

1st Dk., R.Q.Dk.,
and Pt. Awng. Dk.

IRON OR STEEL STEAMER.

No. 19866.

State if Report is also sent on the Machinery of the Vessel. *Yes*
Date of completion of Report *9. 5. 02*

Received at London Office:

Port of *Glasgow*
Last Survey *5 May 1902*
Rig *3 m.b. Schooner*

Survey held at *Bowling*
On the *Steel Screw Steamer*

"CLARENCE"

ONE OR TWO DECKED VESSEL.
CLASS *+100 A.1.*

Master *W. D. Jones*

Year of appointment *(1) As master in service of owner of present vessel: 1902*
(2) As master of this vessel: 1902

TONNAGE under Tonnage Deck *402.08*
Do. of Poop *✓*
Do. of Raised Qr. *77.74*
Dk. or Break. *18.21*
Do. of Bridge House *1.66*
Do. of Forecastle *8.69*
Do. of Houses on Deck *22.15*
Do. of excess of Hatchways *23.99*
Do. above Crown of Engine Room *554.52*
Gross Tonnage *44.95*
Less Crew Space *23.99*
Less above Crown of Engine Room *485.58*
TONNAGE FOR FEES *267.07*
Less Engine Room *19.04*
Less Navigation Spaces *223.46*
Register Tonnage as cut on Beam

Half Breadth (moulded) *13.5*
Depth from upper part of Keel to top of Main Deck Bms. *13.0*
Girth of Half Midship Frame (as per Rule) *24.5*
1st Number *51.0*
Length on deck from after part of stem to fore part of stern post *168.83*
2nd Number *861.0*
Proportions—Breadths to Length *6.25*
Depths to Length—Main Deck to top of Keel *12.98*

Built at *Bowling*
When built *1902* Launched *12 April 1902*
By whom built *Scott & Sons*
Owners *Joseph Rank Ltd.*
Managers *(Where necessary to be entered in Reg. Book.)*
Residence *Clarence Mills, Hull*
Port belonging to *Hull*

Destined Voyage *Coasting* If Surveyed while Building, Afloat, or in Dry Dock *While Building*

LENGTH on Deck as per Rule *168* Feet. *10* Inches. BREADTH—Moulded *27* Feet. *0* Inches. DEPTH, ACTUAL—Top of Floors to top of Main Deck Beams *11* Feet. *7* Inches. No. of Decks with Flat laid *one* No. of Tiers of Beams *one*

Dimensions of Ship per Register, Length, *170.4* breadth, *27.2* depth, *11.4* Moulded Depth, *12* ft. *4* ins. Round of Beam, Actual *8* ins.

