3 Decks

# ~~IRON OR~~ STEEL STEAMER.

TUES. 14 AUG 1900
Received at London Office

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

Date of completion of report *9th August 1900* Port of *Greenock* No. *12765*

Survey held at *Port Glasgow & ~~Greenock~~.* Date, First Survey *13th June 1899* Last Survey *6th August 1900*

On the *Steel Screw Steamer "JUPITER"* *Schooner Rig 2 Masts.*

THREE DECKED VESSEL.

CLASS *✠100 A1*

| Tonnage | |
|---|---|
| **Tonnage under Tonnage Deck** | *4515·80* |
| Between Tonnage Dk. and 3rd and 4th Dk. | |
| **Total under Upper Dk.** | |
| Do. of Poop | *99·03* |
| Do. of Bridge House | |
| Do. of Forecastle | *66·50* |
| Do. of Houses on Dk. | *78·31* |
| Do. of excess of Hatchways | *33·34* |
| Do. above Crown of Engine Room | *103·02* |
| **Gross Tonnage** | *4896·00* |
| Less Crew Space | *79·48* |
| Less above Crown of Engine Room | *32·99* |
| Tonnage for Fees | *4783·53* |
| Less Engine Room | *1566·72* |
| Less Navigation Spaces | *32·99* |
| **Register Tonnage** Under Upper Deck | *3216·81* |

| Dimensions | Feet. |
|---|---|
| **Half Breadth** (moulded) | *25·89* |
| **Depth** from upper part of Keel to top of Upper Deck Beams (with the normal round up of beam) | *30·96* |
| **Girth** of Half Midship Frame (as per Rule) | *53·08* |
| | *109·93* |
| deduct 7 feet | *7·00* |
| **1st Number** | *102·93* |
| **Length** on deck from after part of stem to fore part of stern post | *388* |
| **2nd Number** | *39937.* |
| **Proportions**—Breadth to Length | *7·49.* |
| Depth to Length—Upper Deck to top of Keel | *12·53.* |
| Main Deck ditto | |

Master *Abilio de Ugarte.*
Year of appointment (1) As Master in service of owner of present vessel;—18– (2) As Master of this vessel 18–
Built at *Port Glasgow.*
When built *1900* Launched *25th June/00*
By whom built *Russell & Co.*
Owner *Francisco Martinez Rodas.*
Managers *" " "* (Where necessary to be entered in Reg. Book.)
Residence *Bilbao*
Port belonging to *Bilbao*

Destined Voyage *Cardiff to load.* If Surveyed while Building, Afloat, *✠* ~~or~~ in Dry Dock *Garvel Dock.*

| | Feet. | Inches. | | Feet. | Inches. | | Feet. | Inches. | |
|---|---|---|---|---|---|---|---|---|---|
| **LENGTH** on Deck as per Rule | *388* | *0* | **BREADTH**—Moulded | *51* | *9½* | **DEPTH, ACTUAL**—Top of Floors to top of Upper Dk. Beams | *27* | *1½* | No. of Decks with flat laid *Two* |
| | | | | | | Do. do. do. do. Main Dk. Beams | *18* | *7½* | No. of Tiers of Beams *Two.* |

Dimensions of Ship per Register, Length *389·2* breadth *52·1* depth *27·1.* Moulded depth, ft. *29* ins. *11* To Upper Dk. Round of Upper Dk. Beam, Actual *12½* ins.

