

With or Without Disconnected Erections.

STEEL STEAMER.

Received at London Office MON. JAN. 25. 1915

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

Date of completion of report 23 JAN. 1915 Port of SUNDERLAND
Survey held at SUNDERLAND Date, First Survey 28-4-14 Last Survey 21 January 1915
On the (Steam, Single, Twin, or Triple Screw) "DEVIAN" Rig SCHOONER

TONNAGE under
Tonnage Deck...
Do. between Tonnage Dk. and 3rd and 4th Dk. }
Total under Upper Dk. 3488.41
Do. of Poop 24.74
Do. of R.O.Dk. CHART HOUSE 5.76
Do. of Bridge House ✓
Do. of Forecastle 49.96
Do. of Houses on Dk. 40.12
Do. of excess of Hatchways 22.22
Do. above Crown of }
Engine Room }
Gross Tonnage 3688.66
Less Crew Space 106.90
Crown of }
ne Room } 7.45
FOR FEES.. 3515.21
Engine Room 1180.37
Navigation Spaces 117.55

CLASS + 100A.1.
Breadth (greatest moulded) 51.16 ✓
Depth, at middle of length from top of keel to top of upper deck beams at side 24.5 ✓
Transverse Number 75.66 ✓
Length on deck from fore part of stem to after part of stern post 364.83 ✓
Longitudinal Number 27603 ✓
Depth "d," at middle of length (See Secs. 2 & 18) 21.08 ✓
Proportions—Depths to Length—Upper Deck Beam at side to top of keel 14.89 ✓
" " " Long Bridge Deck Beam at side to top of keel 11.4 ✓

Master R. GRIFFITH
Year of appointment (1) As Master in service of owner of present vessel: 1908
(2) As Master of this vessel 1915
Built at SUNDERLAND
When built 1915 **Launched** 20-10-14
By whom built J. PRIESTMAN & CO.
Owners WILLIAMS & CO. & CO.
Managers (Where necessary to be entered in Reg. Book.)
Residence CARDIFF
Port belonging to LONDON

Net Tonnage 2284.74

Destined Voyage If Surveyed while Building, Afloat, or in Dry Dock Yes

GTH on Deck per Rule 364 10 **BREADTH** Moulded 51 2 **DEPTH, ACTUAL**—Top of Floors to top of Upper Dk. Beams 22 1 1/2 **No. of Decks with flat laid** ONE
Do. do. do. do. Second Dk. Beams 22 1 1/2 **No. of Tiers of Beams** ONE
Moulded depth, ft. 32 ins. 0 To Bridge Dk. Round of Upper Dk. Beam, Actual 12 1/2 ins.
Moulded depth, ft. 24 ins. 6 To Upper Dk.

