

# With or Without Disconnected Erections.

## STEEL STEAMER.

Received at London Office 6 JAN 1925

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

Date of completion of report 5.1.25  
Survey held at Sunderland

Port of Sunderland  
Date, First Survey 7 February 23 Last Survey 5 January 1925

On the (State if Single, Twin, or Triple Screw)

Single Screw Steamer "BUCKLEIGH"

Rig Schooner

TONNAGE under

Tonnage Deck  
Do. between Tonnage Dk. and 3rd and 4th Dk.  
Total under Upper Dk. 4792.22

Do. of Poop 23  
Do. of R.Q.Dk.  
Do. of Bridge House 27.94  
Do. of Forecastle 64.04  
Do. of Houses on Dk. 151.16  
Do. of excess of Hatchways 39.31  
Do. above Crown of Engine Room 5074.00  
Gross Tonnage 468.60

Less Crew Space  
Less above Crown of Engine Room 1623.68  
TONNAGE FOR FEES 135.89

Less Engine Room  
Less Navigation Spaces 3145.83

Register Tonnage as cut on Beam 3145.83

CLASS 100A1

FEET.

Breadth (greatest moulded) 52.00

Depth, at middle of length from top of keel to top of upper deck beams at side 31.00

First Longitudinal Transverse Number 12400

Length on deck from fore part of stem to after part of stern post 400.00

Second Longitudinal Transverse Number 33200

Depth "d" at middle of length (See Secs. 2 & 13) 17.87

Proportions—Depth to Length—Upper Deck Beam at side to top of keel 12.90

Long Bridge Deck Beam at side to top of keel 10.25

Master

Year of appointment

Built at Sunderland

When built 1924 Launched 20.2.24

By whom built Barham & Sons Ltd

Managers The Atlantic Shipping & Trading Co. Ltd

Residence Cambrian Buildings, Cardiff

Port belonging to London

Destined Voyage F Surveyed while Building Afloat, in Dry Dock Under Special Survey

LENGTH on Deck as per Rule 400 0 BREADTH Moulded 52 0 DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams 28 60 Do. do. do. do. Second Dk. Beams 19 6 No. of Decks with flat laid Two No. of Tiers of Beams Two

Dimensions of Ship per Register, Length 400.0 breadth 52.25 depth 28.60 Moulded depth, ft. 39 ins. 0 To Bridge Dk. Round of Upper 18 ins. Moulded depth, ft. 31 ins. 0 To Upper Dk. Dk. Beam, Actual

