

3 Decks.

IRON OR STEEL STEAMER.

THUR. DEC 29 1906

Received at London Office.

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

of Bridge House

of Forecastle

of Houses on Dk.

of excess of Hatchways

above Crown of

Engine Room

Loss Tonnage

Crew Space

above Crown of

Engine Room

SAGE FOR FEES

Engine Room

Navigation Spaces

Master Tonnage

Cut on Beam

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

Port of

Date, First Survey

Last Survey

No.

Rig

Master

Year of appointment

Built at

When built

Launched

By whom built

Owners

Managers

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

Residence

Port belonging to

Half Breadth (moulded)

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

(with the normal round up of beam)

Girth of Half Midship Frame (as per Rule)

deduct 7 feet

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

Main Deck ditto

Destined Voyage

If Surveyed while Building, Afloat, or in Dry Dock

Girth on Deck

Feet.

Inches.

BREADTH—

Moulded

Feet.

Inches.

DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams

Do. do. do. do. Main Dk. Beams

Feet.

Inches.

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.

To Upper Dk.

FRAMING.

Inches in Ship

Inches in Ship

20ths in Ship

Inches per Rule

Inches per Rule

20ths per Rule

Inches per Rule

Inches per Rule

Inches per Rule

Inches per Rule

Inches per Rule

ME, Angles, Bars for 1/2 length

amidships

for 1/2 at each end

in way of Double Bottoms at Solid Floors

at intermdt. Bkts.

ance of Frames from moulding edge to

building edge, all fore and aft

VERSE FRAME, Angles

FRAMING, depth of girder

ORS, depth and thickness of Floor Plate

at mid-line for 1/2 length amidships

in way of Engines and Boilers

thickness at the ends of vessel

depth at 1/2 the half breadth, as per Rule

height extended at the Bilges

ORS & BRACKETS in Cell Dble Bottoms

Distance apart

TRE GIRDER, in Double bottom, depth

and thickness

Angles, Top

Angles, Bottom

E GIRDERS, number on each side & thickness

Angles

GIN PLATE, depth (exclusive of flange)

and thickness

Angles to Outside Plating

ER BOTTOM PLATING, breadth and

thickness of Middle Line Strake

in Engine and Boiler space

Remainder in Holds

MS, Upper Deck, Single Angle, Bulb

Angle, Plate or Tee Bulb, Channel

Angles on upper edge

Average space

MS, Middle Deck, Single Angle, Bulb

Angle, Plate or Tee Bulb, Channel

Angles on upper edge

Average space

MS, Lower Deck, Single Angle, Bulb

Angle, Plate or Tee Bulb, Channel

Angles on upper edge

Average space

MS, Hold, or Orlop, Plate

Angles on upper edge

Average space

MS, Poop Deck, Angle, Bulb Angle, Plate

or Tee Bulb

Angles on upper edge

Average space

MS, Bridge Deck, Angle, Bulb Angle, Plate

or Tee Bulb

Angles on upper edge

Average space

MS, Forecastle Deck, Angle, Bulb Angle, Plate

or Tee Bulb

Angles on upper edge

Average space

MS, Forecastle Deck, Angle, Bulb Angle, Plate

or Tee Bulb

Angles on upper edge

Average space

FORGINGS or CASTINGS.

Inches in Ship

Inches in Ship

20ths in Ship

Inches per Rule

Inches per Rule

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.

Inches in Ship

Inches in Ship

20ths in Ship

Inches per Rule

Inches per Rule

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 STRINGER Angles

Bulb or Intercoastal Plate, for

Attached to outside plating with

Upper Deck Stringer Plates, br'dth & thickness

Angle on ditto

Tie Plates fore and aft, outside Hatchways

Deck, Steel, for

Wood Deck, Material & thickness

Middle Deck Stringer Plate, br'dth & thickness

Angles on ditto, No.

Tie Plates outside Hatchways

Diagonal Tie Plates on Bms., No. of prs.

Deck, 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

Forecastle Deck Stringer Plate, br'dth & thkn'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

Forecastle Deck Stringer Plate, b'dth & th'kns

Angle on ditto

Tie Plates

Deck, Material and thickness

BULKHEADS.

Number.

In Vessel.

Per Rule.

STIFFENERS.

Horizontal.

Vertical.

Single or Double Frames.

Height up.

