

With or Without Disconnected Erections.

STEEL STEAMER.

Received at London Office

FRI. 25 FEB 1910

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

Date of completion of report *22nd Feb 1910* Port of *Middlesbrough* No. *1732*
Survey held at *Middlesbrough* Date, First Survey *24th Sept 1909* Last Survey *16th Feb 1910*
On the *Screw Steamer* *Stardale* Rig *Schooner*

TONNAGE under Tonnage Deck
Do. between Tonnage Dk. and 3rd and 4th Dk.
Total under Upper Dk. *2688.55*
Do. of Poop *80.04*
Do. of R.Q.Dk.
Do. of Bridge House
Do. of Forecastle
Do. of Houses on Dk. *74.87*
Do. of excess of Hatchways *25.57*
Do. above Crown of Engine Room *56.15*
Gross Tonnage *2925.18*
Less Crew Space *102.50*
Less above Crown of Engine Room *56.15*
TONNAGE FOR FEES *2766.43*
Less Engine Room *936.06*
Less Navigation Spaces *78.17*

CLASS *100A1.*

FEET.

Master *J. Davis*

Year of appointment (1) As Master in service of owner of present vessel: *1896*
(2) As Master of this vessel: *1910*

Built at *Thornaby-on-Tees*

When built *1910-2* Launched *24th Jan 1910*

By whom built *Richardson, Dock & Co.*

Owners *Hale Steamship Co. Ltd*

Managers *Lucas & Co.*

Residence *Bristol.*

Port belonging to *Bristol.*

Register Tonnage as out on Beam *1808.35*

Destined Voyage *South Wales.* If Surveyed while Building, Afloat, or in Dry Dock *Yes*

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
	<i>331</i>	<i>0</i>		<i>47</i>	<i>3 3/4</i>		<i>20</i>	<i>8 3/4</i>	<i>One</i>	<i>14 deep frames</i>

