

3 Decks, *Shelter deck* IRON OR STEEL STEAMER.

THUR. APL 18 1907

Received at London Office

Date of completion of report *17th April 1907* State if Report is also sent on the Machinery of the Vessel *Yes*
 Survey held at *Newcastle* Port of *Newcastle on Tyne*
 On the *Steel Steam Steamer "Katina"* Date, First Survey *25th October 1906* Last Survey *15th April 1907*
 Rig *Schooner*

TONNAGE under
 Tonnage Deck... *4410.81*
 Do. between Tonnage Dk. and 3rd and 4th Dk.
 Total under Upper Dk. *4410.81*
 Do. of Poop *123.86*
 Do. of Bridge House
 Do. of Forecastle
 Do. of Houses on Dk.
 Do. of excess of Hatchways
 Do. above Crown of Engine Room... *106.00*
 Gross Tonnage *4640.67*
 Less Crew Space *166.74*
 Less above Crown of Engine Room... *4473.93*
 TONNAGE FOR FEES... *4473.93*
 Less Engine Room *1485.01*
 Less Navigation Spaces *62.14*

THREE DECKED VESSEL.

CLASS *100-A-1*

Half Breadth (moulded) *25.84*
 Depth from upper part of Keel to top of Upper Deck Beams (with the normal round up of beam) *30.49*
 Girth of Half Midship Frame (as per Rule) *53.08*
 deduct 7 feet... *109.44*
 1st Number *102.44*
 Length on deck from after part of stem to fore part of stern post *398.08*
 2nd Number *408.98*
 Proportions—Breadth to Length *4.69*
 Depth to Length—Upper Deck to top of Keel *12.92*
 Main Deck ditto *17.43*

Master—

Year of appointment *1904*

Built at *Newcastle*

When built *1904* Launched *24th Feb 1904*

By whom built *W. G. Munton & Co. Ltd.*

Owners *Pucknell Steamship Lines Ltd.*

Managers *Pucknell Bros.*

Residence *London*

Port belonging to *London*

Register Tonnage *2926.48*
 as cut on Beam...

Destined Voyage

If Surveyed while Building, Afloat, & in Dry Dock

LENGTH on Deck *398* Breadth *25.1* DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams *29 1/2*
 as per Rule... *398* Moulded... *25 1/2* Do. do. do. do. Main Dk. Beams *29 1/2*
 No. of Decks with flat laid *3*
 No. of Tiers of Beams *3 deep keels*

Dimensions of Ship per Register, Length *400* Breadth *25.1* depth *24.0* Moulded depth, ft. *29* ins. *9* To Upper Dk. *12 1/2* ins.

