer and Tie Plates, treble or double, riveted  
Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.  
Workmanship. Are the butts of plating planed or otherwise fitted?  
Is the riveted work properly closed?  
Are the liners between the frames and plates solid single pieces?  
to plate, &c., conform well to each other?  
from the faying surfaces?  
Are the butts of Plating, Stringers, &c., properly shifted and strapped?

MASTS, SPARS, &c.  
Lower Masts...  
Bowsprit  
Topmasts, Yards and Remainder of Spars  
Rigging, Material and Size, Shrouds  
Sails.  
EQUIPMENT No.  
LETTER ZZ  
ANCHORS.  
Number of Certificate  
Weight, Ex Stock  
Test, per Certificate  
Where and when tested and Superintendent.  
Chain Cables.  
Fathoms  
Size  
Test per Certificate  
Weight of Chain Cable  
Fathoms & Size Per Rule  
Description  
Makers of Cables  
Where and when tested, and Superintendent  
Material  
Fathoms  
Size  
Fathoms & Size Per Rule  
Hawsers and Warps.  
Boats  
Pumps, Number  
The Windlass is  
Engine Room Skylights—How constructed?  
What arrangements for deadlights in bad weather?  
Coal Bunker Openings.—How constructed?  
Number of Scuppers, and number and dimensions of Freeing Ports, &c.  
Cargo Hatchways—How formed?  
State size No. 1 Hatch (Forward)  
No. 2 Hatch  
No. 3 Hatch  
No. 4 Hatch  
Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch  
Main Rail, material and size  
Bulwarks, height above deck and description  
The above is a correct description.  
Builder's Signature  
Surveyor's Signature  
Surveyor to Lloyd's Register of British and Foreign Shipping.

Order for Special Survey No. 2510  
Date 26 June 1893  
Order for Ordinary Survey No. 1893  
Date 26 June 1893  
No. 1893 in builder's yard.

DATES OF SURVEYS held while building as per Section 18.

1st. On the several parts of the frame, when in place, and before the plating was wrought  
2nd. On the plating during the process of riveting  
3rd. When the beams were in and fastened, and before the decks were laid  
4th. When the ship was complete, and before the plating was finally coated or cemented  
5th. After the ship was launched and equipped

15.93. Apr. 17. 18. 20. 27. May 1. 2. 3. 5. 8. 9. 10. 11. 16. 17. 19. 26. June 2. 6. 9. 14. 15. 16. 19. 27. 30. July 3. 5. 8. 11. 15. 19. 21. 24. 26. 28. 31. Aug. 3. 4. 9. 12. 14. 15. 21. Sept. 1. 7. 14. 18. 22. 25. Oct. 2. 4. 5. 9. 10. 14. Total No. of Visits 56.

State dates and initials of letters respecting this case 25/3/93. 14/4/93. 9/5/93. 16/5/93. 27/6/93. 22/9/93

General Remarks (State quality of workmanship, &c.) This Steel Seven Steamer has been built in accordance with the approved Midship Section forwarded to London on the 14th instant, and tracings attached, the Secretary's letter and in other respects with the Rules for the 100 A1 Spar deck and the materials and workmanship throughout are good. The deers and waterways have been tested by water and found efficient, the pumps, valves, and water tips down have been examined and tested and found in good working order. Just before leaving the yard, a shell plate on the port side forward, between light and land line was slightly damaged by collision. This plate has now been efficiently repaired by fitting a circular flush plate 4' in diameter in way of damage, and covered inside with a doubling plate 18" square framing between the frame bar and hold stumps.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 70 ft., R.Q.D. Break — ft., Bridge Dk. 86 ft., F'castle 35 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  
Poop, Bridge and Forecastle disconnected  
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) Two decks. Main deck steel. Spar deck steel. Two tiers of beams. Upper girders frames  
Official No. ; Signal Letters

PARTICULARS OF WATER BALLAST—  
Double bottom, aft, length — and water capacity in tons — Double bottom, forward, length — and water capacity in tons —  
Double bottom, under engines and boilers, length — and water capacity in tons — If under Engines only, or Boilers only, state which  
Double bottom, constructed on the cellular system, length 262 feet and water capacity in tons 552  
Fore peak tank, water capacity in tons — After peak tank, water capacity in tons —  
Midship deep tank, length — and water capacity in tons — Other tanks, if fitted, length — and water capacity in tons —  
The above have all been tested as required by the Rules.  
(If necessary, furnish further information by sketch.)  
How are the surfaces preserved from oxidation? Inside Cuauar and Paint Outside Paint

FREEBOARD assigned by the Committee, as per Secretary's Letter, dated 22 Sept. 1893  
State if marked on Vessel's sides in accordance with Notice No. 572 Yes  
In Summer 5 ft. 8 1/2 ins.  
In Winter 6 ft. 0 ins.  
For Winter in North Atlantic 6 ft. 4 1/2 ins.  
Fresh Water above the centre of disc 5 ins.  
To top of Wood, Iron or Steel Upper, Spar, Awning or Part Awning Deck, or Side

The amount of Entry Fee £ 3 : 0 : 0 is received by me, R.O.A. Certificate to be sent to Newcastle Office  
Special... £ 91 : 5 : 6 20. 10. 1893  
Certificate... £ 40 : 0 : 0  
Travelling Expenses, if any £ 0 : 0 : 0  
I am of opinion this Vessel should be Classed \* 100 A1 Steel Spar deck  
Surveyor to Lloyd's Register of British & Foreign Shipping.  
Committee's Minute TUES. 24 OCT 1893  
Character assigned + 100 A1 (steel) "spar deck"  
1 Dk (steel) & spar deck (all) & deep framing  
L.A. & L.M.C. 10.93  
100 A1 (Steel) Spar Deck  
1 Dk (Steel) & Spar Deck (all) & deep framing  
N.B. - C.M.D.B. (particulars above)  
F.K. Lloyd's Register