

Awning or Shelter Deck, or Pt. Awning Deck.

STEEL STEAMER.

No. 26459

State if Report is also sent on the Machinery of the Vessel *Yes*
 Port of *Sunderland* Date of completion of Report *29 May 1915* Received at London Office *TUE. JUN. 1-1915*
 Survey held at *Sunderland* Date, First Survey *15th Sept.* Last Survey *21st May 1915*
 On the (State if Single, Twin, or Triple Screw) *single screw* "SPENNYMOOR" Rig *Schooner*

Master *George Knott*
 Year of Appointment *(1) As Master in service of owner of present vessel: -1909 (2) As Master of this vessel: -1915*
 Built at *Sunderland*
 When built *1915* Launched *15 Apr. 1915*
 By whom built *John Blumer & Co*
 Owners *Moor Line L^d*
 Managers *W. Runciman & Co*
 Residence *Newcastle/Tyne*
 Port belonging to *London*

Register Tonnage *2543.78* Destined Voyage *London* If Surveyed while Building, Afloat, or in Dry Dock *Yes*

LENGTH on Deck as per Rule *339 6* Breadth Moulded *47 5* DEPTH, ACTUAL - Top of Floors to top of Awn. or Shelter Dk. Beams *28 8* Do. Upper Deck Beams *20 5 1/2*
 Dimensions of Ship per Register, Length *340.0* breadth *47.75* depth *20.5* Upper Deck. Moulded depth, ft. *30* ins. *11* To Awning or Shelter Dk. Round up of Uppermost Dk. Beam, Actual *15* ins