FRAMING.				FORGINGS or CASTINGS.			
Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
FRAME, Angles, or <i>2 E or L</i> Bars for $\frac{1}{2}$ length amidships... <i>6 3/2 10 6 3/2 10</i>				KEEL, Bar or Side Plates, depth and thickness... <i>11 1/2 3/8 11 1/2 3/8</i>			
Do. for $\frac{1}{2}$ at each end <i>4 3/2 12 4 3/2 12</i>				STEM, moulding and thickness... <i>11 1/2 3/8 11 1/2 3/8</i>			
Do. in way of Double Bottoms at Solid Floors... <i>4 3/2 12 4 3/2 12</i>				STERN-POST for Rudder do. do. <i>11 1/2 3/8 11 1/2 3/8</i>			
Spacing of Frames from centre to centre... <i>25 3/2 11 25 3/2 11</i>				" for Propeller... <i>11 1/2 3/8 11 1/2 3/8</i>			
REVERSED FRAME, Angles... <i>4 3/2 12 4 3/2 12</i>				MAIN PIECE of Rudder, diameter at head... <i>10 7/2 10 7/2</i>			
DEEP FRAMING, depth of girder... <i>10 7/2 10 7/2</i>				" do. at heel... <i>7 1/2 7 1/2</i>			
FLOORS, depth and thickness of Floor Plate (at mid line for $\frac{1}{2}$ length amidships...)				RUDDER, how constructed <i>Forged steel, single plate 22 20</i>			
" in way of Engines and Boilers... <i>4 3/2 12 4 3/2 12</i>				Can the Rudder be unshipped afloat? <i>Yes</i>			
" thickness at the ends of vessel... <i>4 3/2 12 4 3/2 12</i>							
" depth at $\frac{1}{2}$ the half breadth, as per Rule... <i>4 3/2 12 4 3/2 12</i>							
" height extended at the Bilges... <i>4 3/2 12 4 3/2 12</i>							
FLOORS & BRACKETS in Cell Dble Bottoms... <i>4 3/2 12 4 3/2 12</i>							
" state if flanged (top & bottom) <i>4 3/2 12 4 3/2 12</i>							
" Spacing... <i>4 3/2 12 4 3/2 12</i>							
CENTRE GIRDER, in Double bottom, depth and thickness... <i>4 3/2 12 4 3/2 12</i>							
" Angles, Top... <i>4 3/2 12 4 3/2 12</i>							
" Bottom... <i>4 3/2 12 4 3/2 12</i>							
SIDE GIRDERS, number on each side & thickness... <i>4 3/2 12 4 3/2 12</i>							
" state if flanged (top and bottom) <i>4 3/2 12 4 3/2 12</i>							
" Angles... <i>4 3/2 12 4 3/2 12</i>							
MARGIN PLATE, depth (exclusive of flange) and thickness... <i>4 3/2 12 4 3/2 12</i>							
" Angles to Outside Plating... <i>4 3/2 12 4 3/2 12</i>							
" Floors... <i>4 3/2 12 4 3/2 12</i>							
" Height of Floors at the Bilges... <i>4 3/2 12 4 3/2 12</i>							
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake... <i>4 3/2 12 4 3/2 12</i>							
" in Engine and Boiler space... <i>4 3/2 12 4 3/2 12</i>							
" Remainder in Holds... <i>4 3/2 12 4 3/2 12</i>							
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate or Tee Bulb... <i>4 3/2 12 4 3/2 12</i>							
" Angles on upper edge... <i>4 3/2 12 4 3/2 12</i>							
" Spacing... <i>4 3/2 12 4 3/2 12</i>							
BEAMS, Middle Deck, Single Angle, Bulb Angle, Plate or Tee Bulb... <i>4 3/2 12 4 3/2 12</i>							
" Angles on upper edge... <i>4 3/2 12 4 3/2 12</i>							
" Spacing... <i>4 3/2 12 4 3/2 12</i>							
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb... <i>4 3/2 12 4 3/2 12</i>							
" Angles on upper edge... <i>4 3/2 12 4 3/2 12</i>							
" Spacing... <i>4 3/2 12 4 3/2 12</i>							
BEAMS, Hold, or Orlop, Plate or Tee Bulb... <i>4 3/2 12 4 3/2 12</i>							
" Angles on upper edge... <i>4 3/2 12 4 3/2 12</i>							
" Spacing... <i>4 3/2 12 4 3/2 12</i>							
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb... <i>4 3/2 12 4 3/2 12</i>							
" Angles on upper edge... <i>4 3/2 12 4 3/2 12</i>							
" Spacing... <i>4 3/2 12 4 3/2 12</i>							
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb... <i>4 3/2 12 4 3/2 12</i>							
" Angles on upper edge... <i>4 3/2 12 4 3/2 12</i>							
" Spacing... <i>4 3/2 12 4 3/2 12</i>							
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb... <i>4 3/2 12 4 3/2 12</i>							
" Angles on upper edge... <i>4 3/2 12 4 3/2 12</i>							
" Spacing... <i>4 3/2 12 4 3/2 12</i>							
PILLARS, In 'tween Deck, size and spacing... <i>4 3/2 12 4 3/2 12</i>							
" Hold... <i>4 3/2 12 4 3/2 12</i>							
" Quarter 'tween Dks., at Hatch... <i>4 3/2 12 4 3/2 12</i>							
" in Hold... <i>4 3/2 12 4 3/2 12</i>							
WEB-FRAMES, In Fore Body, No. and spacing... <i>4 3/2 12 4 3/2 12</i>							
" breadth & thickness... <i>4 3/2 12 4 3/2 12</i>							
" No. of Side Stringers... <i>4 3/2 12 4 3/2 12</i>							
WEB-FRAMES, In E. & B. Space, No. and spacing... <i>4 3/2 12 4 3/2 12</i>							
" breadth & thickness... <i>4 3/2 12 4 3/2 12</i>							
" No. of Side Stringers... <i>4 3/2 12 4 3/2 12</i>							
WEB-FRAMES, In After Body, No. and spacing... <i>4 3/2 12 4 3/2 12</i>							
" breadth & thickness... <i>4 3/2 12 4 3/2 12</i>							
" No. of Side Stringers... <i>4 3/2 12 4 3/2 12</i>							
BRACKET PLATES to Stringers between Web Frames, depth and thickness... <i>4 3/2 12 4 3/2 12</i>							