FRAMING.							FORGINGS AND CASTINGS.						
	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.	20ths per Rule Or as Approved.		Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.	20ths per Rule Or as Approved.
FRAME, Angles, <i>7</i> x <i>4</i> Bars, for $\frac{1}{2}$ length amidships	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>3</i>	<i>6</i>	KEEL, Bar or Side Plates depth and thickness	<i>7 1/4 x 1 3/8</i>	<i>7 1/4 x 1 3/8</i>	<i>7 1/4 x 1 3/8</i>	<i>7 1/4 x 1 3/8</i>	<i>7 1/4 x 1 3/8</i>	<i>7 1/4 x 1 3/8</i>
Do. for $\frac{1}{2}$ at each end	<i>3</i>	<i>3</i>	<i>5</i>	<i>3</i>	<i>3</i>	<i>5</i>	STEM, moulding and thickness	<i>6 1/2 x 1 3/8</i>	<i>6 1/2 x 1 3/8</i>	<i>6 1/2 x 1 3/8</i>	<i>6 1/2 x 1 3/8</i>	<i>6 1/2 x 1 3/8</i>	<i>6 1/2 x 1 3/8</i>
Do. in way of Double Bottoms at Solid Floors							STERN-POST for Rudder do. do.	<i>6 1/2 x 3 3/4</i>	<i>6 1/2 x 3 3/4</i>	<i>6 1/2 x 3 3/4</i>	<i>6 1/2 x 3 3/4</i>	<i>6 1/2 x 3 3/4</i>	<i>6 1/2 x 3 3/4</i>
Do. in way of Double Bottoms at intermediate Plates							for Propeller	<i>8 1/2 x 3 3/4</i>	<i>8 1/2 x 3 3/4</i>	<i>8 1/2 x 3 3/4</i>	<i>8 1/2 x 3 3/4</i>	<i>8 1/2 x 3 3/4</i>	<i>8 1/2 x 3 3/4</i>
Spacing of Frames from centre to centre	<i>2 1/2</i>	<i>2 1/2</i>	<i>5</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>5</i>	MAIN PIECE of Rudder, diameter at head...	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>
REVERSED FRAME, Angles	<i>2 1/2</i>	<i>2 1/2</i>	<i>5</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>5</i>	do. at heel	<i>4 x 3 3/4</i>	<i>4 x 3 3/4</i>	<i>4 x 3 3/4</i>	<i>4 x 3 3/4</i>	<i>4 x 3 3/4</i>	<i>4 x 3 3/4</i>
DEEP FRAMING, depth of girder							RUDDER, how constructed <i>Single Plate. Arms forged to main piece</i>						
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships	<i>17</i>	<i>x</i>	<i>6</i>	<i>17</i>	<i>x</i>	<i>6</i>	Can the Rudder be unshipped afloat? <i>Yes.</i>						
in way of Engines and Boilers			<i>7 1/8</i>			<i>7 1/8</i>							
thickness at the ends of vessel			<i>6</i>			<i>6</i>							
depth at $\frac{1}{2}$ the half breadth, as per Rule	<i>12</i>			<i>12</i>									
height extended at the Bilges	<i>30</i>			<i>30</i>									
LOORS & BRACKETS, in Double Bottom							KEELSONS AND STRINGERS.						
state if flanged (top & bottom)							CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate	<i>12</i>	<i>x</i>	<i>9</i>	<i>12</i>	<i>x</i>	<i>9</i>
Spacing							Rider Plate	<i>6 1/2</i>	<i>x</i>	<i>9</i>	<i>6 1/2</i>	<i>x</i>	<i>9</i>
ENTRE GIRDER, in Double Bottom, depth and thickness							Bulb Plate to Intercoastal Keelson						
Angles, Top							Horizontal Plates on Floors	<i>3 1/2</i>	<i>3</i>	<i>6</i>	<i>3 1/2</i>	<i>3</i>	<i>6</i>
Bottom							Angles	<i>6</i>	<i>4</i>	<i>8</i>	<i>6</i>	<i>4</i>	<i>8</i>
DE GIRDERS, number on each side & thickness state if flanged (top & bottom)							SIDE KEELSON, Angles	<i>6</i>	<i>4</i>	<i>8</i>	<i>6</i>	<i>4</i>	<i>8</i>
Angles							Bulb or Plate above floors for length						
MARGIN PLATE, depth (exclusive of flange) and thickness							Intercoastal Plate for $\frac{1}{2}$ length	<i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	<i>3</i>	<i>7</i>
Angles to Outside Plating							Attached to outside plating with Angle	<i>6</i>	<i>4</i>	<i>8</i>	<i>6</i>	<i>4</i>	<i>8</i>
Floors							BILGE KEELSON, Angles	<i>6</i>	<i>4</i>	<i>8</i>	<i>6</i>	<i>4</i>	<i>8</i>
Height of Floors at the Bilges							Bulb or Plate above floors for length						
PER BOTTOM PLATING, breadth and thickness of Middle Line Strake							Intercoastal Plate for $\frac{1}{2}$ length	<i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	<i>3</i>	<i>7</i>
