

For 2 Dks., R. Q. Dk.,
and Pt. Awng. Dk.

IRON OR STEEL STEAMER.

No. 6460

13 FEB 1899

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

Received at London Office

Date of completion of Report *11th February 1899*

Port of *Sunder*

Date, First Survey *23rd July 1894*

Last Survey *11th February 1899*

Survey held at *Montrose*

On the *Steel Screw Steamer*

No 31

Rig *Schooner*

TONNAGE under Tonnage Deck *302.53*

ONE OR TWO DECKED VESSEL.

Master *G. Nelson*

CLASS **100A1 "Steel"*

Year of appointment *1899*

Do. of Poop *✓*

Do. of Raised Or. *✓*

Do. of Bridge House *26.98*

Do. of Forecastle *3.78*

Do. of Houses on Deck *3.33*

Do. of excess of Hatchways *7.40*

Do. above Crown of Engine Room *17.34*

Gross Tonnage *361.28*

Less Crew Space *10.94*

AGE FOR FEES *17.34*

Engine Room *141.72*

Navigation Spaces *13.43*

ster Tonnage *195.49*

out on Beam *195.49*

Half Breadth (moulded) *12.50*

Depth from upper part of Keel to top of Main Deck Bms. *14.45*

Girth of Half Midship Frame (as per Rule) *24.77*

1st Number *51.72*

Length on deck from after part of stem to fore part of stern post *128.96*

2nd Number *6670*

Proportions—Breadths to Length *5.15*

Depths to Length—Main Deck to top of Keel *8.90*

Destined Voyage *✓*

Built at *Montrose*

When built *1898* Launched *1st Octo. 1898*

By whom built *Johns & Co.*

Owners *Constant*

Managers *✓*

Residence *London*

Port belonging to *London*

If Surveyed while Building, Afloat, or in Dry Dock *yes*

DEPTH on Deck as Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH, ACTUAL—Top of Floors to top of Main Deck Beams	Feet.	Inches.	No. of Decks with Flat laid	No. of Tiers of Beams
<i>128</i>	<i>11 1/2</i>		<i>25</i>	<i>—</i>		<i>13</i>	<i>3 1/2</i>		<i>one</i>	<i>one</i>

Dimensions of Ship per Register, Length, *130.5* breadth, *25.05* depth, *11.47* Moulded Depth, *13* ft. *10 1/2* ins. Round of Beam, Actual *6 1/2* ins.