FRAMING.				PILLARS.			
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 L Bars, amidships	<i>9 1/2</i>	<i>3 1/2</i>	<i>5 1/2</i>	9 1/2	<i>3 1/2</i>	<i>5 1/2</i>	
Do. in peaks	<i>6 1/2</i>	<i>4</i>	<i>4 1/2</i>	<i>6 1/2</i>	<i>4</i>	<i>4 1/2</i>	
Do. in way of Double Bottoms at Solid Floors	<i>3 1/2</i>	<i>3</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3</i>	<i>3 1/2</i>	
" " at intermdt. Bkts.	<i>5 1/2</i>	<i>4</i>	<i>5 1/2</i>	<i>5 1/2</i>	<i>4</i>	<i>5 1/2</i>	
spacing of Frames from centre to centre amidships	<i>24 1/2</i>		<i>24 1/2</i>				
" " length to collision bulkhead	<i>12 1/4</i>		<i>12 1/4</i>				
" " of Frames from centre to centre in peaks	<i>12 1/4</i>		<i>12 1/4</i>				
REVERSED FRAME, Angles	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	
Do. in way of Double bottoms at Solid Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	
" " at intermdt. Bkts.	<i>9 1/2</i>		<i>9 1/2</i>				
FRAMING, depth of girder	<i>9 1/2</i>		<i>9 1/2</i>				
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships							
" " in way of Engine and Boiler spaces							
" " thickness at the ends of vessel							
" " depth at 1/2 the half-bdth. as per Rule							
" " height extended at the Bilges							
FLOORS, in Cell Double Bottoms	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	
" " state if flanged (top and bottom)	<i>not flanged</i>		<i>not flanged</i>				
" " spacing of Solid	<i>49</i>		<i>49</i>				
CENTRE GIRDER, in Dbl. bottom, dpth. & thckness	<i>40 x 48</i>		<i>40 x 48</i>				
" " Angles, Top	<i>4</i>	<i>4</i>	<i>5 1/2</i>	<i>4</i>	<i>4</i>	<i>5 1/2</i>	
" " Bottom	<i>double</i>		<i>double</i>				
" " to Floors	<i>6</i>	<i>6</i>	<i>4 1/2</i>	<i>6</i>	<i>6</i>	<i>4 1/2</i>	
" " Brackets at intermdt. frmg., wdth & thckness	<i>24 x 36</i>		<i>24 x 36</i>				
SIDE GIRDERS, number and thickness	<i>3 - 1/2</i>	<i>36</i>	<i>3 - 1/2</i>	<i>36</i>			
" " state if flanged (top & bottom)	<i>not flanged</i>		<i>not flanged</i>				
" " Angles	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	
MARGIN PLATE, depth (exclusive of flange) and thickness	<i>3 1/2</i>	<i>4 1/2</i>	<i>3 1/2</i>	<i>4 1/2</i>			
" " Angles to outside plating	<i>3 1/2</i>	<i>3 1/2</i>	<i>4 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>4 1/2</i>	
" " to floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	
" " Brackets at intermdt. frmg., wdth & thckness	<i>21 x 36</i>		<i>21 x 36</i>				
" " Height of Brackets above at bilge	<i>12 1/2</i>		<i>12 1/2</i>				
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>7 1/2</i>	<i>4 1/2</i>	<i>7 1/2</i>	<i>4 1/2</i>			
" " thickness in Engine and Boiler space	<i>4 1/2</i>	<i>5 1/4</i>	<i>4 1/2</i>	<i>5 1/4</i>			
" " Remainder in Holds	<i>4 1/2</i>		<i>4 1/2</i>				
BEAMS, Awning or Shltr Dk, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel	<i>7 1/2</i>	<i>3</i>	<i>4 1/2</i>	<i>7 1/2</i>	<i>3</i>	<i>4 1/2</i>	
" " Spacing	<i>24 1/2</i>		<i>24 1/2</i>				
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel	<i>8</i>	<i>3</i>	<i>4 1/4</i>	<i>8</i>	<i>3</i>	<i>4 1/4</i>	
" " Spacing	<i>24 1/2</i>		<i>24 1/2</i>				
BEAMS, Second, Third & Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel							
" " Angles on upper edge							
" " Spacing							
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel							
" " Angles on upper edge							
" " Spacing							
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel							
" " Angles on upper edge							
" " Spacing							
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel							
" " Angles on upper edge							
" " Spacing							
PILLARS.				KEELSONS AND STRINGERS.			
Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
PILLARS, In 'tween Deck, size and spacing	<i>2 3/4</i>	<i>49</i>	<i>2 3/4</i>	<i>49</i>			
" " Hold							
" " Quarter, 'tween Dks.							
" " in Hold							
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate							
" " Rider Plate							
" " Flat Keel Plate Angles							
" " Horizontal Plates on Floors							
" " Angles or Bulb Angles							
SIDE KEELSONS, Number							
" " Angles or Bulb Angles							
" " Plate above floors, for length							
" " Intercoastal Plate, for length							
" " Attached to outside plating with Angle							
BILGE KEELSON, Angles							
" " Intercoastal Plate, for length							
" " Attached to outside plating with Angle							
SIDE STRINGERS, Number							
" " Angle							
" " Intercoastal Plate, for lng.							
" " Attached to outside plating with Angle							
Awning or Shelter Deck Stringer Plates, breadth and thickness	<i>52</i>	<i>52</i>	<i>48</i>	<i>52</i>			
" " Angle on ditto	<i>4 1/2</i>	<i>4 1/2</i>	<i>5 1/4</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>5 1/4</i>	
" " Tie Plates, fore and aft, outside Hatchways							
" " Deck, * Iron or Steel, for full lng.							
" " Wood Deck, Material & thickness							
Upper Deck Stringer Plate, breadth and thickness	<i>50</i>	<i>4 1/4</i>	<i>45</i>	<i>4 1/4</i>			
" " Angles on ditto, No. two	<i>3 1/2</i>	<i>3 1/2</i>	<i>4 1/4</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>4 1/4</i>	
" " Tie Plates, outside Hatchways							
" " Deck, * Iron or Steel, for full lng.							
" " Wood Deck, Material & thickness							
Second Deck Stringer Plates, br'dth & thckness							
" " Angles on ditto, No.							
" " Tie Plates, outside Hatchways							
" " Deck, * Material and thickness							
Third, Fourth & Fifth Deck Stringer Plate, breadth and thickness							
" " Angles on ditto, No.							
" " Tie Plates, outside Hatchways							
" " Deck, Material and thickness							
Poop Deck Stringer Plate, breadth & thickness							
" " Angles 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'kns							
" " Angle on ditto							
" " Tie Plates							
" " Deck, Material and thickness							

* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.

