

For 2 Dks., R.O. Dk.,
and Pt. Awng. Dk.

IRON OR STEEL STEAMER.

State if Report is also sent on the Machinery of the Vessel. *Yes*

Date of completion of Report *5th October 1905*

Date, First Survey *22nd March 1905*

Port of *Newcastle on Tyne*

Last Survey *2nd October 1905*

No. *49459*
FRI. 6 OCT 1905

Survey held at *Newcastle*
On the *S.S. "Festris"*

TONNAGE under
Tonnage Deck... *1173.50*

Do. of Poop *19.99*

Do. of Raised Gr. *35.33*

Do. of Bridge House *15.85*

Do. of Forecastle *88.96*

Do. of Houses on Deck *1383.63*

Do. of excess of Hatchways *66.48*

Do. above Crown of *88.96*

Engine Room... *1228.19*

Gross Tonnage *625.03*

as Crew Space *17.29*

above Crown of *674.83*

Engine Room... *1228.19*

Room *625.03*

in Spaces *17.29*

tonnage *674.83*

Team... *674.83*

ONE OR TWO DECKED VESSEL.

CLASS *100 A1.*

FEET.

Half Breadth (moulded) *17.25*

Depth from upper part of Keel to top of Main Deck Bms. *20.46*

Girth of Half Midship Frame (as per Rule) *34.58*

1st Number *72.29*

Length on deck from after part of stem to fore part of stern post *258.58*

2nd Number *18692*

Proportions—Breadths to Length *7.5*

Depths to Length—Main Deck to top of Keel *12.6*

Destined Voyage *N Surveyed while Building, Afloat, or in Dry Dock*

Master *James Carroll Daffer*

Year of appointment *1888*

Built at *Walker, Newcastle on Tyne*

When built *1905* Launched *31st Aug 1905*

By whom built *Messrs J. & H. Boulton & Co. Ltd.*

Owners *Cork S.S. Co. Ltd.*

Managers *Richardson & Co. Ltd.*

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

Residence *Cork*

Port belonging to *Cork*

| Feet. | Inches. | BREADTH— | Feet. | Inches. | DEPTH, ACTUAL— | Feet. | Inches. | No. of Decks with Flat laid |
|-------|---------|----------|-------|---------|---|-------|---------|-----------------------------|
| 258 | 7 | Moulded | 34 | 6 | Top of Floors to top of Main Deck Beams | 18 | 7 | 2 |

Ship per Register, Length, *260.0* breadth, *34.7* depth, *18.5* Moulded Depth, *19* ft. *9* ins. Round of Beam, Actual *8 1/2* ins.

