

PLATING.										RIVETING.									
AS IN SHIP.					PER RULE OR AS APPROVED.					EDGES.					BUTTS.				
STRAKES.					AMIDSHIP.					Single or Double.					RIVETS.				
Breadth.					Thickness.					Breadth of Lap.					Diam.				
Inches.					Inches.					Inches.					Inches.				
Flat Plate Keel (If Bar Keel, state Riveting) Garboard or A Strake 24 9 9 9 24 9 State actual thickness in way of Double Bottom. B 33 8 8 8 33 8 C 36 8 8 8 36 8 D 36 8 8 8 36 8 E 36 7 7 7 36 7 F 36 7 7 7 36 7 G 36 7 7 7 36 7 Sheer Strake 42 8 8 8 42 8 J K L M N O P DOUBLING OF Flat Plate Keel Length and thickness of Bilges of Sheerstrakes of Strake below POOP SIDES RAISED QUARTER DECK SIDES BRIDGE SIDES FORECASTLE SIDES LENGTHS OF PLATING										Main Stringer Plate Butts, double riveted for whole length amidship Straps, single, double or overlapped for whole length amidship Butts of Bilge & Side Stringers, and Tie Plates, treble or double riveted? Double Inner Bottom Plating, riveting of Edges Centre Girder Butts Frames, riveted through Plates with 3/4 in. Rivets, about 5 1/2 ins. apart. Rivets, state whether of Iron or Steel Iron									
FRAMES extend in one length from Keel to Main and Raised Quarter Decks state if ordinary or joggled. ordinary REVERSED FRAMES on floors and frames extend from Middle Line to Main & R.Q. Decks on every frame state if ordinary or joggled. ordinary																			
MASTS, SPARS, &c. LOWER MASTS Bowsprit Topmasts Rigging, Material and Size, Shrouds Sails Equipment No. 7309-63 Letter f ANCHORS. Tonnage U.Dk. or Plating No. for Trawlers ✓																			
CHAIN CABLES. HAWSERS AND WARPS.																			
Boats Two Life Boats (one square ended) Pumps Number One Downer connected to Steam Bilge Pumps Diameter of Barrel 4 1/2 ins. State whether they are in efficient working order. Yes they are Windlass is Patent Iron Steam with level gear from Capstan Iron on Forecastle Engine Room Skylights —How constructed? Of teak with glass bulls eyes in shutters on teak coverings on R.Q.Dk. Coal Bunker Openings —How constructed? Plated iron frame in Deck How are lids secured? Bayonet fixing Height above deck? Flush Number of Scuppers , and number and dimensions of Freeing Ports , &c. 3 scuppers each side: freeing ports 1, 31x8"; 2, 43x7"; 1, 37x17"; 1, 36x8" each side. Ceiling in Holds , thickness and material Canada elm 2 1/2 ins. thick Cargo Battens , thickness and material Canada elm 2 1/2 ins. thick Cargo Hatchways —How formed? Of 1" wood coverings on Bull Tee carlings; No. 2 plates & angles Hatches —If strong and efficient? Yes State size No. 1 Hatch (Forward) 16'-0" x 8'-9" No. 2 Hatch 27'-6" x 10'-3" No. 3 Hatch No. 4 Hatch Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch No. 1, 1 fore & after; No. 2, 1 iron web plate, 1 shifting beam and 1 fore-and-after No. of Breasthooks 4 & deep floors No. of Crutches 1 & deep floors. Bulwarks , height above deck and description Wood stanchions planked 1 1/2 above deck Main Rail and Stays, material and size 7x3 1/2 Canada elm. The above is a correct description. Builder's Signature (here only) Surveyor's Signature Herbert M. Dove 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 the case) Aug 25. M.

Workmanship. Are the butts of plating planed or otherwise fitted? Not known
 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? ✓
 Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? ✓
 Do any rivets break into or through the seams or butts of the plating? ✓
 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)? ✓
 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 has been placed in dry dock and surveyed in accordance with the requirements of the second special survey No. 3 (see below) the scantlings as shown on the approved sketch have been verified and the vessel found or placed in good and efficient condition in compliance with the instruction in the Secretary's letter dated 25th Aug. Second S.S. No. 3.
 Vessel placed on blocks in dry dock, bottom, keel and rudder cleaned, examined and recoated, holds, peaks and coal bunkers cleaned, all close ceiling lifted, the whole of the frames, stringers, locks, floor plates, keelsons, engine and boiler bearers, ends of beams, water-tight bulkheads, rivets and inner surface of the plating exposed and their condition ascertained also the condition of plating in way of side lights ascertained: all oxidation removed from the several parts named also from the outside plating, rivets, keel, stem stempost and rudder and all recoated. The condition of the scantlings ascertained, the shell plating drilled and the thickness ascertained as shown on sketch (see over), asphalt on inner surface of bottom tested by beating and found adhering satisfactorily to the iron work. Plank sheers, waterways, flat of deck and their fastenings examined.
 The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 61.5 ft., R.Q.D. or Break 61.5 ft., Bridge Dk. 28 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 ✓
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) One Deck, wood: one tier of beams
Official No. 118338; **Signal Letters**
How are the surfaces preserved from oxidation? Inside Paint and Asphalt
 State if Machinery is fitted aft. There is no hold aloft the engine, but there is a watertight bulkhead aft compartment
 Outside Black varnish & 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,		
Double bottom, under Engines and Boilers.			After peak tank,		
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,		