| FRAMING. | Inches in Ship | Inches in Ship | ~~16ths or~~ 20ths in Ship | Inches per Rule Or as Approved | Inches per Rule | ~~16ths or~~ 20ths per Rule |
|---|---|---|---|---|---|---|
| **FRAME,** Angles, ~~or Z, ⊏ or L Bars~~ for ½ length amidships | *6* | *3½* | *10* | *6* | *3½* | *10.* |
| Do. for ¼ at each end | *6* | *3½* | *9* | *6* | *3½* | *9.* |
| Do. in way of Double Bottoms at Solid Floors | *3½* | *3½* | *10.* | *3½* | *3½* | *10* |
| " " ~~at intermdt. Plts.~~ | | | | | | |
| Distance of Frames from moulding edge to moulding edge, all fore and aft | *25* | | | *25.* | | |
| **REVERSED FRAME.** Angles | *6½* | *3½* | *10.9* | *6½* | *3½* | *10.9* |
| **DEEP FRAMING,** depth of girder | *9½* | | | *9½* | | |
| ~~**FLOORS,** depth and thickness of Floor Plate at mid line for ½ length amidships~~ | | | | | | |
| ~~in way of Engines and Boilers~~ | *All parts of double* | | | | | |
| ~~thickness at the ends of vessel~~ | *bottom in Boiler space* | | | | | |
| ~~depth at ⅓ the half breadth, as per Rule~~ | *increased 1/20 in thickness.* | | | | | |
| ~~height extended at the Bilges~~ | | | | | | |
| **FLOORS ~~& BRACKETS~~** in **Cell Dble Bottoms** | | | *9·8* | | | *9·8* |
| " " Distance apart | *25* | | | *25.* | | |
| **CENTRE GIRDER,** in Double bottom, depth and thickness | *46* | | *12* | *46* | | *12* |
| " " Angles, Top | *4* | *4* | *10* | *4* | *4* | *10* |
| " " " Bottom | *4½* | *4½* | *12* | *4½* | *4½* | *12* |
| **SIDE GIRDERS,** number on each side & thickness | *2 No.* | | *8* | *2 No.* | | *8.* |
| " " Angles | *3½* | *3½* | *9* | *3½* | *3½* | *9.* |
| **MARGIN PLATE,** depth (exclusive of flange) and thickness | *32* | | *10* | *32* | | *10* |
| " Angles to Outside Plating | *4* | *4* | *10* | *4* | *4* | *10.* |
| **INNER BOTTOM PLATING,** breadth and thickness of **Middle Line Strake** | *54* | | *11·10* | *54* | | *11·10.* |
| " " in Engine and Boiler space | | | *11·10* | | | *11·10* |
| " " Remainder in Holds | | | *8* | | | *8.* |
| **BEAMS, Upper Deck,** ~~Single Angle~~, Bulb ~~Angle~~, Plate ~~or Tee Bulb~~ | *10½* | | *10* | *10½* | | *10* |
| " Angles on upper edge | *3½* | *3½* | *8* | *3½* | *3½* | *8.* |
| " Average space | *50* | | | *50* | | |
| **BEAMS, Middle Deck,** ~~Single Angle~~, Bulb ~~Angle~~, Plate ~~or Tee Bulb~~ | *12* | | *11* | *12* | | *11* |
| " Angles on upper edge | *3½* | *3½* | *9* | *3½* | *3½* | *9.* |
| " Average space | *50.* | | | *50.* | | |
| ~~**BEAMS, Lower Deck,** Single Angle, Bulb Angle, Plate or Tee Bulb~~ | | | | | | |
| ~~Angles on upper edge~~ | | | | | | |
| ~~Average space~~ | | | | | | |
| ~~**BEAMS, Hold, or Orlop,** Plate or Tee Bulb~~ | | | | | | |
| ~~Angles on upper edge~~ | | | | | | |
| ~~Average space~~ | | | | | | |
| **BEAMS, Poop Deck,** ~~Angle~~, Bulb Angle, ~~Plate or Tee Bulb~~ | *8½* | *3* | *12* | *8½* | *3* | *12* |
| ~~Angles on upper edge~~ | | | | | | |
| " Average space | *50* | | | *50.* | | |
| **BEAMS, Bridge Deck,** Angle, Bulb Angle, Plate or Tee Bulb | *9* | *3½* | *12* | *9* | *3½* | *12* |
| ~~Angles on upper edge~~ | | | | | | |
| " Average space | *50* | | | *50.* | | |
| **BEAMS, Forecastle Deck,** ~~Angle~~, Bulb Angle, ~~Plate or Tee Bulb~~ | *9* | *3½* | *13* | *9* | *3½* | *13.* |
| ~~Angles on upper edge~~ | | | | | | |
| " Average space | *50.* | | | *50.* | | |
| **PILLARS, In 'tween Deck,** size and spacing | *2⅞* | | *50* | *2⅞* | | *50* |
| " " **Hold** " " | *4⅛* | | *50* | *4⅛* | | *50* |
| " **Quarter 'tween Dks.** " " | *2⅞* | | *100* | *2⅞* | | *100* |
| " " **in Hold** " " | *4⅛* | | *100* | *4½* | | *100* |
| ~~**WEB-FRAMES, In Fore Body,** No. and spacing~~ | | | | | | |
| ~~brdth. & thickness~~ | | | | | | |
| ~~No. of Side Stringers~~ | | | | | | |
| **WEB-FRAMES, In E. & B. Space,** No. & spacing | *2 No.* | | | *2 No.* | | |
| " " brdth. & thickness | *24* | | *10* | *24* | | *10* |
| ~~**WEB-FRAMES, In After Body,** No. and spacing~~ | | | | | | |
| ~~brdth. & thickness~~ | | | | | | |
| ~~No. of Side Stringers~~ | | | | | | |
| ~~Size of Angles or Tee Bars to~~ **Web-Frames** | | | | | | |
| ~~**BRACKET PLATES** to Stringers between Web Frames, depth and thickness~~ | | | | | | |