| FRAMING. | | | | | | FORGINGS AND CASTINGS. | | | | | |
|---|------------------------------------|------------------------------------|------------------------------------|------------------------------------|------------------------------------|--|-----------------------|-----------------------|-----------------------|--------------------------|-----------------------|
| Inches in Ship. | Inches in Ship. | 20ths in Ship. | Inches per Rule Or as | Inches per Rule | 20ths per Rule | Inches in Ship. | Inches in Ship. | 20ths in Ship. | Inches per Rule Or as | Inches per Rule | 20ths per Rule |
| Angles, <i>7</i> <i>E or L</i> Bars, for $\frac{1}{2}$ length | <i>4 1/2</i> | <i>3</i> | <i>8</i> | <i>14 1/2</i> | <i>3</i> | KEEL, Bar or Side Plates depth and thickness | <i>9 x 20 1/2</i> | <i>9 x 20 1/2</i> | <i>9 x 20 1/2</i> | <i>9 x 20 1/2</i> | <i>9 x 20 1/2</i> |
| midships | <i>4 1/2</i> | <i>3</i> | <i>7</i> | <i>14 1/2</i> | <i>3</i> | STEM, moulding and thickness | <i>8 1/2 x 12 1/2</i> | <i>8 1/2 x 12 1/2</i> | <i>8 1/2 x 12 1/2</i> | <i>8 1/2 x 12 1/2</i> | <i>8 1/2 x 12 1/2</i> |
| at each end | <i>4 1/2</i> | <i>3</i> | <i>7</i> | <i>14 1/2</i> | <i>3</i> | STERN-POST for Rudder do. do. | <i>9 x 5</i> | <i>9 x 5</i> | <i>9 x 5</i> | <i>9 x 5</i> | <i>9 x 5</i> |
| of Double Bottoms at Solid Floors | <i>3 1/2</i> | <i>3</i> | <i>8</i> | <i>13 1/2</i> | <i>3</i> | for Propeller | <i>8 1/2 x 5</i> | <i>8 1/2 x 5</i> | <i>8 1/2 x 5</i> | <i>8 1/2 x 5</i> | <i>8 1/2 x 5</i> |
| Cross bulkhead at intermdt. Bkts | <i>3 1/2</i> | <i>3</i> | <i>10</i> | <i>13 1/2</i> | <i>3</i> | MAIN PIECE of Rudder, diameter at head | <i>5 1/2 x 14 1/2</i> | <i>5 1/2 x 14 1/2</i> | <i>5 1/2 x 14 1/2</i> | <i>5 1/2 x 14 1/2</i> | <i>5 1/2 x 14 1/2</i> |
| Frames from centre to centre | <i>2 1/2</i> | <i>3</i> | <i>7</i> | <i>13</i> | <i>3</i> | do. at heel | <i>5 1/2 x 14 1/2</i> | <i>5 1/2 x 14 1/2</i> | <i>5 1/2 x 14 1/2</i> | <i>5 1/2 x 14 1/2</i> | <i>5 1/2 x 14 1/2</i> |
| OF FRAME, Angles | <i>3</i> | <i>8</i> | <i>7</i> | <i>13</i> | <i>3</i> | RUDDER, how constructed <i>Cast Steel frame. Single plate 18 1/2</i> | <i>7 1/2</i> | <i>7 1/2</i> | <i>7 1/2</i> | <i>7 1/2</i> | <i>7 1/2</i> |
| Can the Rudder be unshipped afloat? | | | | | | | | | | | |
| BRACING, depth of girder | | | | | | KEELSONS AND STRINGERS. | | | | | |
| depth and thickness of Floor Plate | | | | | | Inches in Ship. | Inches in Ship. | 20ths in Ship. | Inches per Rule Or as | Inches per Rule | 20ths per Rule |
| mid line for $\frac{1}{2}$ length amidships | | | | | | CENTRE LINE KEELSON, Vertical Plate above | <i>36</i> | <i>9</i> | <i>36</i> | <i>9</i> | <i>9</i> |
| ay of Engines and Boilers | | | | | | floor, Through Plate, or Intercoastal Plate | <i>11 1/2</i> | <i>13</i> | <i>11 1/2</i> | <i>13</i> | <i>13</i> |