FRAMING.						FORGINGS AND CASTINGS.								
	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.		Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.				
ME, Angles, <i>1 1/2</i> or <i>2</i> Bars, for $\frac{1}{2}$ length amidships	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>3</i>	KEEL, Bar or Side Plates depth and thickness	<i>7 x 1 1/2</i>	<i>7 x 1 1/2</i>	<i>7 x 1 1/2</i>	<i>7 x 1 1/2</i>				
do. for $\frac{1}{2}$ at each end	<i>3</i>	<i>3</i>	<i>5</i>	<i>3</i>	<i>3</i>	STEM, moulding and thickness	<i>7 x 1 1/2</i>	<i>7 x 1 1/2</i>	<i>7 x 1 1/2</i>	<i>7 x 1 1/2</i>				
do. in way of Double Bottoms at Solid Floors	<i>3</i>	<i>3</i>	<i>6.5</i>	<i>3</i>	<i>6.5</i>	STERN-POST for Rudder do. do.	<i>6 1/2 x 3</i>	<i>6 1/2 x 3</i>	<i>6 1/2 x 3</i>	<i>6 1/2 x 3</i>				
do. at intermdt. Bkts.						do. for Propeller	<i>6 1/2 x 3</i>	<i>6 1/2 x 3</i>	<i>6 1/2 x 3</i>	<i>6 1/2 x 3</i>				
ance of Frames from moulding edge to building edge, all fore and aft		<i>21</i>			<i>21</i>	MAIN PIECE of Rudder, diameter at head	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>				
TURNED 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>	do. at heel	<i>3 x 2 1/2</i>	<i>3 x 2 1/2</i>	<i>3 x 2 1/2</i>	<i>3 x 2 1/2</i>				
IP-FRAMING, depth of girders						RUDDER, how constructed <i>1/2" single plate</i>								
ORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships	<i>14</i>		<i>6</i>	<i>14</i>	<i>6</i>	Can the Rudder be unshipped afloat? <i>yes</i>								
in way of Engines and Boilers			<i>7 x 8</i>		<i>7 x 8</i>	KEELSONS AND STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.				
thickness at the ends of vessel			<i>5</i>		<i>5</i>	CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate	<i>10</i>	<i>8</i>	<i>10</i>	<i>8</i>				
depth at $\frac{1}{2}$ the half breadth, as per Rule	<i>7</i>		<i>7</i>		<i>7</i>	do. Rider Plate	<i>6 1/2</i>	<i>8</i>	<i>6 1/2</i>	<i>8</i>				
height extended at the Bilges	<i>28</i>		<i>128</i>			do. Bulb Plate to Intercoastal Keelson								
ORS & BRACKETS, in <i>Double Bottoms</i>			<i>6</i>		<i>6</i>	do. Horizontal Plates on Floors	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>				
Distance apart		<i>21</i>			<i>21</i>	do. Angles								
TRE GIRDER, in Double Bottom, depth and thickness	<i>18</i>		<i>8</i>	<i>18</i>	<i>8</i>	do. Bulb or Plate above floors for <i>half</i> length								
Angles, Top	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>6</i>	do. Intercoastal Plate for <i>half</i> length								
Bottom	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>6</i>	do. Attached to outside plating with Angle								
E GIRDERS, number on each side & thickness	<i>Two</i>		<i>6</i>	<i>Two</i>	<i>6</i>	BILGE KEELSON, Angles <i>Single</i>	<i>5</i>	<i>4</i>	<i>8</i>	<i>5</i>				
Angles	<i>3</i>	<i>2 1/2</i>	<i>6</i>	<i>3</i>	<i>2 1/2</i>	do. Bulb or Plate above floors for <i>len.</i>								
GIN PLATE, depth (exclusive of flange) and thickness	<i>25</i>		<i>6</i>	<i>18</i>	<i>6</i>	do. Intercoastal Plate for <i>length</i>								
Angles to Outside Plating	<i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	<i>7</i>	do. Attached to outside plating with Angle								
ER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>51</i>		<i>7</i>	<i>32</i>	<i>7</i>	BILGE STRINGER Angles								
thickness in Engine and Boiler space						do. Bulb Plate for <i>length</i>								
Remainder in Holds			<i>6</i>		<i>6</i>	do. Intercoastal Plate for <i>length</i>								
MS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>5</i>	<i>3</i>	<i>6</i>	<i>5</i>	<i>3</i>	do. Attached to outside plating with Angle	<i>5</i>	<i>4</i>	<i>8</i>	<i>face angle</i>				
Angles on Upper Edge						SIDE STRINGER Angles	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>				
Average space		<i>21</i>			<i>21</i>	do. Bulb or Intercoastal Plate for <i>whole</i> lng.	<i>12</i>	<i>7</i>	<i>12</i>	<i>7</i>				
MS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb						do. Attached to outside plating with Angle	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>				
Angles on Upper Edge						Main and Raised Quarter Deck Stringer Plate, breadth and thickness	<i>72</i>	<i>6</i>	<i>72</i>	<i>6</i>				
Average space						do. Angle on ditto	<i>3 x 3 x</i>	<i>6</i>	<i>3 x 3 x</i>	<i>6</i>				
MS, Hold, Plate or Tee Bulb						do. Tie Plates fore & aft, outside Hatchways								
Angles on Upper Edge						do. Diagonal Tie Plates on Bms., No. of Pairs								
Average space						do. Main Dk* <i>Iron</i> Steel for <i>whole</i> lng.		<i>6</i>						
MS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb						do. R. Q. Dk* <i>Iron</i> or Steel for <i>lng.</i>								
Angles on Upper Edge						do. Wood Deck, Material & thickness								
Average space						Lower Deck Stringer Plate, breadth and thickness								
MS, Bridge or Pt. Awng. Deck, Angle, Bulb Angle, Plate, or Tee Bulb	<i>4</i>	<i>4</i>	<i>8</i>	<i>5</i>	<i>3</i>	do. Angles on ditto, No.								
Angles on Upper Edge						do. Tie Plates, outside Hatchways								
Average Space	<i>42</i>		<i>42</i>			do. Deck* Material and thickness								
MS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>5</i>	<i>3</i>	<i>6</i>	<i>5</i>	<i>3</i>	HOLD STRINGER PLATE								
Angles on Upper Edge						do. Angles on ditto, No.								
Average space		<i>21</i>			<i>21</i>	do. Poop Deck Stringer Plate, breadth & thickness								
LARS, in <i>tween</i> Decks, Size and Spacing						do. Angle on ditto								
Hold	<i>2 1/2</i>	<i>42</i>		<i>2 1/2</i>	<i>42</i>	do. Tie Plates								
Quarter, 'tween Dks.,						do. Deck, Material and thickness	<i>3"</i>		<i>3"</i>					
in Hold						Bridge Deck Stringer Plate, brdth & thickness	<i>18</i>	<i>6</i>	<i>18</i>	<i>6</i>				
EB FRAMES, in Fore Body, No. and Spacing						do. Angle on ditto	<i>2 1/2 x 2 1/2</i>	<i>5</i>	<i>2 1/2 x 2 1/2</i>	<i>5</i>				
Brdth. & Thickness						do. Tie Plates	<i>7</i>	<i>6</i>	<i>7</i>	<i>6</i>				
No. of Side Stringers						do. Deck, Material and thickness	<i>3"</i>		<i>3"</i>					
FB FRAMES, in E. & B. Space, No. & Spacing						Forecastle Deck Stringer Plate, brdth & theknss	<i>3 x 3 x</i>	<i>6</i>	<i>3 x 3 x</i>	<i>6</i>				
Brdth. & Thickness						do. Angle on ditto								
No. of Side Stringers						do. Tie Plates								
Size of Angles or Tee Bars to Web Frames						do. Deck, Material and thickness	<i>6</i>		<i>6</i>					
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness						BULKHEADS.	In Vessel.	Per Rule.	Thickness.	Horizontal.	Vertical.	Single or Double Frames.	Height up.	
						W.T. BULKHEADS	<i>3</i>	<i>3</i>	<i>5</i>	<i>3 x 3 x 5/8</i>	<i>48</i>	<i>3 x 3 x 5/8</i>	<i>70</i>	<i>Double Deck</i>
						PARTITION								
						LONGITUDINAL								
						Are the outside Plates doubled two spaces of Frames in length?								<i>yes</i>
						Are the Sluice Valves and Watertight Doors in efficient working order?								<i>none</i>