FRAMING.						PILLARS.					
IN BOILER SPACE & PERMANENT BUNKERS.						PILLARS In 'tween Deck, size and spacing					
FRAME, Angles, or Bars amidships	10 1/2	3 1/2	60	10 1/2	3 1/2	Hide frame pillars & guides filled in					
Do. in peaks	10 1/2	3 1/2	48	10 1/2	3 1/2	Quarter 'tween DECKS.					
Do. in way of Double Bottoms at Solid Floors	10 1/2	3 1/2	42	10 1/2	3 1/2	in Hold					
Do. at intermdt. Bkts.	9 3/4	3 1/2	46	9 3/4	3 1/2						
Spacing of Frames from centre to centre amidships			30								
Do. from centre to centre in peaks			24								
Do. from centre to centre in way of Double Bottoms			24								
REVERSED FRAME, Angles	3 1/2	3 1/2	42	3 1/2	3 1/2						
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	42	3 1/2	3 1/2						
Do. at intermdt. Bkts.	8 1/2	3	46	8 1/2	3						
FRAMING, depth of girder			10 1/2								
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships			Cellular Double Bottom								
Do. in way of Engine and Boiler Spaces			Bottom								
Do. thickness at the ends of vessel											
Do. depth at 1/2 the half breadth, as per Rule											
Do. height extended at the Bilges											
FLOORS in Cell. Double Bottoms	40	50	85	40	50	85					
Do. state if flanged (top & bottom)			40			40					
Do. Spacing of Solid floors			90			90					
CENTRE GIRDER, in Dbl. bottom, dpth. & thickness	43	54	60	43	54	60					
Do. Angles, Top	5	5	50	5	5	50					
Do. Angles, Bottom	6	6	56	6	6	56					
Do. to Floors	6	6	56	6	6	56					
Do. Brackets at intermdt. frmg., width & thickness	40	40	50	40	40	50					
SIDE GIRDERS, number on each side & thickness	40	40	50	40	40	50					
Do. state if flanged (top and bottom)			40			40					
Do. Angles (top and bottom)	3 1/2	3 1/2	42	3 1/2	3 1/2	42					
Do. to Floors	3 1/2	3 1/2	42	3 1/2	3 1/2	42					
MARGIN PLATE, depth (exclusive of flange) and thickness	3 1/2	3 1/2	50	3 1/2	3 1/2	50					
Do. Angle to Outside Plating	3 1/2	3 1/2	50	3 1/2	3 1/2	50					
Do. Floors	3 1/2	3 1/2	50	3 1/2	3 1/2	50					
Do. Brackets at intermdt. frmg., width & thickness	48	40	50	48	40	50					
Do. Height of Outside Brackets above at bilge			38			38					
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	66	50	56	66	50	56					
Do. in Engine and Boiler space	66	50	56	66	50	56					
Do. Remainder in Holds	42	50	85	42	50	85					
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	7	3 1/2	40	7	3 1/2	40					
Do. In way of Long Bridge	7	3 1/2	50	7	3 1/2	50					
Do. Spacing			30			30					
BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	7 1/2	3	36	7 1/2	3	36					
Do. In way of Long Bridge	7 1/2	3	40	7 1/2	3	40					
Do. Spacing			30			30					
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	7	3	36	7	3	36					
Do. Angles on upper edge	7	3	36	7	3	36					
Do. Spacing			30			30					
BEAMS, Poop Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8 1/2	3	40	8 1/2	3	40					
Do. Angles on upper edge	8 1/2	3	40	8 1/2	3	40					
Do. Spacing			30			30					
BEAMS, Bridge Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	7	3	36	7	3	36					
Do. Angles on upper edge	7	3	36	7	3	36					
Do. Spacing			30			30					
BEAMS, Forecastle Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	9	3 1/2	40	9	3 1/2	40					
Do. Angles on upper edge	9	3 1/2	40	9	3 1/2	40					
Do. Spacing			54			54					

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

WEB FRAMES.		Inches in Ship.	Inches in Ship.	Inches per Rule, Or as Approved.	Inches per Rule, Or as Approved.	FORGINGS or CASTINGS.		Inches in Ship.	Inches per Rule, Or as Approved.
WEB-FRAMES, In Fore Body, No. and spacing						KEEL, Bar, depth and thickness			Flat plate keel
" " " brdth. & thickness						STEM, moulding and thickness			9 3/4 x 2 5/8 9 3/4 x 2 1/2
" " " No. of Side Stringers " "						STERN-POST for Rudder do. do.			9 x 7 3/4 9 x 7 3/4
WEB-FRAMES, In E. & B. Space, No. & spacing						" for Propeller			10 1/2 x 7 3/4 10 1/2 x 7 3/4
" " " brdth. & thickness						RUDDER-A x D Table 22. Speed			UNDER 12 KNOTS UNDER 505
" " " No. of Side Stringers " "						Main-Piece, diameter at head			10 1/2 10 1/2
" " " Size of Face Angles to Web-Frames.....						" " " at heel			8 8
BRACKET PLATES to Stringers between Web Frames, depth and thickness.....									