FRAMING.						PILLARS.					
ME, Angles, or E or L Bars amidships	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.	PILLARS, In 'tween Deck, size and spacing	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.
Do. in peaks	9 1/2	3 1/2	54	9 1/2	3 1/2	" " Hold	2 7/8	50	2 7/8	50	
Do. in way of Double Bottoms at Solid Floors	6 1/2	3 1/2	42	6 1/2	3 1/2	" " Quarter 'tween Dks.,					
" " " at intermdt. Bkts.	3 1/2	3 1/2	38	3 1/2	3 1/2	" " in Hold					
ing of Frames from centre to centre amidships	7 1/2	3 1/2	42	7 1/2	3 1/2						
" " " length to Collision bulkhead			25								
" " " in peaks			24								
VERSED FRAME, Angles						KEELSONS & STRINGERS.					
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	38	3 1/2	3 1/2	CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercostal Plate					
" " " at intermdt. Bkts.	7	3	40	7	3	" Rider Plate					
AMING, depth of girder	9 1/2			9 1/2		" Flat Plate Keel Angles					
DOORS, depth and thickness of Floor Plate 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					
DOORS in Cell. Double Bottoms	38			38		" Intercostal Plate, for length					
" state if flanged (top & bottom)	NOT FLANGED					" Attached to outside Plating with Angle					
" Spacing of Solid floors	ON ALTERNATE FRAMES					BILGE KEELSON, Angles					
CENTRE GIRDER, in Dbl. bottom, dpth. & thknss.	41	50		41	50	" Intercostal Plate for length					
" " Angles, Top SINGLE	4 1/2	4 1/2	58	4 1/2	4 1/2	" Attached to outside Plating with Angle					
" " " Bottom DOUBLE	4 1/2	4 1/2	58	4 1/2	4 1/2	SIDE STRINGERS, Number					
" " " to Floors SINGLE	5	5	54	5	5	" Angle					
" Brackets at intermdt. frmg., width & thknss	36	38		36	38	" Intercostal Plate, for length					
DE GIRDERS, number on each side & thickness	TWO	36		TWO	36	" Attached to outside plating with Angle					
" state if flanged (top and bottom)	NOT FLANGED										
" Angles (top and bottom)	3 1/2	3 1/2	38	3 1/2	3 1/2	Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)					
" " to Floors	3	3	38	3	3	" " " br'dth & thickness (in way of Bridge)					
MARGIN PLATE, depth (exclusive of flange) and thickness	3 1/2	44		3 1/2	44	" " " Angle (clear of Bridge)					
" Angle to Outside Plating	3 1/2	3 1/2	44	3 1/2	3 1/2	" " " Tie Plate at sides of Hatchways					
" " Floors	3 1/2	3 1/2	38	3 1/2	3 1/2	" Deck * Iron or Steel, for full lng.					
" Brackets at intermdt. frmg., width & thknss	24	38		24	38	" Thickness (clear of Bridge)					
Height of Outside Brackets above at bilge	36			36		" " (in way of Bridge)					
NER BOTTOM PLATING, breadth and thickness of Middle Line Strake	41	48		41	48	" Wood Deck, Material & thickness					
" " in Engine and Boiler space	46	54		46	54	Second Deck Stringer Plate, br'dth & thickness					
" " Remainder in Holds	38			38		" Angles on ditto, No.					
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	9	3 1/2	54	9	3 1/2	" Tie Plates outside Hatchways					
" In way of Long Bridge	8 1/2	3 1/2	50	8 1/2	3 1/2	" Deck * Iron or Steel, for lng.					
" Spacing	EVERY FRAME					" Wood Deck, Material & thickness					
BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	9	3 1/2	54	9	3 1/2	Third Deck Stringer Plate, br'dth & thickness					
" Spacing	EVERY FRAME					" Angles on ditto, No.					
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8 1/2	3	46	8 1/2	3	" Tie Plates, outside Hatchways					
" Angles on upper edge	3 1/2	3 1/2	34	3 1/2	3 1/2	" Deck * Material and thickness					
" Spacing	EVERY FRAME					" Deck, Material & thickness					
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	6 1/2	3	40	6 1/2	3	Poop Deck Stringer Plate, breadth & thickness					
" Angles on upper edge	3 1/2	3 1/2	34	3 1/2	3 1/2	" Angle on ditto					
" Spacing	EVERY FRAME					" Tie Plates					
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8 1/2	3	46	8 1/2	3	" Deck, Material and thickness					
" Angles on upper edge	3 1/2	3 1/2	34	3 1/2	3 1/2	Bridge Deck Stringer Plate, br'dth & thickness					
" Spacing	EVERY FRAME					" Angle on ditto					
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	9	3 1/2	50	9	3 1/2	" Tie Plates					
" Angles on upper edge	3 1/2	3 1/2	34	3 1/2	3 1/2	" Deck, Material and thickness					
" Spacing	ALTERNATE FRAMES					Forecastle Deck Stringer Plate, b'dth & th'kns					
						" Angle on ditto					
						" Tie Plates					
						" Deck, Material and thickness					

[illegible]

EQUIPMENT No.				LETTER				ANCHORS.				TONNAGE U.DK. OR PLATING No. FOR TRAWLERS			
Number of Certificate.				Anchors.				WEIGHT, EX. STOCK.				TEST, PER CERTIFICATE.			
				Owts. qrs. lbs.				Owts. qrs. lbs.				Wt. per Table 31.			
18541				1st Bower ...				53 0 7				44 6 1 0			
18566				2nd " ...				52 3 0				44 1 3 14			
18479				3rd " ...				45 0 0				39 5 0 0			
444				Collective weight.				150 3 7				149 2 0			
18417				Stream				14 2 0 3				16 1 1 0			
18418				Kedge				6 0 21				8 10 0 0			

CHAIN CABLES.										HAWSERS AND WARPS.													
Number of Certificate.		Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE Supplied.		Per Rule.		Description.		Makers of Cables.		Where and when tested, and Superintendent.		Material.		Length and size supplied.		Breaking Test of Steel Wire Towing.		Length and Size per Table 31.	
		Fathoms. Ins.		Tons. Tons.		Owts. qrs. lbs. Owts. qrs. lbs.		Fathoms. Ins.										Fathoms. Ins.		Tons. Tons.		Fathoms. Ins.	
7263		270 2 1/2		76 1/2 107 1/2		574 2 1/2 573 2 1/2		270 2 1/2		STEEL LINK		STAYLOR & SONS		SLD. 28-8-14 L. HAFNER		TOWLINE		120 4 1/2		39 120		4 1/2 4 1/2	
Steam Cable		40 4 1/2		39				40 4 1/2								HAWSERS & WARPS		2 90 2 1/2		12 1/2 2 90		2 1/2 2 1/2	

Boats TWO LIFEBOATS 24 FT TWO DINGIES 17 FT **Steering Gear, Steam** YES **Steering Gear, Hand** YES