* 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

Order for Special Survey No. ✓
Date ✓
No. in builder's yard
DATES OF SURVEYS held while building Aug 20, 21, 22, 24, 25, 27, 28, Sept. 16, 18, 22, 24, 25, 28, Oct. 1, 3, 5, 7, 8, 9, 10, 12, 13, 14, 15. Total No. of Visits 24
The amount of Entry Fee 2 : 0 : 0
Special 2 : 0 : 0
Travelling Expenses, if any £ - : 9 : 0
Fees applied for 17th Oct. 1903
Received by me 22/10/03
State whether the Vessel has been built under Special Survey No. ✓
I am of opinion this Vessel should be Classed * A— with record of survey Ans. 10, 03 and
With or without Freeboard, as condition of Class Notation of S.S. Ans. 2nd No. 3-10, 03, the Fig 1 to be added
 when the equipment has been supplied in accordance Surveyor to Lloyd's Register of British and Foreign Shipping.
 with S.S. 123.

Committee's Minute TUES. 10 NOV 1903
Character assigned A1
 P.L. 2nd No. 3 1003
 Lloyd's Reg. 1003
 L.M. 1003

Builder's Signature (here only) **Surveyor's Signature** Herbert M. Dove
Surveyor to Lloyd's Register of British and Foreign Shipping.

examined; decks holed, $2\frac{3}{4}$ " and above in thickness. Masts (wedges removed and spars examined and found in good condition. Hand steering gear and its connections, rods, chains, blocks, tillers &c examined and found in good condition. Hatches examined in position in hatchways and found or made good. Water tight doors, sluice valves and Downton pumps overhauled, tried and found in good working order. The Equipment of Anchors, Cables, Hawsers and Warps at present on board is that supplied for the Admiralty service and it is in good condition, it appears to be equal to or in excess of the Rule requirements. A new equipment in accordance with Table 22 is to be supplied in place of that now on board: it is stated that this may be done either at Liverpool, for which Port the vessel sails early next week, or on her return here.

supplied
see page 2

Drillings of Shell Plating

S. P.	S. P.	S. P.	Port	S. P.
$\frac{7}{16}$ bare	$\frac{7}{16}$ bare	$\frac{7}{16}$ bare	$\frac{7}{16}$ bare	$\frac{7}{16}$ bare
$\frac{7}{16}$ full	$\frac{7}{16}$ full	$\frac{7}{16}$ full	$\frac{7}{16}$ full	$\frac{7}{16}$ full
$\frac{7}{16}$ bare	$\frac{7}{16}$ bare	$\frac{7}{16}$ bare	$\frac{7}{16}$ bare	$\frac{7}{16}$ bare
$\frac{7}{16}$ full	$\frac{7}{16}$ full	$\frac{7}{16}$ full	$\frac{7}{16}$ full	$\frac{7}{16}$ full
$\frac{7}{16}$ bare	$\frac{7}{16}$ bare	$\frac{7}{16}$ bare	$\frac{7}{16}$ bare	$\frac{7}{16}$ bare
$\frac{7}{16}$ full	$\frac{7}{16}$ full	$\frac{7}{16}$ full	$\frac{7}{16}$ full	$\frac{7}{16}$ full
$\frac{7}{16}$ bare	$\frac{7}{16}$ bare	$\frac{7}{16}$ bare	$\frac{7}{16}$ bare	$\frac{7}{16}$ bare
$\frac{7}{16}$ full	$\frac{7}{16}$ full	$\frac{7}{16}$ full	$\frac{7}{16}$ full	$\frac{7}{16}$ full

Repairs: In the Bunkers 7 reverse bars Port side and six Starboard have been doubled; Stanchions have been fitted in the Fore and Main holds: a bilge pump suction has been fitted to the Fore hold ^{also in the Fore Peak} and that in the Main hold replaced by a larger one; ventilators have been fitted to the holds: the wood hatches have been repaired: the Downton pump has been connected to the bilge pump suction: a winch (steam) has been fitted at ^{both} the Fore & Main hatchways.

The approved plans (2) are sent herewith. Herbert M. Dove



© 2019

Lloyd's Register
Foundation