W. T. BULKHEADS

PARTITION

LONGITUDINAL

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

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

PLATING.							RIVETING.											
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.							
	AMIDSHIP.		FORWARD.	AFT.	AMIDSHIP.		Single or Double.	Breadth of Lap.	RIVETS.		Double or Treble and for what Length.	RIVETS.		STRAPS.		IF LAPPED.		
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	Breadth.	Thick-ness.	Breadth.	For what Length.	
	Inches.	1/16ths or 20ths.	1/16ths or 20ths.	1/16ths or 20ths.	Inches.	1/16ths or 20ths.			Inches.	Inches.		Inches.	Inches.	Inches.	1/16ths or 20ths.	Inches.	Feet.	
FLAT PLATE KEEL..... (If Bar Keel, state Riveting)	39	22	14	14	39	22	Double Riveted	6 3/4	1 1/2	3 1/2	1 1/2 x 1/4	1 1/2	4	22	18 x 1/4 dia	✓	✓	
GARBOARD OR A Strake ...	5 1/2	14	13	14	5 1/2	14		6	1	"	1/2 x 1/4	1	3 1/2	✓	✓	10 1/2	for	
State actual B " ...	5 1/2	12	10	10		12		5 1/2	7/8	"	3/4 x 1/4	7/8	3 1/2	✓	✓	12 1/2	for	
C " ...	5 1/2	12	10	10		12		"	"	"	1/2 x 1/4	"	"	✓	✓	9		
D " ...	5 1/2	12	10	10		12		"	"	"	3/4 x 1/4	"	"	✓	✓	13 1/2	9	
E " ...	5 1/2	13	11	11		13		6	"	"	1/2 x 1/4	"	"	✓	✓	9		
F " ...	4 1/2	14	11	11		14		"	1	1 1/2	"	1	3 1/2	✓	✓	10 1/2		
G " ...	5 1/2	14	11	11		14		"	"	"	"	"	"	✓	✓	"		
H " ...	4 1/2	14	11	11		14		"	"	"	"	"	"	✓	✓	"		
J " ...	5 1/2	13	10	10		13		5 1/2	7/8	3 1/2	"	7/8	3 1/2	✓	✓	9		
K " ...	4 1/2	13	10	10		13		"	"	"	"	"	"	✓	✓	"		
L " ...	5 1/2	13	10	10		13		"	"	"	"	"	"	✓	✓	"		
M " ...	4 1/2	13	10	10		13		6	1	1 1/2	"	"	"	✓	✓	"		
N " ...	5 1/2	14	11	11		14		"	"	"	"	1	3 1/2	✓	✓	10 1/2		
Upper Sheer O " ...	4 1/2	15	12	12	4 1/2	15		"	"	"	"	"	"	✓	✓	"		
P " ...	5 1/2	14	8	8	5 1/2	14	"	"	"	3/4 x 1/4	"	"	✓	✓	14			
State Sheer Q " ...	4 1/2	15	9	9	4 1/2	15	✓	✓	"	3/4 x 1/4	"	"	28	14	14	ends only		
R " ...																		
DOUBLING of Flat Plate Keel	nil																	
Length and thickness of Bilges							* Doubling plate fitted to Shelter Sheerstrake amidships 18" x 1 1/2" in way of thicknesses given above. Elsewhere Sheerstrake = 7/20" + Strake below 1 1/2"											
POOP 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.?
Process Siemens Martin Open Hearth
Alpine Ironwerke Gesellschaft Donauwörth, Kallmünz and Leithenitz
Krausche Industrie Gesellschaft Aachen
 Has the Steel been tested as required by the Rules? *Yes*

Upper Deck (Butts, treble riveted) *fore + aft* length amidship.
 Stringer Plate (Butts, treble riveted) *fore + aft* length amidship.
 Middle Deck (Butts, treble riveted) *fore + aft* length amidship.
 Stringer Plate (Butts, treble riveted) *fore + aft* length amidship.
 Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted? *double*
 Inner Bottom Plating, riveting of Edges *double* Butts *double*
 Centre Girder Butts, *treble* riveted. Keelson Butts, *double* riveted.
 Frames, riveted through Plates with *7/8* in. Rivets, about *6/8* apart.
 Rivets, state whether Iron or Steel *Steel*

FRAMES extend in one length from *centre line to margin plate + from margin plate to Shell deck*
 REVERSED FRAMES on floors and frames extend from *centre line to margin plate + from margin plate to upper deck*
with alternate reverses carried to Shell deck in way of forecastle