| ness at the ends of vessel | | | | | | " Rider Plate | <i>12</i> | <i>10</i> | <i>12</i> | <i>10</i> | <i>10</i> |
| at $\frac{1}{2}$ the half breadth, as per Rule | <i>45</i> | | <i>145</i> | | | " Bulb Plate to Intercoastal Keelson | <i>5 1/2</i> | <i>4</i> | <i>9 1/2</i> | <i>4</i> | <i>9</i> |
| at extended at the Bilges | <i>45</i> | | <i>145</i> | | | " Horizontal Plates on Floors | <i>5 1/2</i> | <i>4</i> | <i>9 1/2</i> | <i>4</i> | <i>9</i> |
| BRACKETS, in Cell Dble Bottoms | | | | | | " Angles | <i>5 1/2</i> | <i>4</i> | <i>9 1/2</i> | <i>4</i> | <i>9</i> |
| " state if flanged (top & bottom) | <i>24</i> | | <i>124</i> | | | SIDE KEELSON, Angles | <i>5 1/2</i> | <i>4</i> | <i>9 1/2</i> | <i>4</i> | <i>9</i> |
| " Spacing | <i>24</i> | | <i>124</i> | | | " Bulb or Plate above floors for | | | | | |
| IRDER, in Double Bottom, depth | <i>45</i> | | <i>9</i> | <i>145</i> | <i>9</i> | Intercoastal Plate for | <i>8</i> | | <i>8</i> | | |
| and thickness | <i>3 1/2</i> | <i>3 1/2</i> | <i>9</i> | <i>13 1/2</i> | <i>3 1/2</i> | Attached to outside plating with Angle | <i>5</i> | <i>3</i> | <i>7</i> | <i>5</i> | <i>3</i> |
| " two Angles, Top | <i>3 1/2</i> | <i>3 1/2</i> | <i>9</i> | <i>13 1/2</i> | <i>3 1/2</i> | BILGE KEELSON, Angles | <i>5 1/2</i> | <i>4</i> | <i>9 1/2</i> | <i>4</i> | <i>9</i> |
| " Bottom | <i>3 1/2</i> | <i>3 1/2</i> | <i>9</i> | <i>13 1/2</i> | <i>3 1/2</i> | " Bulb or Plate above floors for | | | | | |
| ERS, number on each side & thickness | <i>173</i> | | <i>7</i> | <i>145</i> | <i>7</i> | Intercoastal Plate for | <i>7</i> | | <i>7</i> | | |
| state if flanged (top & bottom) | <i>3</i> | <i>3</i> | <i>7</i> | <i>13</i> | <i>3</i> | Attached to outside plating with Angle | <i>5 1/2</i> | <i>4</i> | <i>9 1/2</i> | <i>4</i> | <i>9</i> |
| angles | <i>25</i> | | <i>7</i> | <i>125</i> | <i>7</i> | BILGE STRINGER <i>boulted angles</i> | <i>5 1/2</i> | <i>4</i> | <i>9 1/2</i> | <i>4</i> | <i>9</i> |
| LATE, depth (exclusive of flange) | <i>3 1/2</i> | <i>3 1/2</i> | <i>8</i> | <i>13 1/2</i> | <i>3 1/2</i> | " Bulb Plate for | | | | | |
| and thickness | <i>3 1/2</i> | <i>3 1/2</i> | <i>8</i> | <i>13 1/2</i> | <i>3 1/2</i> | Intercoastal Plate for | | | | | |
| angles to Outside Plating | <i>3</i> | <i>3</i> | <i>7</i> | <i>13</i> | <i>3</i> | Attached to outside plating with Angle | | | | | |
| " Floors | <i>36</i> | | <i>8</i> | <i>136</i> | <i>8</i> | SIDE STRINGER Angles | | | | | |
| ight of Floors at the Bilges | <i>18</i> | | <i>18</i> | | | " Bulb or Intercoastal Plate for | | | | | |
| TTOM PLATING, breadth and | <i>5 1/2</i> | <i>3</i> | <i>7</i> | <i>15 1/2</i> | <i>3</i> | Attached to outside plating with Angle | | | | | |
| thickness of Middle Line Strake | <i>24</i> | | <i>124</i> | | | Main and Raised Quarter Deck Stringer | <i>40</i> | <i>10</i> | <i>40</i> | <i>10</i> | <i>10</i> |