| FORGINGS or CASTINGS. | Inches in Ship. | Inches per Rule. Or as Approved. |
|---|---|---|
| ~~**KEEL,** Bar or Side Plates, depth and thickness~~ | | |
| **STEM,** moulding and thickness | *11 × 3⅛* | *11 × 3⅛* |
| **STERN-POST** for Rudder do. do. | *11 × 7½* | *11 × 7½* |
| " for Propeller | *11 × 7½* | *11 × 7½* |
| **MAIN PIECE** of **Rudder,** diameter at head | *10* | *10* |
| " " do. at heel | *7½* | *7½* |

**RUDDER,** how constructed *Forged. Single Plate.*
Can the Rudder be unshipped afloat? *Yes.*

| KEELSONS & STRINGERS. | Inches in Ship | Inches in Ship | 16ths or 20ths in Ship | Inches per Rule Or as Approved | Inches per Rule | 16ths or 20ths per Rule |
|---|---|---|---|---|---|---|
| ~~**CENTRE LINE KEELSON,** Vertical Plate above floors, Through Plate, or Intercostal Plate~~ | | | | | | |
| ~~Rider Plate~~ | | | | | | |
| ~~Bulb Plate to Intercostal Keelson~~ | | | | | | |
| ~~Horizontal Plates on Floors~~ | | | | | | |
| ~~Angles~~ | | | | | | |
| ~~**SIDE KEELSON,** Angles~~ | | | | | | |
| ~~Bulb or Plate above floors, for lng.~~ | | | | | | |
| ~~Intercostal Plate, for length~~ | | | | | | |
| ~~Attached to outside Plating with Angle~~ | | | | | | |
| **BILGE KEELSON,** Angles *3 No.* | *6½* | *4½* | *13* | *6½* | *4½* | *13.* |
| " ~~Bulb or Plate above floors, for lng.~~ | *Girder 24" deep.* | | | | | |
| " Intercostal Plate for *whole* length | *20* | | *11.* | *20* | | *11.* |
| " Attached to outside Plating with Angle | *7* | *3½* | *10* | *7* | *3½* | *10.* |
| **BILGE STRINGER** Angles *3 No.* | *6½* | *4½* | *13* | *6½* | *4½* | *13.* |
| " ~~Bulb Plate for length~~ | *Girder 24" deep* | | | | | |
| " Intercostal Plate for *whole* length | *20* | | *11* | *20* | | *11* |
| " Attached to outside Plating with Angle | *7* | *3½* | *10* | *7* | *3½* | *10* |
| **SIDE STRINGER** Angles *3 No.* | *6½* | *4½* | *13* | *6½* | *4½* | *13.* |
| " ~~Bulb~~ or Intercostal Plate, for *whole* lng. | *20* | | *11* | *20* | | *11* |
| " Attached to outside plating with Angle | *7* | *3½* | *10* | *7* | *3½* | *10.* |
| **Upper Deck Stringer Plates,** br'dth & thickness | *61* | | *12* | *61* | | *12* |
| " Angle on ditto | *5 × 5 ×* | | *11* | *5 × 5 ×* | | *11.* |
| " ~~Tie Plates fore and aft, outside Hatchways~~ | | | | | | |
| " Deck.* ~~Iron or~~ Steel, for *whole* lng. | | | *8/20 7* | | | *8/20 7.* |
| " ~~Wood Deck. Material & thickness~~ | | | | | | |
| **Middle Deck Stringer Plate,** br'dth & thickness | *61.* | | *10* | *61* | | *10* |
| " Angles on ditto, No. *2* | *4 × 4 ×* | | *9.* | *4 × 4 ×* | | *9.* |
| " ~~Tie Plates outside Hatchways~~ | | | | | | |
| " ~~Diagonal Tie Plates on Bms., No. of prs.~~ | | | | | | |
| " Deck.* ~~Iron or~~ Steel, for *whole* lng. | | | *8/20 7* | | | *8/20 7.* |
| " ~~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 & thickn's~~ | | | | | | |
| ~~Angles on ditto, No.~~ | | | | | | |
| ~~Tie Plates outside Hatchways~~ | | | | | | |
| ~~Deck. Material and thickness~~ | | | | | | |
| **Poop Deck Stringer Plate,** breadth & thickness | *30* | | *7* | *30* | | *7.* |
| " Angle on ditto | *3 × 3 ×* | | *7* | *3 × 3 ×* | | *7* |
| " ~~Tie Plates~~ | | | | | | |
| " Deck. Material and thickness *Steel* | | | *7.* | | | *7.* |
| **Bridge Deck Stringer Plate,** br'dth & thickness | *40* | | *9* | *40* | | *9.* |
| " Angle on ditto | *3½ × 3 ×* | | *9* | *3½ × 3 ×* | | *9.* |
| " Tie Plates ~~under Houses~~ | *12* | | *7* | *12* | | *7* |
| " Deck. Material and thickness *do. P. Pine / Steel* | *3"* | | *7* | *3"* | | *7* |
| **Forecastle Deck Stringer Plate,** b'dth & th'kns | *30* | | *7* | *30* | | *7* |
| " Angle on ditto | *3 × 3 ×* | | *7* | *3 × 3 ×* | | *7* |
| " Tie Plates | *12* | | *7* | *12* | | *7* |
| " Deck. Material and thickness *P. Pine* | *3"* | | | *3"* | | *7* |