BULKHEADS.	Number.	Thick-ness.	STIFFENERS.				Single or Double Frames.	Height up, state deck.
			Horizontal.		Vertical.			
			Size.	Spacing.	Size.	Spacing.		
AFTER PAIR. No. 12.	7	6	Inches.	Inches.	Inches.	Inches.		
W.T. BULKHEADS								
AFTER HOLD. No. 37								
ENGINE ROOM. No. 65								
BOILER ROOM. No. 55								
BUNKER. No. 99								
FORE HOLD. No. 16								
COLLISION								
PARTITION								
LONGITUDINAL								

RUDDER, how constructed *Forged & built*

Thickness of Plates or Single Plate *1-10*

Can the Rudder be unshipped afloat? *Yes*

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. *Open Hearth Process*

Steel plates *South Durham Steel & Iron Co. Ltd.*

Steel angles *Gaigo Fleet Iron Co. Ltd.*

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

Are the outside Plates doubled two spaces of Frames in length? *None. Joggled.*

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

PLATING.										RIVETING.									
STRAKES.		AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES Ordinary or joggled? <i>Ordinary</i>				BUTTS.							
		AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		RIVETS.		DOUBLE OR SINGLE.		STRAPS.		IF LAPPED.			
		Breadth.	Thick-ness.	Thick-ness.	Thick-ness.	Breadth.	Thick-ness.	Breadth.	Thick-ness.	Single or Double.	Breadth of Lap.	Diam.	Spacing or, to cr.	Diam.	Spacing or, to cr.	Breadth.	Thick-ness.	Breadth.	For what Length.
		Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.		Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Feet.
FLAT PLATE KEEL (If Bar Keel, state Riveting.)		49 1/2	79	69	69	49 1/2	79	Double	6	1	3 3/4	Double full	1	4					14 full
GARBOARD OR A STRAKE		66	63	47	47	66	63		5 1/4	3	3 3/4	Double full	1	4					12
State actual thickness in case of Double Bottom.		B	66	63	47	47	66	63											
C		66	63	47	47	66	63												
D		66	63	47	47	66	63												
E		66	63	47	47	66	63												
F		66	63	45	45	66	63												
G		66	63	45	45	66	63												
H		66	63	45	45	66	63												
MAIN SHEER J		66	63	45	45	66	63												
K		66	63	45	45	66	63												
UPPER SHEER L		50	63	45	45	50	63												
M		50	58			50	58												
BRIDGE SHEER N		50	58			50	58												
O																			
P																			
Q																			
R																			
S																			
T																			
U																			
V																			
W																			
THICKNESS OF SHEER STRAKE CLEAR OF LONG BRIDGE DO. OF STRAKE BELOW DECK OF FLAT PLATE KEEL		50	89	45	45	50	89	Double	5 1/4	3	3 3/4	Double full	1	4					17 1/2 full
Do. of Flat Plate Keel		66	75	45	45	66	75		6	1	3 3/4	Double full	1	4					14
" Sheerstrakes Length and thickness.																			
POOP SIDES								Single	3	3	3	Double	3	3					3 full
SHORT BRIDGE SIDES																			
FORECASTLE SIDES																			

Upper Deck Butts, *5R* riveted for *Half* length amidship.

Stringer Plate straps, single, double or overlapped for *full* length amidship.

Second Deck Butts, *2R* riveted for *full* length amidship.

Stringer Plate straps, single or overlapped for *full* length amidship.

Butts of Side Stringers *✓* riveted.

Tie Plates *✓* riveted.

Inner Bottom Plating, riveting of Edges *Double & Single Butts* riveted.

Centre Girder Butts, *Double* riveted. Keelson Butts, *✓* riveted.

Frames, riveted through Plates with *5/8* in. Rivets, about *5 1/2* apart.

Rivets, state whether Iron or Steel *iron*

FRAMES extend in one length from *Centre girder to Tank side, & thence to deck* State if ordinary or joggled *joggled*

REVERSED FRAMES on floors and frames extend from *Centre girder to Tank side* State if ordinary or joggled *joggled*

MASTS, SPARS, &c.											
	Material.	Total Length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
LOWER MASTS.....	Fore	51'0"	24 x 40	23 1/2 x 40	✓	16 x 30	Two	✓	✓	Single	Double
	Main	54'0"	24 x 40	23 1/2 x 40	✓	16 x 30	—	✓	✓	—	—
	Mizen										
Bowsprit	✓										
Topmasts, Yards and Remainder of Spars		34'0" of pitch pine									
Rigging, Material and Size, Shrouds		3 of 3 1/2 S.H.									
Sails.	None										
	Suit of	✓									
	Sails, and the following spare sails.										