| thickness in Engine and Boiler space | <i>9</i> | <i>3 1/2</i> | <i>13</i> | <i>9</i> | <i>3 1/2</i> | Plate, breadth and thickness | <i>4 1/2 x 14 1/2</i> | <i>9</i> | <i>4 1/2 x 14 1/2</i> | <i>9</i> | <i>9</i> |
| " Remainder in Holds | <i>48</i> | | <i>148</i> | | | Angle on ditto | <i>4 1/2 x 14 1/2</i> | <i>9</i> | <i>4 1/2 x 14 1/2</i> | <i>9</i> | <i>9</i> |
| ain and Raised Quarter Deck | <i>24</i> | | <i>124</i> | | | Tie Plates, outside Hatchways | <i>13</i> | <i>10</i> | <i>13</i> | <i>10</i> | <i>10</i> |
| angle, Bulb Angle, Plate or Tee Bulb | <i>9</i> | <i>3 1/2</i> | <i>13</i> | <i>9</i> | <i>3 1/2</i> | Diagonal Tie Plates on Bms, No. of Pairs | <i>7</i> | | <i>7</i> | | |
| es on Upper Edge | <i>48</i> | | <i>148</i> | | | Main Dk Iron or Steel for full lng. | <i>8</i> | | <i>8</i> | | |
| ing | <i>48</i> | | <i>148</i> | | | R.O. Dk Iron or Steel for full lng. | | | | | |
| ower Deck, Single Angle, Bulb | <i>5</i> | <i>3</i> | <i>7</i> | <i>15</i> | <i>3</i> | Wood Deck, Material & thickness | <i>33</i> | <i>9</i> | <i>33</i> | <i>9</i> | <i>9</i> |
| gle, Plate or Tee Bulb | <i>5</i> | <i>3</i> | <i>7</i> | <i>15</i> | <i>3</i> | thickness | <i>4 1/2 x 4</i> | <i>9</i> | <i>4 1/2 x 4</i> | <i>9</i> | <i>9</i> |
| gles on Upper Edge | <i>24</i> | | <i>124</i> | | | Angles on ditto, No. | <i>13</i> | <i>10</i> | <i>13</i> | <i>10</i> | <i>10</i> |
| acing | <i>24</i> | | <i>124</i> | | | Tie Plates, outside Hatchways | <i>7</i> | | <i>7</i> | | |
| op Deck, Angle, Bulb Angle, Plate | <i>5</i> | <i>3</i> | <i>7</i> | <i>15</i> | <i>3</i> | Deck* Material and thickness | <i>7</i> | | <i>7</i> | | |
| Tee Bulb | <i>5</i> | <i>3</i> | <i>7</i> | <i>15</i> | <i>3</i> | Hold Stringer Plate | | | | | |
| gles on Upper Edge | <i>24</i> | | <i>124</i> | | | " Angles on ditto, No. | <i>36</i> | <i>9</i> | <i>36</i> | <i>9</i> | <i>9</i> |
| acing | <i>24</i> | | <i>124</i> | | | Angle on ditto | <i>3 1/2 x 3 1/2</i> | <i>8</i> | <i>3 1/2 x 3 1/2</i> | <i>8</i> | <i>8</i> |
| idge or Pt. Awng. Deck, Angle | <i>7</i> | <i>3</i> | <i>9</i> | <i>17</i> | <i>3</i> | Tie Plates | <i>6</i> | | <i>6</i> | | |
| Bulb Angle Plate, or Tee Bulb | <i>7</i> | <i>3</i> | <i>9</i> | <i>17</i> | <i>3</i> | Deck, Material and thickness | <i>6</i> | | <i>6</i> | | |
| gles on Upper Edge | <i>48</i> | | <i>148</i> | | | Bridge or Pt. Awng. Deck Stringer Plate | <i>2 1/4</i> | <i>2 1/4</i> | <i>2 1/4</i> | <i>2 1/4</i> | <i>2 1/4</i> |
| acing | <i>48</i> | | <i>148</i> | | | breadth and thickness | <i>2 1/4</i> | <i>2 1/4</i> | <i>2 1/4</i> | <i>2 1/4</i> | <i>2 1/4</i> |
| recastle Deck, Angle, Bulb Angle | <i>5</i> | <i>3</i> | <i>7</i> | <i>15</i> | <i>3</i> | Angle on ditto | <i>2 1/4</i> | <i>2 1/4</i> | <i>2 1/4</i> | <i>2 1/4</i> | <i>2 1/4</i> |
| to or Tee Bulb | <i>5</i> | <i>3</i> | <i>7</i> | <i>15</i> | <i>3</i> | Tie Plates | <i>2 1/4</i> | <i>2 1/4</i> | <i>2 1/4</i> | <i>2 1/4</i> | <i>2 1/4</i> |