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

| BULKHEADS. | Number in Vessel | Number Per Rule | Thickness | Stiffeners Horizontal Size | Horizontal Spacing | Vertical Size | Vertical Spacing | Single or Double Frames. | Height up. |
|---|---|---|---|---|---|---|---|---|---|
| **W. T. BULKHEADS** | *7* | *6* | *8/20 7.* | *9 × 3 × 12/20 ba* | *48* | *6 × 3½ × 10/20* | *30* | *Dble* | *6 to upper dk / 1 to middle dk* |
| ~~**PARTITION**~~ " | | | | | | | | | |
| ~~**LONGITUDINAL**~~ " | *web plates & Semi-box beams.* | | | | | | | | |

Are the outside Plates doubled two spaces of Frames in length? *Yes. Rule style.*
Are the Sluice Valves and Watertight Doors in efficient working order? *Yes.*

Form No. 1B. 9.96

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12765

## PLATING. / RIVETING.

| STRAKES. | As in ship: Amidship Breadth (Inches) | Amidship Thickness (20ths) | Forward Thickness | Aft Thickness | Per rule or as approved: Amidship Breadth | Amidship Thickness | Edges: Single or Double | Breadth of Lap | Rivets Diam. | Rivets Spacing cr. to cr. | Butts: Double or Treble and for what Length | Rivets Diam. | Rivets Spacing cr. to cr. | Straps Breadth | Straps Thickness | If Lapped Breadth | For what Length |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flat Plate Keel (If Bar Keel, state Riveting) | 36 | 20 | 14 | 14 | 36 | 20 | Dble | 6 | 1 | 4 | Qple 3/5 l | 1 | 3½ | | | 14 | Whole |
| Garboard or A Strake | 54 | 16 | 13 | 13 | 54 | 16 | " | 6.5¼ | 1.⅞ | 4.3½ | Tble whole | 1&⅞ | 3½ 3⅜ | | | 10½ & 9 | " |
| B (Cell. D.B.) | 54 | 11 | 9 | 9 | 54 | 11 | " | 5¼ | ⅞ | 3½ | " " | ⅞ | 3⅛ | | | 9 | " |
| C | 50 | 12 | 10 | 10 | 50 | 12 | " | " | " | " | " " | " | " | | | " | " |
| D | 54 | 11 | 9 | 9 | 54 | 11 | " | " | " | " | " " | " | " | | | " | " |
| E | 46 | 13 | 11 | 11 | 46 | 13 | " | " | " | " | " " | " | " | | | " | " |
| F | 54 | 13 | 10 | 10 | 54 | 13 | " | 5¼.6 | ⅞ 1 | 3½.4 | " " | " | " | | | " | " |
| G | 46 | 14 | 11 | 11 | 46 | 14 | " | 6.5¼ | 1.⅞ | 4.3½ | " " | 1 | 3½ | | | 10½ | " |
| H | 54 | 12 | 9 | 9 | 54 | 12 | " | 5¼ | ⅞ | 3½ | " " | ⅞ | 3⅜ | | | 9 | " |
| J | 46 | 13 | 10 | 10 | 46 | 13 | " | " | " | " | " " | " | " | | | " | " |
| K | 54 | 12 | 9 | 9 | 54 | 12 | " | " | " | " | " " | " | " | | | " | " |
| L | 46 | 13 | 10 | 10 | 46 | 13 | " | " | " | " | " " | " | " | | | " | " |
| M | 54 | 12 | 9 | 9 | 54 | 12 | " | " | " | " | " " | " | " | | | " | " |
| N | 46 | 16 | 10 | 10 | 46 | 16 | " | 5¼.6 | ⅞.1 | 3½.4 | Qple ¾ l | " | " | | | 10½ & 9 | " |
| O (Sheerstrake) | 48 | 17 | 11 | 11 | 48 | 17 | " | 6.3 | 1.⅞ | 4.3½ | do do | 1 | 3½ | | | 14 & 9 | " |