Form No. 1A

EQUIPMENT No. 34702				LETTER 4				ANCHORS.				TONNAGE U. DK. OR PLATING No. FOR TRAWLERS					
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 22.			Description of Anchor	Makers.	Where and when tested and Superintendent.	
38349	1st Bower ...	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	If Patent state Name of Patentee	not stated	B.H. 23-3-23. Paul
38350	2nd " ...	61	0	8	Stockless	48	17	2	0	60	0	0	Quick Grip				
38351	3rd " ...	59	1	6	"	47	18	0	14	60	0	0	"				
✓	4th " ...	50	3	6	"	42	16	3	14	50	2	0	"				
	Collective weight.	✓	✓	✓	✓					✓	✓	✓					
38407	Stream .....	171	0	20						170	2	0	Ordinary	not stated	B.H. 28-3-23. Paul		
✓	Kedge.....	16	2	22	4	0	20	18	0	2	14	16				1	0

Particulars of Drop Test of Cast Steel Anchors, viz.:—  
 Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower 34-3-6; J.D.; 5360; 28-12-22.  
 2nd " 36-0-8; D.D.W.; 5531; 27-2-23.  
 3rd " 30-2-13; G.D.L.; 4223; 29-10-20.  
 4th "

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Table		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		
57689	2703	2 1/2	26 1/2	120 1/2	647.07	6452.0	270	2 1/2	Stud	H.P. Parkers & Co. Ltd.	17-4-23	Superior	TOWLINE	120	4 1/2	47	120	4 1/2	
													HAWSERS & WARPS	90	4 1/2	47	90	4 1/2	
														2290	3	18	2290	3	
														2290	5	18	2290	5	
														2290	7	18	2290	7	

Boats 26' 0" x 26' 0", one 18' 0" x 18' 0", one 15' 0" x 15' 0". Steering Gear, Steam J. Lynn. Steering Gear, Hand J. Lynn.  
 Pumps, Number One 4 1/2" Downton. Diameter of Barrel 1 1/2". State whether they are in efficient working order Yes (filled).  
 Windlass is Steam. Blake, Chapman & Co. Capstan Yes.  
 Engine Room Skylights. How constructed? Steel plates & angles. What arrangements for deadlights in bad weather? Hinged flaps & brills eyes.  
 Coal Bunker Openings. How constructed? Steel plates & angles. How are lids secured? Turnbuckles & clamps. Height above deck? 30".  
 Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 8 Scuppers each side, 710 freeing ports each side 4' 3" x 1' 7", one each side 4' 9" x 1' 7".  
 Ceiling in Holds, thickness and material 2 1/2" H.N. or in bilges. Cargo Battens, thickness and material 7 x 2 H.N.  
 Cargo Hatchways. How formed? Steel plates & angles. Hatches, If strong and efficient? Yes.  
 State size No. 1 Hatch (Forward) 29' 3" x 20' 0" No. 2 Hatch 30' 0" x 20' 0" No. 3 Hatch 30' 0" x 20' 0" No. 4 Hatch 30' 0" x 20' 0".  
 Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 5 webs to each hatch. no fore & afters.  
 No. of Breasthooks 5 & decks No. of Crutches 200 floors.  
 Bulwarks, height above deck and description 4' 4" x 26" ships 5' 4" x 44" keel bar, Main Rail, material and size 8' 3" x 4' 0" B.A.  
 The foregoing is a correct description. For Bartram & Sons Ltd.  
 Builder's Signature (here only) M. C. Brown. Surveyor's Signature James Dickie.  
 Surveyor to Lloyd's Register of Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case) M. 12-12-22; M. 28-12-22; E. 26-1-23; M. 27-1-23; M. 27-1-23; M. 2-2-23; M. 7-3-23; M. 10-5-23.