PLATING.										RIVETING.									
AS IN SHIP.				PER RULE OR AS APPROVED.		UPPER EDGES.				BUTTS.									
STRAKES.	AMIDSHIP.		FORWARD.		AFT.	AMIDSHIP.	Single or Double.	Breadth of Lap.	RIVETS.	Double or Treble and for what Length.	RIVETS.	Spacing or to cr.	STRAPS.	IF LAPPED.					
	Breadth.	Thickness.	Thickness.	Thickness.											Breadth.	Thickness.	Breadth.	Thickness.	Breadth.
FLAT PLATE KEEL	44	9	9	9	44	9	Double	4 1/2	3/4	3	Double	3/4	2 3/8	9 1/4	9				
GABBOARD OF A Strake in	44	8	6	6	8	8	"	"	"	"	"	"	"	"	7 1/2				
State actual thickness in way of Double Bottom.	44 1/2	7	5	5	7	7	"	"	"	"	"	"	"	"	7 1/2				
B "	44 1/2	7	5	5	7	7	"	"	"	"	"	"	"	"	7 1/2				
C "	46	8	7	7	8	8	"	"	"	"	"	"	"	"	7 1/2				
D "	54	6	5	5	6	6	Single	2 1/2	"	"	"	"	"	"	6 1/2				
E "	48	7	6	6	7	7	Double	4 1/2	"	"	"	"	"	"	7 1/2				
Sheer	38 1/2	8	7	7	38 1/2	8	"	"	"	"	"	"	"	"	"				
H "																			
J "																			
K "																			
L "																			
M "																			
N "																			
O "																			
P "																			
DOUBLING of Flat Plate Keel																			
Length and thickness of Sheerstrakes.																			
POOP SIDES																			
RAISED QUARTER DECK SIDES	36 1/2	6					Single	2 1/2	3/4	3	Double	3/8	2 1/4	8	5				
BRIDGE SIDES	50	5					"	"	"	"	"	"	"	"	"				
FORECASTLE SIDES	28	5																	
LENGTHS OF PLATING	7	14	frame spaces																

