

3 Decks.

IRON OR STEEL STEAMER.

Received at London Office. FRI. 4 SEP 1908

AND "SHELTER DECK"

Date of completion of report

Survey held at

On the

TONNAGE under

Tonnage Deck

Do. between Tonnage Dk. and 3rd and 4th Dk.

Total under Upper Dk.

Do. of Poop

Do. of Bridge House

Do. of Forecastle

Do. of Houses on Dk.

Do. of excess of Hatchways

Do. above Crown of

Gross Tonnage

Less Crew Space

Less above Crown of

Engine Room

TONNAGE FOR FEES

Less Engine Room

Less Navigation Spaces

Master Tonnage

cut on Beam

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

Port of

Date, First Survey

Last Survey

Rig

No. 55,317

1908

THREE DECKED VESSEL.

CLASS 1041 SHELTER DECK.

Master

Year of appointment

Built at

When built

By whom built

Owners

Managers

Residence

Port belonging to

Half Breadth (moulded)

Depth from upper part of Keel to top of Upper Deck Beams

Girth of Half Midship Frame (as per Rule)

1st Number

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

2nd Number

Proportions—Breadth to Length

Depth to Length—Upper Deck to top of Keel

Destined Voyage

If Surveyed while Building, Afloat, or in Dry Dock

No. of Decks with flat laid

No. of Tiers of Beams

Round of Upper Dk. Beam, Actual

Dimensions of Ship per Register, Length breadth depth

Moulded depth, ft. ins.

To Upper Dk.

FRAMING.

NAME, Angles, or Bars for length

Do. for at each end

Do. in way of Double Bottoms at Solid Floors

acing of Frames from centre to centre

EVERSED FRAME, Angles

DEEP FRAMING, depth of girder

FLOORS, depth and thickness of Floor Plate

at mid-line for length amidships

in way of Engines and Boilers

thickness at the ends of vessel

depth at the half breadth, as per Rule

height extended at the Bilges

FLOORS & BRACKETS in Cell Dble Bottoms

state if flanged (top & bottom)

Spacing

CENTRE GIRDER, in Double bottom, depth

and thickness

Angles, Top

Bottom

SIDE GIRDERS, number on each side & thickness

state if flanged (top and bottom)

Angles

MARGIN PLATE, depth (exclusive of flange)

and thickness

Angles to Outside Plating

Floors

Height of Floors at the Bilges

INNER BOTTOM PLATING, breadth and

thickness of Middle Line Strake

in Engine and Boiler space

Remainder in Holds

BEAMS, Upper Deck, Single Angle, Bulb

Angle, Plate or Tee Bulb

Angles on upper edge

Spacing

BEAMS, Middle Deck, Single Angle, Bulb

Angle, Plate or Tee Bulb

Angles on upper edge

Spacing

BEAMS, Lower Deck, Single Angle, Bulb

Angle, Plate or Tee Bulb

Angles on upper edge

Spacing

BEAMS, Hold, or Orlop, Plate or Tee Bulb

Angles on upper edge

Spacing

BEAMS, Poop Deck, Angle, Bulb Angle, Plate

or Tee Bulb

Angles on upper edge

Spacing

BEAMS, Bridge Deck, Angle, Bulb Angle, Plate

or Tee Bulb

Angles on upper edge

Spacing

BEAMS, Forecastle Deck, Angle, Bulb Angle

Plate or Tee Bulb

Angles on upper edge

Spacing

PILLARS, in 'tween Deck, size and spacing

Hold

Quarter 'tween Dks.

in Hold

WEB-FRAMES, in Fore Body, No. and spacing

breadth & thickness

No. of Side Stringers

WEB-FRAMES, in E. & B. Space, No. & spacing

breadth & thickness

WEB-FRAMES, in After Body, No. and spacing

breadth & thickness

No. of Side Stringers

Size of Angle or Tee Bars to Web Frames

BRACKET PLATES to Stringers between

Web Frames, depth and thickness

FORGINGS or CASTINGS.

KEEL, Bar or Side Plates, depth and thickness

STEM, moulding and thickness

STERN-POST for Rudder do. do.

for Propeller

MAIN PIECE of Rudder, diameter at head

do. at heel

RUDDER, how constructed

Can the Rudder be unshipped afloat?

KEELSONS & STRINGERS.