| Angles on Upper Edge | <i>24</i> | | <i>124</i> | | | Deck, Material and thickness | <i>2 1/4</i> | <i>2 1/4</i> | <i>2 1/4</i> | <i>2 1/4</i> | <i>2 1/4</i> |
| Spacing | <i>24</i> | | <i>124</i> | | | Forecastle Deck Stringer Plate, brdth & thcknss | <i>25</i> | <i>6</i> | <i>25</i> | <i>6</i> | <i>6</i> |
| PILLARS, In 'tween Decks, Size and Spacing | <i>2 1/2 @ 48</i> | <i>2 1/2 @ 48</i> | <i>2 1/2 @ 48</i> | <i>2 1/2 @ 48</i> | <i>2 1/2 @ 48</i> | Angle on ditto | <i>3 1/2 x 3 1/2</i> | <i>8</i> | <i>3 1/2 x 3 1/2</i> | <i>8</i> | <i>8</i> |
| " Hold | <i>3 1/2 @ 48</i> | <i>3 1/2 @ 48</i> | <i>3 1/2 @ 48</i> | <i>3 1/2 @ 48</i> | <i>3 1/2 @ 48</i> | Tie Plates | <i>5 1/6</i> | <i>5 1/6</i> | <i>5 1/6</i> | <i>5 1/6</i> | <i>5 1/6</i> |
| " Quarter, 'tween Dks., | <i>3 1/2 @ 48</i> | <i>3 1/2 @ 48</i> | <i>3 1/2 @ 48</i> | <i>3 1/2 @ 48</i> | <i>3 1/2 @ 48</i> | Deck, Material and thickness | <i>5 1/6</i> | <i>5 1/6</i> | <i>5 1/6</i> | <i>5 1/6</i> | <i>5 1/6</i> |
| " in Hold | <i>3 1/2 @ 48</i> | <i>3 1/2 @ 48</i> | <i>3 1/2 @ 48</i> | <i>3 1/2 @ 48</i> | <i>3 1/2 @ 48</i> | | | | | | |
| WEB FRAMES, In Fore Body, No. and Spacing | <i>Thru @ 10 ft. Thru @ 10 ft.</i> | <i>Thru @ 10 ft. Thru @ 10 ft.</i> | <i>Thru @ 10 ft. Thru @ 10 ft.</i> | <i>Thru @ 10 ft. Thru @ 10 ft.</i> | <i>Thru @ 10 ft. Thru @ 10 ft.</i> | BULKHEADS. | | | | | |
| " Brdth. & Thickness | <i>15 x 7/16</i> | <i>15 x 7/16</i> | <i>15 x 7/16</i> | <i>15 x 7/16</i> | <i>15 x 7/16</i> | Number. | Thickness. | Horizontal. | Vertical. | Single or Double Frames. | Height up. |
| " No. of Side Stringers | <i>4</i> | <i>4</i> | <i>4</i> | <i>4</i> | <i>4</i> | In Vessel. | Per Rule. | Size. | Spacing. | Size. | Spacing. |
| WEB FRAMES, In E. & B. Space, No. & Spacing | <i>4</i> | <i>4</i> | <i>4</i> | <i>4</i> | <i>4</i> | W.T. BULKHEADS | <i>4</i> | <i>4</i> | <i>6</i> | <i>6</i> | <i>6</i> |
| " Brdth. & Thickness | <i>15 x 7/16</i> | <i>15 x 7/16</i> | <i>15 x 7/16</i> | <i>15 x 7/16</i> | <i>15 x 7/16</i> | PARTITION | | | | | |
| WEB FRAMES, In After Body, No. and Spacing | <i>4</i> | <i>4</i> | <i>4</i> | <i>4</i> | <i>4</i> | LONGITUDINAL | | | | | |
| " Brdth. & Thickness | <i>15 x 7/16</i> | <i>15 x 7/16</i> | <i>15 x 7/16</i> | <i>15 x 7/16</i> | <i>15 x 7/16</i> | Are the outside Plates doubled two spaces of Frames in length? | | | | | |
| " No. of Side Stringers | <i>4</i> | <i>4</i> | <i>4</i> | <i>4</i> | <i>4</i> | Are the Sluice Valves and Watertight Doors in efficient working order? | | | | | |
| " Size of Angles or Tee Bars to Web Frames | <i>5 1/2</i> | <i>4</i> | <i>9</i> | <i>5 1/2</i> | <i>4</i> | | | | | | |
| BRACKET PLATES to Stringers between | <i>24</i> | <i>8</i> | <i>24</i> | <i>8</i> | <i>24</i> | | | | | | |
| Web Frames, Depth and Thickness | <i>24</i> | <i>8</i> | <i>24</i> | <i>8</i> | <i>24</i> | | | | | | |