MASTS, SPARS, &c.										RIVETING.			
LOWER MASTS.....	Material.	Total Length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		Seams.	Butts.	Seams.	Butts.
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.				
Fore	<i>Steel</i>	<i>95'</i>	<i>24 x 7/16</i>	<i>24 x 7/16</i>	<i>20 x 1/2</i>	<i>20 x 1/2</i>	<i>2</i>	<i>nil</i>	<i>nil</i>	<i>single</i>	<i>treble</i>	<i>single</i>	<i>treble</i>
Main	<i>Steel</i>	<i>98'</i>	<i>24 x 7/16</i>	<i>24 x 7/16</i>	<i>20 x 1/2</i>	<i>20 x 1/2</i>	<i>2</i>	<i>nil</i>	<i>nil</i>	<i>single</i>	<i>treble</i>	<i>single</i>	<i>treble</i>
Mizzen	<i>Steel</i>	<i>98'</i>	<i>24 x 7/16</i>	<i>24 x 7/16</i>	<i>20 x 1/2</i>	<i>20 x 1/2</i>	<i>2</i>	<i>nil</i>	<i>nil</i>	<i>single</i>	<i>treble</i>	<i>single</i>	<i>treble</i>
Bowsprit	<i>Wood</i>	<i>100'</i>	<i>24 x 7/16</i>	<i>24 x 7/16</i>	<i>20 x 1/2</i>	<i>20 x 1/2</i>	<i>2</i>	<i>nil</i>	<i>nil</i>	<i>single</i>	<i>treble</i>	<i>single</i>	<i>treble</i>
Topmasts, Yards and Remainder of Spars	<i>Wood</i>	<i>100'</i>	<i>24 x 7/16</i>	<i>24 x 7/16</i>	<i>20 x 1/2</i>	<i>20 x 1/2</i>	<i>2</i>	<i>nil</i>	<i>nil</i>	<i>single</i>	<i>treble</i>	<i>single</i>	<i>treble</i>
Rigging, Material and Size, Shrouds	<i>Steel wire 3 at 3 1/2 + 1-2 1/2 Backstay</i>	<i>100'</i>	<i>24 x 7/16</i>	<i>24 x 7/16</i>	<i>20 x 1/2</i>	<i>20 x 1/2</i>	<i>2</i>	<i>nil</i>	<i>nil</i>	<i>single</i>	<i>treble</i>	<i>single</i>	<i>treble</i>
Sails.	<i>One</i>	<i>Suit of</i>	<i>Four</i>	<i>Four</i>	<i>Four</i>	<i>Four</i>	<i>Four</i>	<i>Four</i>	<i>Four</i>	<i>Four</i>	<i>Four</i>	<i>Four</i>	<i>Four</i>

EQUIPMENT No. 55926 LETTER 67.										ANCHORS.			
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.		WEIGHT, APPROVED.		Description of Anchor.	Makers.	Where and when tested and Superintendent.	
		Cwts.	lbs.	Cwts.	lbs.	Tons.	cwts.	Cwts.	lbs.				
57326	1st Bower	72	1 8	72	1 8	55	-	72	1 8	Stockless Shanks	Shugley Sons	21/10/06	Green
1109	2nd "	54	2 3	54	2 3	45	7	54	2 3	Admiralty	Shugley Sons	21/10/06	Green
57326	3rd "	66	0 15	66	0 15	51	13	66	0 15	Stockless Shanks	Shugley Sons	21/10/06	Green
	4th "												
	Collective weight	206	2 22	206	2 22			206	2 22				
13301	Stream	20	3 18	20	3 18	21	8	20	3 18	Ordinary Stock	Wood & Co	24/10/06	Welford
13307	Kedge	8	3 0	8	3 0	10	17	8	3 0	Ordinary Stock	Wood & Co	24/10/06	Welford

CHAIN CABLES.										HAWSERS AND WARPS.				
Number of Certificate.	Fathoms.	Size.	Test per Certificate. Tons.	WEIGHT OF CHAIN CABLE.		Fathoms and Size per Table 22.	Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size per Table 22.
				Supplied.	Per Table 22.									
5566	150	2 3/8	105 1/2	125	2 1/4	300 - 2 3/8	Swed	Lykes	19/10/06 Cardiff Penn	Wood haggie	130	5 1/2	7 1/2	130 - 5 1/2
5565	150	2 3/8	105 1/2	127	3	215		Lykes	19/10/06 " "	TOWLINE	200	100	8"	2-100 - 8
Iron Steam Chain or Steel Wire ...	120	5	73	5		120 - 5"				HAWSER	200	100	8"	2-100 - 8
										WARP	200	100	8"	2-100 - 8
and others in excess of rules														