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[illegible]

EQUIPMENT No. <i>26260</i> LETTER <i>r</i> ANCHORS.																	
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQ. 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.			
<i>19148</i>	1st Bower	<i>49</i>	<i>1</i>	<i>7</i>	<i>Stockless.</i>			<i>41</i>	<i>19</i>	<i>2</i>	<i>21</i>	<i>48</i>	<i>3</i>	<i>0</i>	<i>Bye is</i>	<i>not stated.</i>	<i>LPH-S. 26-4-15. Haffner</i>
<i>19114</i>	2nd "	<i>48</i>	<i>2</i>	<i>21</i>				<i>41</i>	<i>11</i>	<i>3</i>	<i>14</i>	<i>48</i>	<i>3</i>	<i>0</i>			<i>16-4-15</i>
<i>19244</i>	3rd "	<i>41</i>	<i>3</i>	<i>0</i>				<i>36</i>	<i>19</i>	<i>1</i>	<i>14</i>	<i>41</i>	<i>2</i>	<i>0</i>			<i>20-5-15</i>
	Collective weight	<i>139</i>	<i>3</i>	<i>0</i>								<i>139</i>	<i>0</i>	<i>0</i>			
<i>73170</i>	Stream ...	<i>13</i>	<i>1</i>	<i>5</i>	<i>3</i>	<i>1</i>	<i>26</i>	<i>15</i>	<i>1</i>	<i>2</i>	<i>7</i>	<i>13</i>	<i>0</i>	<i>0</i>	<i>Ordinary</i>	<i>N. Hingley & Co.</i>	<i>LPH-N. 20-4-15. H. Green</i>
<i>73171</i>	Kedge	<i>6</i>	<i>0</i>	<i>5</i>	<i>1</i>	<i>2</i>	<i>3</i>	<i>8</i>	<i>7</i>	<i>2</i>	<i>0</i>	<i>5</i>	<i>3</i>	<i>0</i>			

If Patent state Name of Patentee.

If Stockless, state Mechanical Tests.

CHAIN CABLES.														HAWSERS AND WARPS.									
Number of Certificate.	Length and Size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Fathoms 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.	Fathoms and size per Table 31.							
	Length.	Diam.	Statu-tory.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.						
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.							Tons.	Fathoms.	Ins.						
7885	135	2	72	100 ⁸ ₁₀	274-0-11	538-3-0	270	2	Stud	N. Hingley & Co.	LPH-S. 28-4-15. Haffner	TOWLINE	120	H	33	120	H						
7886	"	"	72	"	274-2-13				link	"	"	HAWSERS & WARPS	2-90	22	122	4-90	22						
Iron Steam Chain or Steel Wire...	170	Cir.	✓		548-3-24			Cir.				"	5-90	6	manila								
	90	42		39	—		90	42				"	2-45	9									