CENTRE LINE KEELSON, Vertical Plate above

floors, Through Plate, or Intercoastal Plate

Rider Plate

Bulb Plate to Intercoastal Keelson

Horizontal Plates on Floors

Angles

SIDE KEELSON, Angles

Bulb or Plate above floors, for

Intercoastal Plate, for

Attached to outside Plating with Angle

BILGE KEELSON, Angles

Bulb or Plate above floors, for

Intercoastal Plate, for

Attached to outside Plating with Angle

BILGE STRINGER Angles

Bulb Plate for

Intercoastal Plate for

Attached to outside Plating with Angle

SIDE STRINGERS Angles

Bulb or Intercoastal Plate, for

Attached to outside plating with Angle

Upper Deck Stringer Plates, br'dth & thickness

Angle on ditto

Tie Plates, outside Hatchways

Deck * Iron or Steel, for

Wood Deck, Material & thickness

Middle Deck Stringer Plate, br'dth & thickness

Angles on ditto, No. 2

Tie Plates, outside Hatchways

Diagonal Tie Plates, No. of pairs

Deck * Iron or Steel, for

Wood Deck, Material & thickness

Lower Deck Stringer Plate, br'dth & thickness

Angles on ditto, No.

Tie Plates, outside Hatchways

Deck * Material and thickness

Hold, or Orlop Stringer Plate, br'dth & thckn's

Angles on ditto, No.

Tie Plates outside Hatchways

Deck, Material and thickness

Poop Deck Stringer Plate, breadth & thickness

Angle on ditto

Tie Plates

Deck, Material and thickness

Bridge Deck Stringer Plate, br'dth & thickness

Angle on ditto

Tie Plates

Deck, Material and thickness

Forecastle Deck Stringer Plate, br'dth & th'k

Angle on ditto

Tie Plates

Deck, Material and thickness

BULKHEADS.

Vessel.

Per Rule

Thickness

W. T. BULKHEADS

PARTITION

LONGITUDINAL

STIFFENERS.

Single or Double

Height up.

Vertical

Horizontal

Size

Spacing

Size

Spacing

Size

Spacing

Are the outside Plates doubled two spaces of Frames in length?

Are the Stave Valves and Watertight Doors in efficient working order?

Correspondence. State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case)

13/2/07-27/2/07-9/3/07-12/3/07-28/3/07-8/4/07-9/4/07-2/4/07-15/4/07-25/4/07-24/4/07-8/10/07-10/8/08

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 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 forwarded herewith, the Surveyor's letter & in general conformity with the Rules for the 100A/Shell D Class. The workmanship & material are of good quality. The loadings assigned by the Committee have been marked on the vessel's sides & verified. The decks & tunnel have been tested by hoisting & found satisfactory.

This vessel is practically a sister vessel to the same Builders No 143 S.S. "Tottenham" Hull Reg No. 52700.

Please return the approved plans for dealing with the sister vessels now building.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ft., R.O.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

Complete Shell deck

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 Dks (etc) & Shell Dk (etc) & deck framing

Official No. 128102; Signal Letters

State if Machinery is fitted aft

amidships

How are the surfaces preserved from oxidation? Inside

Painted 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,	144	395	Fore peak tank,		
Double bottom, under Engines and Boilers,	52	212	After peak tank,		
Double bottom, if under Engines only,			Deep tank, aft,	34	860
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	166	530	Other tanks, if fitted,		
Total capacity of double bottom		1137	(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. 3952

Date 11. 4. 07

No. 151 in builder's yard.

DATES OF SURVEYS held while building

1907. Feb. 25. Mar. 5. 7. 11. 18. 22. Apr. 5. 10. 24. 29. May. 1. 9. 13. 17. 24. June. 1. 12. 13. 14. 20. July. 8. 11. 16. 19. Aug. 9. 23. 29. Sep. 2. 4. 10. 11. 18. 30. Oct. 3. 8. 9. 18. 22. 25. 29. Nov. 5. 12. 27. Dec. 16. 1908. May. 18. July. 6. 9. 14. 20. 27. 30. 31. Aug. 19. 20. 25.

Total No. of Visits 56

The amount of Entry Fee £ 5 : 0 : 0

Special Survey Fee £ 141 : 12 : 0

Travelling Expenses, if any £ :

Fees applied for

3 SEP 1908

Received by me,

579. 8. 08

Certificates to be sent to

Newcastle-on-Tyne

State whether the Vessel has been built under Special Survey

I am of opinion this Vessel should be Classed

+ 100A/Shell D Class

With, or without Freeboard, as condition of Class

with

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

Committee's Minute

TUES. 8 SEP 1908

Character assigned

100A/1

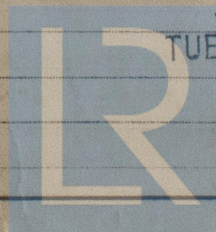
Shell D Class with fbd 5. 4. 3

M.

Lloyd's Reg. P

+ L.M.B. 8. 08

F.D. Elec. Light



TUE. SEP. 3. 1918

Lloyd's Register Foundation

Cat. no. 29/98

W619-001/2/2