Dimensions of Ship per Register, Length *331* breadth *47 3/4* depth *20 6 1/2* Moulded depth, ft. *30* ins. *8* To Bridge Dk. Round of Upper Dk. Beam, Actual *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.	Inches in Ship.	Inches in Ship.
FRAME, Angles, or E or L Bars amidships					KEEL, Bar, depth and thickness				
<i>9</i>	<i>3 1/2</i>	<i>5 1/2</i>	<i>19</i>	<i>3 1/2</i>	<i>Flat Plate</i>	<i>9 1/2 x 2 1/2</i>	<i>9 1/2 x 2 1/2</i>	<i>9 1/2 x 2 1/2</i>	<i>9 1/2 x 2 1/2</i>
Do. in peaks					STEM, moulding and thickness				
<i>5 1/2</i>	<i>3 1/2</i>	<i>5 1/2</i>	<i>19</i>	<i>3 1/2</i>	<i>Scrap Steel</i>	<i>8 1/2 x 6 1/2</i>	<i>8 1/2 x 6 1/2</i>	<i>8 1/2 x 6 1/2</i>	<i>8 1/2 x 6 1/2</i>
Do. in way of Double Bottoms at Solid Floors					STERN-POST for Rudder do. do.				
<i>5 1/2</i>	<i>3 1/2</i>	<i>5 1/2</i>	<i>19</i>	<i>3 1/2</i>	<i>for Propeller</i>	<i>9 1/2 x 6 1/2</i>	<i>9 1/2 x 6 1/2</i>	<i>9 1/2 x 6 1/2</i>	<i>9 1/2 x 6 1/2</i>
Spacing of Frames from centre to centre amidships					RUDDER—A x D Table 22				
<i>25</i>	<i>1</i>	<i>25</i>	<i>1</i>	<i>25</i>	<i>Main-Piece, diameter at head</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>
" " " " length to Collision bulkhead					<i>" " " " at heel</i>	<i>6</i>	<i>6</i>	<i>6</i>	<i>6</i>
" " " " in peaks					RUDDER, how constructed				
<i>24</i>	<i>1</i>	<i>24</i>	<i>1</i>	<i>24</i>	<i>Scrap Iron Forged & built. Single flat</i>				
REVERSED FRAME, Angles, or E or L Bars					Can the Rudder be unshipped afloat? <i>Yes</i> — <i>Vertical coupling</i>				
<i>3</i>	<i>3</i>	<i>3 1/2</i>	<i>3</i>	<i>3 1/2</i>	KEELSONS & STRINGERS.				
FRAMING, depth of girder					CENTRE LINE KEELSON, Vertical Plate above				
<i>9</i>	<i>1</i>	<i>9</i>	<i>1</i>	<i>9</i>	floors, Through Plate, or Intercoastal Plate				
FLOORS, depth and thickness of Floor Plate					" Rider Plate				
<i>Cell</i>	<i>3.5</i>	<i>Cell</i>	<i>3.5</i>	<i>Cell</i>	" Flat Plate Keel Angles				
at mid-line for 1/2 length amidships					" Horizontal Plates on Floors				
" in way of Engine and Boiler Spaces					" Angles or Bulb Angles				
thickness at the ends of vessel					SIDE KEELSONS, Number				
depth at 1/2 the half breadth, as per Rule					" Angles or Bulb Angles				
height extended at the Bilges					" Plate above floors, for length				
<i>60 1/2</i>	<i>39 1/2</i>	<i>60 1/2</i>	<i>39 1/2</i>	<i>60 1/2</i>	" Intercoastal Plate, for length				
FLOORS & BRACKETS in Cell Dble Bottoms					" Attached to outside Plating with Angle				
" state if flanged (top & bottom)					BULGE KEELSON, Angles				
" Spacing					" Intercoastal Plate for length				
CENTRE GIRDER, in Dbl. bottom, dpth. & thickness					" Attached to outside Plating with Angle				
<i>39 1/2</i>	<i>3 1/2</i>	<i>39 1/2</i>	<i>3 1/2</i>	<i>39 1/2</i>	SIDE STRINGERS, Number				
" Angles, Top					" Angle				
" Bottom					" Intercoastal Plate, for full length				
" to Floors					" Attached to outside plating with Angle				
<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	Upper Deck Stringer Plate, br'dth & thickness				
SIDE GIRDERS, number on each side & thickness					(clear of Bridge)				
" state if flanged (top and bottom)					" " " " (in way of Bridge)				
" Angles					" " " " Angle (clear of Bridge)				
<i>3</i>	<i>3</i>	<i>3 1/2</i>	<i>3</i>	<i>3 1/2</i>	" " " " Tie Plate at sides of Hatchways				
MARGIN PLATE, depth (exclusive of flange)					" " " " Deck * Iron or Steel, for full lng.				
<i>35 1/2</i>	<i>3 1/2</i>	<i>35 1/2</i>	<i>3 1/2</i>	<i>35 1/2</i>	" " " " Thickness (clear of Bridge) (Iron)				
" and thickness					" " " " (in way of Bridge)				
" Angles to Outside Plating					Second Deck Stringer Plate, br'dth & thickness				
" Floors					" Angles on ditto, No.				
" Height of Brackets above at bilge					" Tie Plates outside Hatchways				
<i>60 1/2</i>	<i>39 1/2</i>	<i>60 1/2</i>	<i>39 1/2</i>	<i>60 1/2</i>	" Deck * Iron or Steel, for lng.				
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake					" Wood Deck. Material & thickness				
<i>5 1/2</i>	<i>5 1/2</i>	<i>5 1/2</i>	<i>5 1/2</i>	<i>5 1/2</i>	Third Deck Stringer Plate, br'dth & thickness				
" in Engine and Boiler space					" Angles on ditto, No.				
" Remainder in Holds					" Tie Plates outside Hatchways				
BEAMS, Upper Deck, Single Angle, Bulb					" Deck * Material and thickness				
" Angle, Plate, Tee Bulb, or Channel					Fourth and Fifth Deck Stringer Plate, breadth & thickness				
" Angles on upper edge					" Angles on ditto, No.				
" Spacing					" Tie Plates outside Hatchways				
<i>8 1/2</i>	<i>3 1/2</i>	<i>8 1/2</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Deck * Material and thickness				
BEAMS, Second Deck, Single Angle, Bulb					Poop Deck Stringer Plate, breadth & thickness				
" Angle, Plate, Tee Bulb, or Channel					" Angle on ditto				
" Angles on upper edge					" Tie Plates				
" Spacing					" Deck. Material and thickness				
<i>9 1/2</i>	<i>3 1/2</i>	<i>9 1/2</i>	<i>3 1/2</i>	<i>9 1/2</i>	Bridge Deck Stringer Plate, br'dth & thickness				
BEAMS, Third or Fourth Deck, Single Angle, Bulb					" Angle on ditto				
" Angle, Plate, Tee Bulb, or Channel					" Tie Plates				
" Angles on upper edge					" Deck. Material and thickness				
" Spacing					Forecastle Deck Stringer Plate, br'dth & thickness				
<i>25</i>	<i>1</i>	<i>25</i>	<i>1</i>	<i>25</i>	" Angle on ditto				
BEAMS, Fourth or Fifth Deck, Plate, Tee					" Tie Plates				
" Bulb, or Channel					" Deck. Material and thickness				
" Angles on upper edge					W. T. BULKHEADS				
" Spacing					" Number, Per Rule, Thickness				
<i>6 1/2</i>	<i>3</i>	<i>6 1/2</i>	<i>3</i>	<i>6 1/2</i>	STIFFENERS.				
BEAMS, Poop Deck, Angle, Bulb Angle, Plate					" Horizontal, Vertical, Single or Double				
" Angle, Bulb, or Channel					" Size, Spacing, Height up.				
" Angles on upper edge					W. T. BULKHEADS				
" Spacing					" Collision				
<i>25</i>	<i>1</i>	<i>25</i>	<i>1</i>	<i>25</i>	" Partition				
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate					LONGITUDINAL				
" Angle, Bulb, or Channel					" Are the outside Plates doubled two spaces of Frames in length?				
" Angles on upper edge					" Are the Stave Valves and Watertight Doors in efficient working order?				
" Spacing					<i>Yes</i>				
<i>8 1/2</i>	<i>3</i>	<i>8 1/2</i>	<i>3</i>	<i>8 1/2</i>	<i>W545-0266/125</i>				
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate									
" Angle, Bulb, or Channel									
" Angles on upper edge									
" Spacing									
<i>5 1/2</i>	<i>3</i>	<i>5 1/2</i>	<i>3</i>	<i>5 1/2</i>					
PILLARS, In 'tween Deck, size and spacing									
" Hold									
" Quarter 'tween Dks.									
" in Hold									

PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.			BUTTS.									
	AMIDSHIP.		FORWARD.		AFT.		Single or Double.	Breadth of Lap.	Diam.	Spacing or to cr.	Double or Treble and for what Length.	RIVETS.		STRAPS.		IF LAPPED.			
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.						Inches.	Inches.	Inches.	Inches.	Breadth.	Thickness.	Breadth.	For what Length.
FLAT PLATE KEEL	45	88	64	62	45	88 1/2	Double	6	1	4 3/16	Quad	1	4			14	full		
GARBOARD OR A STRAKE	48	58	52	44 1/2		58		5 1/4	7/8	3 9/16	Tri	7/8	3 1/8			9			
B	66	58	48	44 1/2							Quad		3 1/2			12			
C	66	58	48	48															
D	66	58	48	50															
E	53 1/2	56	44	44 1/2	56 1/2	44					Tri		3 1/8			9			
F	51 1/2	56	42	42 1/2	56 1/2	42													
G	62	56	42								Quad		3 1/2			12			
H	60	56	42								Tri		3 1/8			9			
J	54	56	42	42															
Sheer → K	45	56	42	42															
L	51	56				56													
Bray → M	45 1/2	62 1/2	58			62					Quad		3 1/2			12			
N																			
O																			
P																			
Q																			
R																			
S																			
DOUBLING OF FLAT PLATE KEEL																			
Sheerstrakes																			
Length and thickness.																			
POOP SIDES				36		36		Single	2 1/2	3/4	2 1/8	Double	3/4	2 1/8			5 full		
SHORT BRIDGE SIDES																			
FORECASTLE SIDES				38		38													

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 basic or acid.*

Sherman, Bolton, South Durham, Conselt, Palmer, Fredingham.

Upper Deck (Butts, *Tri* riveted for *full* length amidship.

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

Second Deck (Butts, riveted for length amidship.

Stringer Plate (Straps, single or overlapped for length amidship.

Butts of Side Stringers *Double* riveted.

Tie Plates *Double* riveted.