[illegible]

Correspondence.—State dates and initials of letters respecting this case (*Reference should be made to any correspondence connected with the case*)
M. 15/3/05, 15/5/05, 31/5/05, 30/9/05, 2 17/2/05.

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 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 vessel has been built in accordance with the approved plans herewith enclosed, with the Secretary's letter and otherwise in conformity with the Society's Rules and the materials & workmanship throughout are good.*

A blue print of approved midship section is retained to be retained in London but please return the approved plan for dealing with the sister vessel no 46 by the same builder.

The Surveyor should state the Number of Report and Name of any Sister Vessel. ✓

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *150 ft.*, R.Q.D. or Break ✓ ft., Bridge Dk. ✓ ft., F'castle *55 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 *Pooped*

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 Stks (Main pt. 1st. pt. 2nd) (Lower St.)*

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. | | Water Capacity. Tons. | Where fitted.* | *Length. | | Water Capacity. Tons. |
|--|------------|------------|--|----------------|-----------|-------|--------------------------|
| | Feet. | Tons. | | | Feet. | Tons. | |
| Double bottom, aft, | <i>66</i> | <i>105</i> | Fore peak tank, | <i>15</i> | <i>25</i> | | |
| Double bottom, under Engines and Boilers, ✓ | <i>20</i> | <i>40</i> | After peak tank, | <i>16</i> | <i>20</i> | | |
| Double bottom, if under Engines only, ✓ | <i>14</i> | <i>25</i> | Deep tank, aft, | | | | |
| Double bottom, if under Boilers only, <i>(2nd under bunkers)</i> | <i>94</i> | <i>121</i> | Deep tank, forward | | | | |
| Double bottom, forward, | | | Other tanks, if fitted, ✓ | | | | |
| Total capacity | <i>291</i> | | (if necessary, furnish farther 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. *3702*

Date *23.3.05*

No. *740* in builder's yard.

DATES of Surveys held while building
1905. March 22, April 6, 10, 11, 12, 17, May 11, 12, 15, 18, 19, 20, 22, June 1, 6, 7, 12, July 13, 20, 26, 27, 28, Aug 1, 12, 15, 20, 21, 28, Aug 31, Sept 1, 2, 3, 4, 5, 6, 7, 8, 12, 13, 15, 18, 19, 21, 22, 27, 28, 29, 30, Oct 2

The amount of Entry Fee.....£ *14* : : : *27 Oct 1905*

Special.....£ *55* : *14* : : Received by me, *H.W.C.*

Travelling Expenses, if any £ : : : *4 Oct 1905*

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

I am of opinion this Vessel should be Classed *100 A1*

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

FRI. 6 OCT 1905

Committee's Minute

Character assigned *100 A1*

Lloyds & C.P. + L.M.B. 1003
Wm H.W.C. H.N. elec. light

B.Laws J.M. Neil
Surveyors to Lloyd's Register of British and Foreign Shipping.

The Surveyors are requested not to write on or below the Committee's Minute.

© 2019