Boats *light boats*
 Pumps, Number *10*
 Windlass is *by Clarke Chapman & Co* Diameter of Barrel *6* State whether they are in efficient working order *Yes*
 Engine Room Skylights. How constructed? *of wood with square glass flaps and Steel Coamings*
 What arrangements for deadlights in bad weather? *Skylight about 25 ft above upper deck, no deadlights fitted*
 Coal Bunker Openings. How constructed? *Side Coaling ports* How are lids secured? *Side Coaling ports*
 Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. *14 Scuppers from Shell deck, no Freeing Ports*
 Ceiling in Holds, thickness and material *2 1/2" white Pine* Ceiling 'tween Decks, thickness and material *6" 2" white Pine*
 Cargo Hatchways. How formed? *Plate Coamings* Hatches, If strong and efficient? *Yes*
 State size No. 1 Hatch (Forward) *20-10-16'0"* No. 2 Hatch *25-16'* No. 3 Hatch *25-16'* No. 4 Hatch *25-16'*
 Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *2 web plates + 3 Shifting beams*
 Bulwarks, height above deck and description *42" in way of deckhouse on Shell deck* No. of Breasthooks *four* No. of Crutches *3*
 The above is a correct description. *Yes* Builder's Signature (here only) *John M. A. Ray* Surveyor's Signature *Bernard J. Lloyd*
 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 this case) *M 14/10/05, 25/10/05*

25/10/05 11/10/05 25/10/05 27/10/05 15/11/05 20/11/05 2/12/05 29/12/05 7/1/06 21/1/06 28/1/06 14/2/06 24/2/06 15/11/05

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 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

Good

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

State results of tests

Good

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

This vessel has been built in accordance with the approved plans and the quality of workmanship is good

The deep tank plan is returned for cancellation, no deep tank having been fitted

See Report No 1547 + 1558 for damage before completion, both damages being satisfactorily repaired

The approved plans are returned under separate cover.

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.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

Complete Shelter 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 Bks (Std) & 3 tiers bms & Shelter Dk (Std W.S) - LLOYDS C.P.

Official No. ; Signal Letters *H.T.P.B.*

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

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	<i>125</i>	<i>375</i>	Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,		<i>35</i>
Double bottom, if under Engines only,	<i>46</i>	<i>193</i>	Midship deep tank,		
Double bottom, if under Boilers only,			Other tanks, if fitted,		
Double bottom, forward,	<i>142</i>	<i>554</i>	(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.

Date

No. *97* in builder's yard.

DATES of Surveys held while building

30/1/06 5/2/06 9, 12, 14, 16, 19, 20, 23, 24, 2/3/06 4/3/06 8, 14, 2/4/06 5, 12, 18, 20, 3/5/06 8/5/06 10, 18, 19, 22, 26, 29, 5/6/06 9, 11, 15, 19, 23, 26, 30, 5/7/06 9, 10, 12, 13, 14, 18, 19, 23, 25, 27, 31, 2/8/06 6, 9, 10, 16, 20, 21, 23, 26, 27, 28, 29, 30, 4/9/06 7, 12, 17, 22, 25, 29, 1/10/06 3, 4, 10, 11, 12, 13, 18, 22, 23, 24, 27, 31, 1/11/06 3, 7, 10, 12, 13, 14, 15, 16, 17, 20, 22, 23, 24, 26, 27, 28, 30, 4/12/06 5, 6, 7, 12, 13, 14, 15, 16/12/06

Total No. of Visits *107*

The amount of Entry Fee£ *5* :- :-

Special Survey Fee ...£ *164* :- :-

Travelling Expenses, if any £ *6* :- :-

Freight

Fees applied for,

17/12 1906

Received by me,

22-13-18

Certificate to be sent to

Triste

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

I am of opinion this Vessel should be Classed

+ 100 A1 SHELTER DECK

With, or without Freeboard, as condition of Class

WITH FREEBOARD

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

Bernard Lives

Committee's Minute

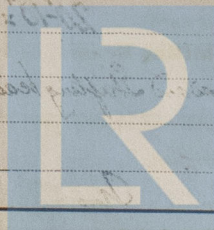
Character assigned

FRI. 21 DEC 1906

100 A1 SHEL

Shelter dk with fbo

Lloyd's Assoc. Thms 12. 06



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