Boats 2 lifeboats 26'0" 2 dinghys 16'0" Steering Gear, Steam *fitted* Steering Gear, Hand *fitted*
Pumps, Number one downton pump Diameter of Barrel *4 1/2* State whether they are in efficient working order *yes*
Windlass is by Emerson Walker & Thompson Bros. Capstan *yes*
Engine Room Skylights.—How constructed? *steel plates & angles* What arrangements for deadlights in bad weather? *lights in hinged steel flaps.*
Coal Bunker Openings.—How constructed? *steel hull angles* How are lids secured? *cleats, battens &c* Height above deck? *9"*
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. *7 scuppers from tween. dks 6 from shelter-deck. port in well 13 1/2 x 20*
Ceiling in Holds, thickness and material *2 1/2" w. wood complete* Cargo Battens, thickness and material *6 x 2 wood.*
Cargo Hatchways.—How formed? *usual construction, steel plates & angles.* Hatches, If strong and efficient? *yes, 3" thick*
State size No. 1 Hatch (Forward) *24'6" x 18'0"* No. 2 Hatch *24'6" x 18'0"* No. 3 Hatch *26'6" x 18'0"* No. 4 Hatch *24'6" x 18'0"*
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *four*
No. of Breasthooks *four* No. of Crutches *deep floors.*
Bulwarks, height above deck and description *3'6" x .30* Main Rail and Stays, material and size *plate stays .44*
The foregoing is a correct description. Surveyor's Signature *R. M. McLaren*
Builder's Signature (here only) *J. H. Blum & Co.* Surveyor to Lloyd's Register of British and Foreign Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case) *M. 2-6-14, 10-6-14, 11-7-14, 18-6-14, 27-6-14, 2-7-14, 25-7-14, 11-8-14, 28-8-14, 11-2-15, E 2-9-14.*

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 framing* 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 or overlapped? *yes.*

Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? *yes* State results of tests *satisfactory.*

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? *yes.* State results of tests *satisfactory.*

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

The materials and workmanship throughout are good.

This vessel has been built in accordance with the approved plans, the Secretary's letters as dated above and in general compliance with the Rules of the Society.

The "Spennymoor" is a duplicate of the Builders No. 227 S.S. Arranmoor Sta Rpl No 26393.

The Surveyor should state the Number of Report and Name of any Sister Vessel built or Yard Number of any building.

The amount of Entry Fee £ 5 : 0 : 0 Fees applied for, *31 MAY 1915*
Special Survey Fee, ... £ 121 : 4 : 0 Received by me, *3*
Travelling Expenses, if any £ *✓* : *✓* : *✓* *2/4 1915 3/6/15*
State whether the Vessel has been built under Special Survey *yes.*
I am of opinion this Vessel should be Classed *100 A1 "Shelter deck"* *R. M. McLaren*
With, or without Freeboard, as condition of Class *with freeboard.* Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *FRI. JUN. 4-1915*
Character assigned *100 A1*
Shelter DK with fbd

Lloyd's A.C.P. + h. inc 5.15



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Lloyd's Register Foundation

W766-0022

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle ☒ 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) *1 D² (Stl) + Shelter D² (Stl) Intermediate BH in after hold dispensed with. 5 BH only. 2 A + C².*

Official No. *139023*; Signal Letters ☒

State if Machinery is fitted aft *no.*

How are the surfaces preserved from oxidation? Inside *portland 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 system.*

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	<i>114.33</i>	<i>299</i>	Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,		<i>59</i>
Double bottom, if under Engines only,	<i>24.5</i>	<i>84</i>	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	<i>138.83</i>	<i>401</i>	Other tanks, if fitted,		
	Total capacity of double bottom	<i>784</i>	(If necessary, furnish further information by sketch.)		

^a 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. *57148*

Date *29 5 14*

No. *228* in builder's yard.

DATES of Surveys held while building

1914 Sep. 15. 18. 23. 25. 27. Oct. 1. 6. 9. 14. 16. 20. 23. 27. 28. Nov. 6. 10. 17. 26. Dec. 4. 9. 11. 16. 18. 24. 30. Jan. 6. 8. 13. 14. 20. 25. 27. Feb. 2. 5. 10. 19. 23. 24. 25. 26. Mar. 3. 4. 5. 23. 26. 31. Apr. 7. 9. 12. 19. 22. 26. 30. May 4. 7. 12. 13. 14. 17. 21.

Surveyor's Signature *Am McEwen.*

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Total No. of Visits *60*

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