| P | | | | | | | | | | | | | | | | | |
| Q | The bow plates & the plates above & below the same | | | | | | | | | | | | | | | | |
| R | are 2/20 thicker, than, the plating at amidships) | | | | | | | | | | | | | | | | |
| Doubling ~~of Flat Plate Keel~~ | | | | | | | | | | | | | | | | | |
| Length and thickness ~~of Bilges~~ / of Sheerstrakes / ~~of Strake below~~ | at Ends of Bridge | 13 | and | 17 ft long | | | | | | | | | | | | | |
| Poop Sides | | | | 7 | | 7 | Sgle | 2½ | ¾ | 3 | Dble | ¾ | 2⅝ | | | 5 | |
| Bridge Sides | | | 10 & 9 | | | 10 & 9 | Dble & Sgle | 4½.2½ | ¾ | 3 | " | ¾ | " | | | " | |
| Forecastle Sides | | 7 | | | | 7 | Sgle | 2½ | ¾ | 3 | " | ¾ | " | | | " | |

Write "Sheer Strake" opposite its corresponding letter.

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.? Siemens Martin Steel from Glasgow, Dalzell, Hallside Parkhead. Lanarkshire & Glengarnock. Iron from Newport. W. H. & South Durham.

Has the Steel been tested as required by the Rules? Yes.

Upper Deck Stringer Plate: Butts, ~~treble~~ Qple riveted for ½ length amidship. Straps, ~~single, double or~~ overlapped for whole length ~~amidship~~.

Middle Deck Stringer Plate: Butts, treble riveted for whole length amidship. ~~Straps single, double or~~ overlapped for length ~~amidship~~.

Butts of Bilge & Side Stringers and Tie Plates, treble ~~or~~ and double riveted?

Inner Bottom Plating, riveting of Edges Dble & Sgle Butts Double

Centre Girder Butts, treble riveted Keelson Butts, treble riveted.

Frames, riveted through Plates with ⅞ in. Rivets, about 6/8 apart.

Rivets, state whether Iron or Steel Iron.

**FRAMES** extend in one length from Centre line to tank side, and tank side to Gunwale.

**REVERSED FRAMES** on floors and frames extend from tank side to tank side, all to Upper Dk for ½ length, at ends to Upper & Main Decks alternately, double to alternate frames at large hatchways, all to Upper Deck in after Peak, alternately to Forecastle Dk, and equal to double in Engine & Boiler space.

## MASTS, SPARS, &c.

| | Material. | Total Length. | At Partners. | Heel. | Hounds. | Head. | No. of Plates in round. | Angles Number. | Angles Size. | Riveting Seams. | Riveting Butts. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Lower Masts — Fore | Steel | 57.7½ | 21 × 7/20 | 18 × 7/20 | 16½ × | 6/20 | Two | ✓ | ✓ | Single | Treble & Double |
| Main | | 58-6 | " " | " " | – | – | | ✓ | ✓ | " | – " |
| ~~Mizen~~ | | | | | | | | | | | |

~~Bowsprit~~

Topmasts, ~~Yards and~~ Remainder of Spars Wood

Rigging. Material and Size, Shrouds 3½" G.S.W. Stays 4¼" G.S.W.