thickness in Engine and Boiler space							Attached to outside plating with Angle	<i>6</i>	<i>4</i>	<i>8</i>	<i>6</i>	<i>4</i>	<i>8</i>
Remainder in Hold							BILGE STRINGER Angles	<i>6</i>	<i>4</i>	<i>8</i>	<i>6</i>	<i>4</i>	<i>8</i>
AMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>5</i>	<i>3</i>	<i>7</i>	<i>5</i>	<i>3</i>	<i>7</i>	Bulb Plate for length						
Angles on Upper Edge							Intercoastal Plate for length						
Spacing	<i>21</i>			<i>21</i>			Attached to outside plating with Angle	<i>5 1/2</i>	<i>3</i>	<i>8</i>	<i>5 1/2</i>	<i>3</i>	<i>8</i>
AMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb							SIDE STRINGER Angles	<i>15</i>	<i>x</i>	<i>6</i>	<i>15</i>	<i>x</i>	<i>6</i>
Angles on Upper Edge							Bulb or Intercoastal Plate for R.Q.D. lng.	<i>2 1/2</i>	<i>2 1/2</i>	<i>5</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>5</i>
Spacing							Attached to outside plating with Angle						
AMS, Hold, Plate or Tee Bulb							Main and Raised Quarter Deck Stringer Plate, breadth and thickness	<i>40</i>	<i>8</i>	<i>40</i>	<i>8</i>	<i>40</i>	<i>8</i>
Angles on Upper Edge							Angle on ditto	<i>3 x 3</i>	<i>7</i>	<i>3 x 3</i>	<i>7</i>	<i>3 x 3</i>	<i>7</i>
Spacing							Tie Plates, outside Hatchways						
AMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb							Diagonal Tie Plates on Bms, No. of Pairs						
Angles on Upper Edge							Main Dk* Iron or Steel for full lng.	<i>7</i>		<i>7</i>		<i>7</i>	
Spacing							R. Q. Dk* Iron or Steel for full lng.	<i>7</i>		<i>7</i>		<i>7</i>	
AMS, Bridge or Pt. Awng. Deck, Angle, Bulb Angle, Plate, or Tee Bulb	<i>5</i>	<i>3</i>	<i>7</i>	<i>5</i>	<i>3</i>	<i>7</i>	Wood Deck, Material & thickness						
Angles on Upper Edge							Lower Deck Stringer Plate, breadth and thickness						
Spacing	<i>42</i>			<i>42</i>			Angles on ditto, No.						
AMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>5 1/2</i>	<i>3</i>	<i>8</i>	<i>5 1/2</i>	<i>3</i>	<i>8</i>	Tie Plates, outside Hatchways						
Angles on Upper Edge							Deck* Material and thickness						
Spacing	<i>42</i>			<i>42</i>			Hold Stringer Plate						
ARS, In 'tween Decks, Size and Spacing							Angles on ditto, No.						
Hold	<i>2 3/4</i>	<i>42</i>		<i>2 3/4</i>	<i>42</i>		Poop Deck Stringer Plate, breadth & thickness						
Quarter, 'tween Dks	<i>3</i>	<i>42</i>		<i>3</i>	<i>42</i>		Angle on ditto						
in Hold							Tie Plates						
WEB FRAMES, In Fore Body, No. and Spacing	<i>Two at main hatch</i>			<i>Two at main hatch</i>			Deck, Material and thickness	<i>7.7</i>	<i>5 x 3</i>	<i>5 x 3</i>	<i>5 x 3</i>	<i>5 x 3</i>	<i>5 x 3</i>
Brdth. & Thickness	<i>15 x 6</i>			<i>15 x 6</i>			Forecastle Deck Stringer Plate, brdth & thcknss	<i>30</i>	<i>6</i>	<i>30</i>	<i>6</i>	<i>30</i>	<i>6</i>
No. of Side Stringers	<i>15</i>			<i>15</i>			Angle on ditto	<i>3 x 3</i>	<i>7</i>	<i>3 x 3</i>	<i>7</i>	<i>3 x 3</i>	<i>7</i>
WEB FRAMES, In E. & B. Space, No. & Spacing	<i>Two 8 spaces apart</i>			<i>Two 8 spaces apart</i>			Tie Plates	<i>6</i>	<i>5</i>	<i>6</i>	<i>5</i>	<i>6</i>	<i>5</i>
Brdth. & Thickness	<i>15 x 6</i>			<i>15 x 6</i>			Deck, Material and thickness	<i>7.7</i>	<i>5 x 3</i>	<i>5 x 3</i>	<i>5 x 3</i>	<i>5 x 3</i>	<i>5 x 3</i>
No. of Side Stringers	<i>15</i>			<i>15</i>			Bridge or Pt. Awng. Deck Stringer Plate, breadth and thickness	<i>30</i>	<i>6</i>	<i>30</i>	<i>6</i>	<i>30</i>	<i>6</i>
Size of Angles or Tee Bars to Web Frames	<i>Two 8 spaces apart</i>			<i>Two 8 spaces apart</i>			Angle on ditto	<i>3 x 3</i>	<i>7</i>	<i>3 x 3</i>	<i>7</i>	<i>3 x 3</i>	<i>7</i>
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness	<i>15 x 6</i>			<i>15 x 6</i>			Tie Plates	<i>6</i>	<i>5</i>	<i>6</i>	<i>5</i>	<i>6</i>	<i>5</i>