Workmanship. Are the butts of plating planed or otherwise fitted? Overlapped & planed.  
 Is the riveted work properly closed? Yes.  
 Are the liners between the frames and plates solid single pieces? 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 facing 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 strapped? OVERLAPPED? 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, the Secretary's letters, & otherwise in accordance with the Rules of the Society for the contemplated class. The materials & workmanship are good.

The approved plans nine in number are forwarded herewith.  
 The Midship Section, Profile & Decks as built are also enclosed together with Fitting Reports.

The S.S. "Stonewall" Rpt. No. 27997, & S.S. "Ramsey" Rpt. No. 28181 are similar vessels.  
 The S.S. "Chumleigh" Std Rpt No. 28984 is a sister vessel.

The vessel has been built under the Society's Revised Rules, the following being an extract from the signed contract which has been produced by the Builders. Viz:—it agrees to purchase the two steamers known as Muns Baitham's and Nos. 256/7, twin decks about 8300 tons. The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans to be forwarded with F.E. Report showing vessel as built. Deadweight, claimed 10000 tons (New Rules 10000).

Freeboard Fee £ 9 : 0 : 0. Fees applied for, 1st May 1924.  
 The amount of Entry Fee £ 326 : 17 : 5. Received by me, 1st May 1924.  
 Special Survey Fee £ 5 : 5 : 5.  
 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 without.

Committee's Minute FRI. 9 JAN 1925  
 Character assigned 100A1

Lloyd's 246 P. + 246 125

James Dickie  
 Surveyor to Lloyd's Register of Shipping.

The Surveyors are required not to write on or alter the Committee's Minute.

W1084-0063 2/2

GENERAL REMARKS—(continued).

Damage (1) stated to have been caused through striking dock side while leaving South Dock, Sunderland for fitting of machinery on 22<sup>nd</sup> February 1924.

How done.—Tunnel placed on Messrs Smith's Dock Company's Pontoon North Shields.

Port & Starboard Bows.—No. 1 plate in E shape on each side, & No. 1 in B shape on each side, removed, failed & replaced; lower part of stem bar, failed in place; broken cement in fore peak renewed, & the fore peak tank tested & found satisfactory & materials recoated.

(2) Through the S.S. "Ostree" colliding with the tunnel while lying at anchor in the South Dock, Sunderland, on 26<sup>th</sup> June 1924.

How done.—Port Side.—After well in way of how. hatch.—One stem plate No. 17 from forward, one bulwark plate above, one bulwark stay, & one gunwale-angle, failed in place.  
One length wash-deck pipe removed & refilled.

The fuelboard markings have been repaid & the fuelboard marks cut in, on the tunnel's sides.

The double bottom tanks & fore & after peak tanks have been tested & found satisfactory, & the weather decks, bulkheads, & tunnel have been hose tested with satisfactory results.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 37.25 ft., R.Q.D. ✓ ft., Bridge 120.25 ft., Forecastle 39.75 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 should appear in the Register Book) 2 Stks (Stl)

Official No. ; 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 Cellular

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	117.5	354	Fore peak tank,	✓	137
Double bottom, under Engines and Boilers,	✓	✓	After peak tank,	✓	202
Double bottom, if under Engines only,	25.0	111	Deep tank, aft,	✓	✓
Double bottom, if under Boilers only, (Dry Tank)	✓	✓	Deep tank, forward,	✓	✓
Double bottom, forward,	176.0	595	Other tanks, if fitted,	✓	✓
Total capacity of double bottom		1060	(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. 5520

Date 19.12.22

No. 256 in builder's yard.

DATES of Surveys held while building

1923. Feb. 7, 12, 14, 15, 26, 28. Mar. 2, 5, 8, 12, 15, 21, 22, 28. Apr. 10, 18, 25. May 4, June 12, 15, July 2, 12. Nov. 29. Dec. 7, 11, 18, 29, 31. 1924. Jan. 8, 14, 15, 21, 25, 30. Feb. 11, 15, 19, 22, 25, 29. Mar. 6, 11, 13, 14, 20, 25, 29. June 30. July 4. Aug. 14, 21. Sep. 17. 1925. Jan. 5.

Surveyor's Signature

James Dickie Register Foundation

Total No. of Visits 548