Sails. One complete Suit of Schooner Sails, and the following spare sails –

EQUIPMENT No. 45777. LETTER Y. ANCHORS. * Mechanical Tests by John C Craig 7/3/00 7/3/00 9/3/00

| Number of Certificate. | Anchors. | Weight, ex. Stock Cwts. | qrs. | lbs. | Weight of Stock Cwts. | qrs. | lbs. | Test, per Certificate Tons. | cwts. | qrs. | lbs. | Weight required by Table 22 Cwts. | qrs. | lbs. | Description of Anchor. | Makers. | Where and when tested and Superintendent. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 38541 | 1st Bower | *58 | 3 | 0 | | | | 47 | 12 | 2 | 0 | 58 | 2 | 0 | Stockless | Byers Reliance Ltd | 23 April 1900 |
| 38536 | 2nd | *58 | 2 | 0 | | | | 47 | 10 | 0 | 0 | 58 | 2 | 0 | " | " " | " " |
| 38667 | 3rd | *50 | 0 | 21 | | | | 42 | 10 | 2 | 14 | 49 | 3 | 0 | " | Tested by H. T. Milford. | 10th May " |
| | 4th | | | | | | | | | | | | | | | | |
| | Collective weight | 167 | 1 | 21 | | | | | | | | 166 | 3 | 0 | | | |
| 20560 | Stream | 14 | 0 | 25 | 3 | 1 | 17 | 15 | 16 | 3 | 14 | 14 | 0 | 0 | Ordinary | Parkes & Co. Ld. Tipton | 20th Sep 1899 E. E. Perrins |
| 42589 | Kedge | 6 | 3 | 24 | 1 | 3 | 6 | 9 | 5 | 0 | 0 | 7 | 0 | 0 | " | " " | Netherton 25th Aug 1899 W. T. Rey |

If Patent state name of Patentee. If Stockless, state Mechanical Test.

## CHAIN CABLES.

| Number of Certificate. | Fathoms. | Size. | Test per Certificate Tons. | Weight of Chain Cable Supplied. | Per Table 22. | Fathoms and Size per Table 22. | Description. | Makers of Cables. | When and where tested, and Superintendent. |
|---|---|---|---|---|---|---|---|---|---|
| 19401 | 135 | 2 3/16 | 120½ 86⅛ | 324.2.18 | 645.3.0 | 270 2 3/16 | Stud Link | H. P. Parkes & Co. Ld. | Tipton 27th Jan/00 |
| 19402 | 135 | 2 3/16 | 120½ 86⅛ | 325.0.15 / 649.3.5 | | | | " " Tested by C. E. Perrins. | " " " |
| ~~Iron Stream Chain~~ or Steel Wire | 90 | 4¾ | 47 | | | 90. 4¾ | | Steel Wires by Melson & Co. Ld. Certificates produced. | |

## HAWSERS AND WARPS.

| Material. | Fathoms. | Size. | Breaking Test of Steel Wire Towline. | Fathoms and Size per Table 22. |
|---|---|---|---|---|
| Towline | 100 | 4¾ | 47 | 120. 4¾ S.W. |
| Hawser | 180 | 20 Spring 2¾ | 15½ | 180. 8" |
| Warp | 180 | 2⅜ | 11. | 180. 7 |
| | and others. | | | |

Boats. 4. Boats.

Pumps, Number as per approved plan Downton to holds Hand pump to fore peak Diameter of Barrel State whether they are in efficient working order Yes.

Windlass is Emerson Walker & Thompson (Steam) Capstan –

Engine Room Skylights.—How constructed? Steel

What arrangements for deadlights in bad weather? Teak flaps and bulls eyes

Coal Bunker Openings.—How constructed? Bulb-Angle. How are lids secured? Catch bars. Height above deck? 9"

Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 6 Scuppers on each side, and 6 W.P. on each side { fwd. 29×26. 26×22. 25×21 / aft. 27×24. 26×22 25×21 } each side.

Ceiling in Holds, thickness and material 2½ Ceiling 'tween Decks, thickness and material 2"

Cargo Hatchways.—How formed? Plates & angles in the usual manner. Hatches, If strong and efficient? Yes.