PLATING.										RIVETING.																																																																																																																																															
AS IN SHIP.					PER RULE OR AS APPROVED.					EDGES.					BUTTS.																																																																																																																																										
STRAKES.										Ordinary or Joggled?																																																																																																																																															
										Single or Double.					RIVETS.																																																																																																																																										
										Breadth of Lap.					Spacing or to cr.																																																																																																																																										
										Inches.					Inches.																																																																																																																																										
Double Bottom Keel (If Bar Keel, state Riveting)	32	7	9	9	32	9	Double	4 1/2	3/4	3	Double	3/4	2 1/2	9 1/4	9																																																																																																																																										
GARBOARD OR A Strake																																																																																																																																																									
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DOUBLING of Plate Keel																																																																																																																																																									
Length and thickness of Sheerstrakes.	Doubled at breaks.																																																																																																																																																								
Length and thickness of Strake below																																																																																																																																																									
RAISED QUARTER DECK SIDES	8		6		8-6																																																																																																																																																				
BRIDGE SIDES	6	6	6		6																																																																																																																																																				
FORECASTLE SIDES	6	6	6		6																																																																																																																																																				
LENGTHS OF PLATING	8 frame spaces.																																																																																																																																																								
<p>Manufacturer's name or trade mark of the <u>Steel</u> (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, outside Plating, &c. <u>Siemens Martin process</u></p> <p><u>Angles, Dulzell & Halliwell.</u></p> <p><u>Plates, Marnand, Clydebridge, Dulzell.</u></p> <p><u>Iron Bars, & Balmbrunn.</u></p> <p>Has the Steel been tested as required by the Rules <u>yes.</u></p>																																																																																																																																																									
<p>FRAMES extend in one length from <u>keel</u> to <u>gunwale</u>. state if ordinary or joggled <u>ordinary</u></p> <p>REVERSED FRAMES on floors and frames extend from <u>centre line to bulge stringer and deck</u> state if ordinary or joggled <u>go.</u></p> <p><u>ultimately in way of main deck; keelrunner and stringer deck ultimately at R.R.D.</u></p>																																																																																																																																																									
MASTS, SPARS, &c.																																																																																																																																																									
<table border="1"> <thead> <tr> <th rowspan="2">LOWER MASTS</th> <th rowspan="2">Material.</th> <th rowspan="2">Total length.</th> <th colspan="4">DIAMETER AND THICKNESS.</th> <th rowspan="2">No. of Plates in round.</th> <th colspan="2">ANGLES.</th> <th colspan="2">RIVETING.</th> </tr> <tr> <th>At Partners.</th> <th>Heel.</th> <th>Hounds.</th> <th>Head.</th> <th>Number.</th> <th>Size.</th> <th>Seams.</th> <th>Butts.</th> </tr> </thead> <tbody> <tr> <td>Fore</td> <td rowspan="3"><u>Pitch Pine Poles.</u></td> <td rowspan="3"></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Main</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Mizen</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>																		LOWER MASTS	Material.	Total length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.		At Partners.	Heel.	Hounds.	Head.	Number.	Size.	Seams.	Butts.	Fore	<u>Pitch Pine Poles.</u>											Main									Mizen																																																																																														
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<p>Bowsprit</p> <p>Topmasts, Yards and Remainder of Spars <u>PP</u></p> <p>Rigging, Material and Size, Shrouds <u>Steel Wire 2 1/4</u> Stays <u>Steel Wire 3 1/2</u></p> <p>Sails. <u>One</u> Suit of <u>fore and aft</u> Sails and the following spare sails <u>✓</u></p>																																																																																																																																																									
<p>Equipment No. <u>9422</u> Letter <u>R.</u> Tonnage U.D.K. or Plating No. for Trawlers <u>✓</u></p>																																																																																																																																																									
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<p>Boats <u>Two lifeboats</u></p> <p>Pumps, Number <u>Steam pumps 9</u> 2 hand pumps Diameter of Barrel <u>4 1/2</u> State whether they are in efficient working order <u>yes.</u></p> <p>Windlass is <u>Clark, Chapman's, steam & hand gear</u> Capstan <u>Steam capstan aft.</u></p> <p>Engine Room Skylights.—How constructed? <u>Feet on steel casings</u></p> <p>What arrangements for deadlights in bad weather? <u>brass gratings & canvas covers.</u></p> <p>Coal Bunker Openings.—How constructed? <u>Steel trunk hatch</u> How are lids secured? <u>battens & cleats</u> Height above deck? <u>7-6</u></p> <p>Number of Suppers, and number and dimensions of Freeing Ports, &c. in <u>Well compasses & 2 freeing ports 2-6 x 1-6</u></p> <p>Ceiling in Holds, thickness and material <u>2 1/2 W.T.</u> Cargo Battens, thickness and material <u>1 1/2 W.T.</u></p> <p>Cargo Hatchways.—How formed? <u>Steel coaming</u> Hatches.—If strong and efficient? <u>2 1/2 solid</u></p> <p>State size No. 1 Hatch (Forward) <u>24-6 x 13-0</u> No. 2 Hatch <u>24-6 x 13-0</u> No. 3 Hatch <u>✓</u> No. 4 Hatch <u>✓</u></p> <p>Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch <u>2 Webs, 3 fore and afters.</u></p> <p>No. of Breasthooks <u>3</u> No. of Crutches <u>dup floors.</u></p> <p>Bulwarks, height above deck and description <u>4 1/2 Steel</u> <u>6 Tysack stanchions</u> Main Rail and Stays, material and size <u>6 Bull plate stays</u></p> <p>The above is a correct description. <u>✓</u></p> <p>Builder's Signature (here only). <u>Scott & Sons</u> Surveyor's Signature <u>R. L. Wright</u> Surveyor to Lloyd's Register of British and Foreign Shipping.</p>																																																																																																																																																									