W1138-0157 1/2

PLATING. RIVETING. STRAKES. AS IN SHIP. PER RULE OR AS APPROVED. EDGES, BUTTS. Double or Treble and for what Length. Rivets. Straps. IF LAPPED. Write "Sheer Strake" opposite corresponding letter. FLAT PLATE KEEL (If Bar Keel, state Riveting.) GABBOARD OF A Strake... State actual thickness in way of Double Bottom. B " C " D " E " F " G " H " J " K " L " M " N " O " P " Q " R " S " Doubling of Flat Plate Keel Length and thickness of Bilges of Sheerstrakes of Strake below. POOR SIDES BRIDGE SIDES FORECASTLE SIDES 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. Upper Deck Butts, treble riveted for length amidship. Stringer Plate Straps, single, double or overlapped for length amidship. Middle Deck Butts, treble riveted for length amidship. Stringer Plate Straps, single, double or overlapped for length amidship. Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted? Inner Bottom Plating Riveting of Edges double Butts double Centre Girder Butts, treble riveted Keelson Butts, double riveted. Frames, riveted through Plates with in. Rivets, about apart. Rivets, state whether Iron or Steel Iron. FRAMES extend in one length from Steel to Bilge and Bilge to Gunwale. REVERSED FRAMES on floors and frames extend from to upper & middle deck attenuated. MASTS, SPARS, &c. LOWER MASTS Fore Main Mizen. Bowsprit. Topmasts, and Remainder of Spars. Rigg, Material and Size, Shrouds. Sails. EQUIPMENT No. 48830 LETTER Z ANCHORS. CHAIN CABLES. HAWSERS AND WARPS. Boats 4 and 400. Pumps, Number 1 and 2. Windlass is Patent Steam. Engine Room Skylights. Coal Bunker Openings. Ceiling in Holds. Cargo Hatchways. 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. No. 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 the case) 4/5/06

12/5/06; 19/5/06; 30/7/06; 9/8/06; 2/10/06

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 frames*

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 very 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 *Satisfactory*

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

State results of tests *Satisfactory*

General Remarks (State quality of workmanship, &c.) *This steel steamship has been constructed in accordance with the approved amended Midship Section forwarded to London on the 17th inst and plans attached, the Secretary's letter and in other respects with the Rules to Class 100-A-1. Shelter deck and the materials and workmanship throughout are good.*

This steamer is a sister vessel to the S.S. "Isar", Newcastle Report No. 52390.

A blue print copy of the approved amended Midship Section is forwarded to be retained in the London office with this report, but please return the original approved plans for guidance in the construction of the sister vessel No. 794.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop—# ft., R.Q.D. or Break—# ft., Bridge Dk.—# ft., F'castle—# ft.

(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *Shelter deck all fore and aft as per approved plans*

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) *2 Nos (Steel) & Shelter M (Steel) & deep framing*

Official No. ; Signal Letters

State Machinery is fitted aft *No*

How are the surfaces preserved from oxidation? Inside *benzene & 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. Water Capacity. Where Fitted. *Length. Water Capacity.

Feet. Tons. Feet. Tons.

Double bottom, aft, 123 308

Double bottom, under Engines and Boilers, 63 249

Double bottom, if under Engines only,

Double bottom, if under Boilers only,

Double bottom, forward, 154 414

Total capacity 991

(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. *286*

Date *20.10.06*

No. *493* in builder's yard.

DATES OF SURVEYS held while building

1906. Oct. 25, 26, 27, 30, 31. Nov. 2, 9, 13, 16, 19, 21, 26, 29, 30. Dec. 3, 4, 10, 13, 14, 19, 21, 28. 1907. Jan. 7, 10, 11, 16, 25, 29, 31.

Feb. 1, 6, 8, 12, 13, 14, 15, 22, 26, 27. Mar. 1, 5, 20, 23, 25, 26, 27. Apr. 1, 10, 13.

Total No. of Visits *50*

The amount of Entry Fee £ 5 : : : Fees applied for, 17 APR 1907

Special Survey Fee £ 136 : 17 : Received by me, *20/4/07*

Travelling Expenses, if any £ : : : Certificate to be sent to *Newcastle-on-Tyne.*

State whether the Vessel has been built under Special Survey *Yes*

I am of opinion this Vessel should be Classed *100-A-1. Shelter deck*

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

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

Committee's Minute

Character assigned

100-A-1 (SH)

Shelter dk with fbr 54.1

Lloyd's atcp + hmc 4.07 J.P.

FRI. APL 19 1907

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