State size No. 1 Hatch (Forward) 25.0" × 16 × 6" No. 2 Hatch 29.0" × 16.0" No. 3 Hatch 29.0" × 16.0 No. 4 Hatch 25.0" × 16.0"

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch No 1 2 Mbs. 3. F&As. No 2. 2 Mbs 3. F&As. No 3. 2 Mbs. 3. F&As. No. 4. 2 Mbs. 3. F&As. No. of Breasthooks 7 No. of Crutches 2 & deep floors

Bulwarks, height above deck and description Plates 48 × 5/20. Main Rail, material and size ⌐ 6 × 3 × 8/20 B.A.

*The above is a correct description*

*Builder's Signature (here only)* Russell & Co. per [signature]

*Surveyor's Signature* Thos. Phillips Wm Johnstone
*~~Surveyor to~~ Lloyd's Register of British and Foreign Shipping.*

Form No. 1B.

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**Correspondence.**—State dates and initials of letters respecting this case (*Reference should be made to any correspondence connected with this case*) 16/3/99 M. 24/3/99 M. 29/3/99 M. 23/10/99 E 27/10/99 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 plating? Yes, after.

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 Rules and the approved tracings of the Midship & Longitudinal Sections.

The workmanship is of good quality.

The frames & reversed frames in the double bottom, and the frames outside the cellular bottom between the half length aft and three fourths length (forward) amidships in the straight part of the vessel have been joggled to dispense with frame liners to the outside strakes of plating.

There is a camber of ¼" on the keel of this vessel.

When launching this vessel stuck on the ways. The ways were taken out & refitted and vessel afterwards successfully launched.

After launching she was placed in Dry Dock for examination of bottom &c. The bottom was found to have sustained no damage, and the keel had not altered form, for particulars, please see Damage Survey Rpt attached.

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

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop 31'-3" ft., R.Q.D. or Break ✓ ft., Bridge Dk 112'-6" ft., F'castle 40'.0" ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ✓

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 (Steel) & "Deep Framing"

Official No. ✓ ; Signal Letters ✓

How are the surfaces preserved from oxidation? Inside by Portland Cement & paint Outside by paint

**PARTICULARS OF WATER BALLAST.**—State whether the Double bottom is constructed on the cellular system ~~or with girders on floors~~ Yes.

| Where fitted. | *Length. Feet. | Water Capacity. Tons. | Where fitted. | *Length. Feet. | Water Capacity. Tons. |
|---|---|---|---|---|---|
| Double bottom, aft, | 131-3 | 440 | Fore peak tank, | – | – |
| Double bottom, under Engines and Boilers, | 41-8 | 179 | After peak tank, | 12-0 | 56 |
| Double bottom, if under Engines only, | – | – | Midship deep tank, | 31-3 | 800 |
| Double bottom, if under Boilers only, | – | – | Other tanks, if fitted, | – | – |
| Double bottom, forward, | 166-10 | 625 (1244) | (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. 2013. Date 11th April 1899. No. 455. in builder's yard.

Dates of Surveys held while building: 1899. June 13. 21. 27. July 21. 27. Aug 4. 14. 21. 25. 30. Sep 5. 8. 18. 21. 25. Oct 2. 9. 16. 19. 24. 27. 31. Nov 3. 10. 15. 21. 24. Dec 1. 6. 12. 18. 21. 22. 28. 1900 Jan 12. 17. 18. 23. 30. Feb. 5. 12. 15. 21. 27. March 5. 12. 21. 26. 30. April 6. 10. 16. 18. 23. 26. 30. May 2. 3. 8. 10. 11. 16. 17. 20. 23. 24. 28. 30. June 4. 7. 8. 11. 13. 14. 15. 18. 19. 20. 21. 22. 26. 29. July 17. 24. 27. Aug 1. 2. 6.

Total No. of Visits 88.

The amount of Entry Fee £5 : " : "
Special Survey Fee £144 : 12 : "
Damage Survey fee £2 : 2 : –
~~Travelling Expenses, if any~~ £ 4 : 4 : – Less 10% Disct 1 : 18 :

Fees applied for, 8.8. 1900. Received by me, 9.8. 1900 [initials]

*Certificate to be sent to* Greenock.

State whether the Vessel has been built under Special Survey Yes

I am of opinion this Vessel should be Classed ✠ 100 A 1, Steel "3 Deck" Thos. Phillips Wm Johnstone

~~With, or~~ without Freeboard, as condition of Class

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

*Committee's Minute* Glasgow. 13 AUG 1900

*Character assigned* ✠ 100 A.1 "Steel" A & C.P. [initials]

*The Surveyors are requested not to write on or below the Committee's Minute.*

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