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

1st June 1901 M. 27th June 1901 M. 27th Aug. 1901 E.

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? no.

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)? ✓ State results of tests ✓

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

This vessel is a steel screw steamer of the well deck type, having sections consisting of a raised quarter deck, bridge and forecastle. The workmanship throughout is good, she has been built in accordance with the approved plans, the Secretary's letters of above dates, and in general conformity with the Rules for the class contemplated.

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 91 ft., Bridge Dk. 10 ft., F'castle 25 ft. (in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. is joined to the B.D., this should be distinctly stated

The R.Q.D. is joined to the B.D.

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 Dk. Steel

Official No. ✓; Signal Letters ✓ State if Machinery is fitted aft yes. it is aft

How are the surfaces preserved from oxidation? Inside Paint 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. Feet.	Water Capacity. Tons.	Where fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft.			Fore peak tank,	26-0	60
Double bottom, under Engines and Boilers.			After peak tank,	4-0	5
Double bottom, if under Engines only.			Deep tank, aft.		
Double bottom, if under Boilers only.			Deep tank, forward.		
Double bottom, forward.			Other tanks, if fitted.		

(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. 3472 Dates of Surveys held while building 1901, July 9, 26, 30, Aug. 1, 13, 19, 26, 29, Sep. 4, 9, 12, 16, 19, 24, Oct. 1, 7, 10, 24, Nov. 8, 12, 14, 18, 22, 27, 29, Dec. 3, 9, 12, 20, 25, 27, 28, 30, 1902: Jan. 7, 10, 15, 17, 20, 22, 24, 29, Feb. 3, 7, 12, 17, 19, 21, 24, 26, 28, Mar. 3, 7, 11, 17, 19, 25, Apr. 1, 3, 5, 15, 17, 28, 30, May 5.

Date 1/6/01 No. 151 in builder's yard

The amount of Entry Fee £ 2 Fees applied for 19/5/02 Certificate to be sent to Glasgow

Special £ 24 Received by me 17/5/02 Travelling Expenses, if any £

State whether the Vessel has been built under Special Survey yes.

I am of opinion this Vessel should be Classed + 100 A.1. "Well Deck"

With, or without Freeboard, as condition of Class without

Committee's Minute Glasgow. 12 MAY 1902

Character assigned + 100 A.1 (Steel) deep & esp.

"Well Deck" Approved

When fee paid

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