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

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

Frames, riveted through Plates with *7/8* in. Rivets, about *6* apart.

Rivets, state whether Iron or Steel *Iron*.

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

FRAMES extend in one length from *Margin Plate* to *Weather deck*. State if ordinary or joggled *Ordinary*.

REVERSED FRAMES on floors and frames extend from *to Upper deck & alternately to Forecastle deck in Plates*. State if ordinary or joggled *No*.

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 <i>Steel</i>	<i>70' 9"</i>	<i>21 x 7/16</i>	<i>20 1/2 x 7/16</i>	<i>✓</i>	<i>14 x 1/2</i>	<i>Two</i>	<i>✓</i>	<i>✓</i>	<i>Single</i>	<i>Double</i>
	Main	<i>69' 6"</i>									
	Mizen										
Lowermast											
Topmasts, Yards and Remainder of Spars	<i>Pitch Pine</i>										
Rigging, Material and Size, Shrouds	<i>Galv'd Mild Steel Wire, 3 each side 3 1/2"</i>										
Stays	<i>4" Topmast & 3" stays 2 1/4"</i>										
Sails. 1 Fore staysail	<i>Suit of</i>										
	<i>Sails, and the following spare sails</i>										

EQUIPMENT No. 24915 LETTER W.										ANCHORS.										TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS									
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 31.			Description of Anchor.	Makers.	Where and when tested and Superintendent.													
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.			lbs.													
12662	1st Bower	45	1	14	68	48	39	9	2	21	45	0	0	<i>Byers Stock</i>	<i>W.L. Byers & Co.</i>	<i>See 17/12/09 L. Haffner</i>													
12658	2nd "	45	0	14	68	06	39	6	2	7	45	0	0																
12630	3rd "	38	0	14	67	46	34	11	2	7	38	0	0			<i>9/12/09 H. J. Relf</i>													
	4th "																												
	Collective weight	128	2	14			128	0	0																				
63282	Stream	12	0	14	3	0	14	13	19	2	21	12	0	0	<i>Ordinary</i>	<i>H. Hingley & Sons</i>	<i>See 23/12/09 H. Green</i>												
63283	Kedge	5	2	17	1	2	0	8	0	2	14	5	2	0															

Mechanical Test Certificate produced.

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.	Length and size supplied.		Test per Certificate.	WEIGHT OF CHAIN CABLE.		Length and Size per Table 31.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire Towline.	Length and Size per Table 31.				
	Length.	Diam.		Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.			
45267	135	1 13/16	67 1/2	255	2 23	511	1 1/4	270	1 1/8	<i>Steel</i>	<i>Hingley & Sons</i>	<i>See 16/12/09 H. Green</i>	TOWLINE	100	4	3 3	100	4	
45268	135	"	"	255	3 8					"	"	<i>23/12/09</i>	HAWSERS & WARPS	270	2 1/2	12 1/2	270	2 1/2	
	270	"	"	511	2 3					"	"		"	470	6		270	6	
Iron Stream Chain or Steel Wire	90	4 1/4	35					90	4 1/4	<i>Galv'd</i>	<i>Craven & Speedy</i>	<i>See 11/12/09 Makers</i>	"	270	5 1/2				

Boats 2 life 22 x 7 x 2 1/2. 1 Jollyboat 17 x 5 1/2 x 2 1/2. 1 Gig 17 x 6 x 2 1/2. Steering Gear, Steam *Satisfactory* Steering Gear, Hand *Satisfactory*

Pumps, Number 1 *Downton to bilge & 1 H.P. to Fore Peak* Diameter of Barrel *5 1/2" & 5"* State whether they are in efficient working order *Yes*

Windlass is *Somerson Walker & Thompsons Patent direct Capstan Steam & Hand combined.*

Engine Room Skylights.—How constructed? *all steel*

What arrangements for deadlights in bad weather? *Bulls eyes*

Coal Bunker Openings.—How constructed? *Plates & angles* How are lids secured? *Tarps & battens* Height above deck? *12" U.D.K.*

Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. *6 Scuppers & 4 F.P. 33 x 24" each side.*

Ceiling in Holds, thickness and material *2 1/2" W.W.* Cargo Battens, thickness and material *6 x 2" W.W.*