Pumps, Number ONE DOWNYON AND ONE HAND Diameter of Barrel 4 1/2 DIA State whether they are in efficient working order YES

Windlass is STEAM BY EMERSON WALKER & THOMPSON BROS. Capstan ✓

Engine Room Skylights.—How constructed? STEEL PLATES AND ANGLES What arrangements for deadlights in bad weather? BULL'S EYES IN RIGID STEEL FLAPS

Cool Bunker Openings.—How constructed? " " " How are lids secured? CLEATS, BATTENS, WEDGES, ETC Height above deck? 32

Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. THREE EACH SIDE IN WELLS. TWO P.S. IN EACH WELL 3'-6"x1'-3"

Cargo in Holds, thickness and material 2 1/2 WHITEWOOD (UNDER HATCHES) **Cargo Battens,** thickness and material 6 x 2 N.W. ✓

Cargo Hatchways.—How formed? STEEL PLATES AND ANGLES Hatches, If strong and efficient? YES

State size No. 1 Hatch (Forward) 25'x18 No. 2 Hatch 29'-2'x18-0 No. 3 Hatch 29'-2'x18-0 No. 4 Hatch 25'x18

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch FOUR IN NO. 2 AND 4. FIVE IN NO. 3 AND 3

No. of Breasthooks THREE No. of Crutches DEEP FLOORS

Bulwarks, height above deck and description 3'-9" x 26 STEEL. Main Rail, material and size STEEL 8" x 6 3/4" x 36

The foregoing is a correct description. Surveyor's Signature *Walmer*

Builder's Signature (here only) *J. J. Priestman* Surveyor to Lloyd's Register of Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case) M 9-4-14

20-4-14. 22-4-14. G. 5-14. E 18-5-14.

Workmanship. Are the butts of plating planed or otherwise fitted? PLANED AND OVERLAPPED

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 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 material and workmanship are good.

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

(Return plan forward)

The Surveyor should state the Number of Report and Name of any Sister Vessel.
Plans to be forwarded with F.E. Report showing vessel as built.

The amount of Entry Fee £ 5 : 0 : 0 Fees applied for, 23 JAN 1915
Special Survey Fee £ 114 : 7 : 6 Received by me. 29/1

Travelling Expenses, if any £ : : Certificate to be sent to SUNDERLAND. Date of issue 3/3/15.

State whether the Vessel has been built under Special Survey YES

I am of opinion this Vessel should be Classed * 100A.1.

With, or without Freeboard, as condition of Class WITHOUT

Committee's Minute THE JAN 26 1915
Character assigned 100A.1

Walmer
Surveyor to Lloyd's Register of Shipping.

1 Oh (Steel) logs acc'd. time 15.

GENERAL REMARKS—(continued).

WEB-FRAME
 No.
 WEB-FRAME
 No.
 WEB-FRAME
 No.
 Size of
 BRACKET
 Web Frame
 BULKHEAD
 W.T. BULKHEAD
 COLLISION
 PARTITION
 LONGITUDINAL
 Are the outside
 Are the inside
 STIFFENERS
 FLAT PLATE
 (If Bar Keel)
 GARBOARD
 State actual
 thickness
 way of Deck
 Bottom
 SHEER STRAKE
 BRIDGE "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 31-3 ft., R.Q.D. ✓ ft., Bridge 208-4 ft., Forecastle 38 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated NOT JOINED

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) 10th STL
Official No. 136757 ; Signal Letters
How are the surfaces preserved from oxidation? Inside CEMENT AND PAINT Outside PAINT
State if Machinery is fitted aft NO

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,	114-625	344	Fore peak tank,		
Double bottom, under Engines and Boilers,	41-71	168	After peak tank,		115
Double bottom, if under Engines only,		✓	Deep tank, aft,		108
Double bottom, if under Boilers only,		✓	Deep tank, forward,		✓
Double bottom, forward,	158-55	565	Other tanks, if fitted,		✓
Total capacity of double bottom		1077	(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. 5752
 Date 16.6.14
 No. 249 in builder's yard.
 Days of Survey held while building

1914 Apr. 28. May. 1. 5. 8. 14. 19. 26. Jun. 5. 10. 17. Jul. 1. 6. 9. 14. 22. 24. 27. 29. 31. Aug. 6. 11. 14. 18.
 20. 25. 28. Sep. 2. 7. 11. 15. 21. 22. 24. 25. 28. Oct. 1. 5. 6. 8. 14. 19. 20. 23. 28. Nov. 3. 6. 10. 13. 18. 22. 26.
 Dec. 3. 8. 11. 16. 21. 26. Jan. 6. 8. 13. 15. 19. 20.

Surveyor's Signature

Wagner

Total No. of Visits 6.7

Lloyd's Register Foundation