Cargo Hatchways.—How formed? *Steel coaming & angles* Hatches, If strong and efficient? *Yes. 3"*

State size No. 1 Hatch (Forward) *25' x 17' x 36"* No. 2 Hatch *25' x 17' x 30"* No. 3 Hatch *18' 9" x 14' x 30"* No. 4 Hatch *25' x 17' x 30"*

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *No. 1-2-4-4-5-5-5 Hatches. No. 3-3 Hatches.*

No. of Breasthooks *Four* No. of Crutches *14 deep floors*

Bulwarks, height above deck and description *48 x 25 Steel* Main Rail, material and size *6 x 3 x 3/4 built angle.*

The above is a correct description.

Builder's Signature (here only) *RICHARDSON, DUCK & CO.* Surveyor's Signature *Spur L. Gibson* Register

T. Middleman 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) E 1909 Nov 12.

M 1909 Aug 16-25 Sep 10-15 Dec 16 1910 Feb 5-10.

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.*

to plate, &c., conform well to each other? *Yes.*

from the faying surfaces? *Yes.*

the butts of Plating, Stringers, &c., properly shifted and strapped? *Yes.*

ve all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? *Yes.*

ve all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? *Yes.*

Do the holes for riveting plate to frames, butt straps, or plate

Are the rivet holes well and sufficiently countersunk in the plate and punched

Do any rivets break into or through the seams or butts of the plating? *A few.*

State results of tests *Satisfactory*

State results of tests *Satisfactory*

General Remarks (State quality of workmanship, &c.) *Good.*

This vessel has been built under the Rules now in force in accordance with the approved plans (6 in N^o) forwarded herewith, the Secretary's letters of the above dates & in other respects in general conformity with the Society's rules & regulations. Rogers' steam steering gear is fitted in house on Bridge deck at after end of engine room & connected to quadrant by rods, chains & buffer springs, the whole being controlled from Bridge by rods & bevel wheels. Hand steering gear is fitted to rudder head on the Poop deck & deck stops fitted to receive quadrant. Windlass, Steam & Hand Steering Gear tested under working conditions & proved efficient. Tunnel tested as per rule. Freeboards assigned marked on vessels sides & verified.

4 Forging Reports herewith, together with extract from Owner's letter re new rules. A.B. A Profile & Section of the vessel as built are forwarded for filing with this report. Midship section forwarded for preparation of certificate 23/2/10.

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

ARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 27.88 ft., R.O.P. ft., Bridge 202.05 ft., Forecastle 28.91 ft.

(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated — *The Poop & Bridge are not joined.*

o. 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) *1 Deck (Pl. Iron Pl. Steel) & deep framing*

Official No. *127074*; Signal Letters *✓*

State if Machinery is fitted aft *No.*

How are the surfaces preserved from oxidation? Inside *Paint & Cement*

Outside *Paint*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors *Cell. S.B.*

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	104.17	328	Fore peak tank,	17.0	88
Double bottom, under Engines and Boilers,			After peak tank,	14.0	68
Double bottom, if under Engines only,	26.10	83	Deep tank, aft,		
Double bottom, if under Boilers only, <i>not for ballast</i>			Deep tank, forward,		
Double bottom, forward,	147.9	414	Other tanks, if fitted,		
Total capacity of double bottom		825	(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 *Satisfactory*

Order for Special Survey No. *805*

Date *1st Oct 1909*

No. *607* in builder's yard.

DATES of Surveys held while building

1909 Sept 24 28 29 Oct 4 7 11 12 13 15 18 19 22 27 29 Nov 2 11 18 24 27 29 Dec 1 2 6 8 9 13 14 15 17 21 22 1910 Jan 5 6 11 13 14 17 19 21 24 Feb 2 8 9 11 14 16

Total No. of Visits *46*

The amount of Entry Fee £ *5 : 0 : 0*

Special Survey Fee £ *94 : 3 : 0*

Travelling Expenses, if any £ *✓ : ✓ : ✓*

Fees applied for, *17. 2. 1910*

Received by me, *19. 2. 1910*

Certificate to be sent to *Middlesbrough Office*

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

Wm L. Gilman
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

Character assigned

TUES. 1 MAR 1910

Lloyd's A.C.P. + Lmb. 2.10



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Certs. issued 1/10

W545-0266 1/2