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, outside Plating, &c. *Dalzell*

Has the Steel been tested as required by the Rules *yes*

FRAMES extend in one length from *keel to margin plate, and tank margin plate to deck*

REVERSED FRAMES on floors and frames extend from *middle line to tank margin plate; tank margin plate to side stringer and deck alternately; alternate to fore-castle deck; double from bilge to bilge in 8 & 13 space.*

MASTS, SPARS, &c.										
LOWER MASTS...	Material.	Total length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.
			At Partners.	Heel.	Head.	Number.		Size.	Seams.	
Fore	Pine									
Main	"									
Mizen	"									

Bowsprit

Topmasts, Yards and Remainder of Spars *Pine*

Rigging, Material and Size, Shrouds *Steel wire fore 2" main 1 1/4* Stays *Fore 2 1/2 main 2*

Sails *one* Suit of Sails *and the following spars coils*

EQUIPMENT No. 6880 LETTER F TONNAGE FOR TRAWLERS U.D.K. ANCHORS.													
Number of Certificate.	Anchors.	WEIGHT, EX STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.			
35171	1st Bower	9	2	14	11	13	1	21	9	0	0	Reliance	R.W.C-12.1.99
34284	2nd "	8	1	0	10	7	2	0	9	0	0	"	R.W.C-3.9.98
	3rd "												H.2. Wilford 1891
	Collective weight	17	3	14	18	0	0						
33491	Stream	3	0	0	5	10	0	0	2	1	0	Rodgers	R.W.C-17.5.98
	Kedge	1	0	0	1	0	0					Rodgers	H.2. Wilford 1891

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.	Fathoms.	Size.	Test per Certificate.	WEIGHT OF CHAIN CABLE.		Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Test of Steel Wire Towline.	Fathoms and Size per Table 22.						
				Supplied.	Per Table 22.														
18935	165 1/2	1"	18.27	90.3.7	94.0.17	165-1"	Steel	not stated	Hydon	27.1.99	TOWLINE	75	7 1/2						
18941	45	4/8	8 1/2	11.3.11	10.3.19	45-4/8	Steel	not stated	Hydon	27.1.99	HAWSER	70	5 1/2						
											WARP.								

Boats *Two*

Pumps, Number *Three* Diameter of Barrel *two = 5" one = 3"* State whether they are in efficient working order *yes*

Windlass is *Emerson Walkers iron windlass*

Engine Room Skylights.—How constructed? *Plates of iron on iron framings; strong glass & iron grating*

What arrangements for deadlights in bad weather? *iron grating & tarpaulin*

Coal Bunker Openings.—How constructed? *Plates & angles* How are lids secured? *Hatches &c.* Height above deck? *20"*

Number of Scuppers, and number and dimensions of Freeing Ports, &c.

Ceiling in Holds, thickness and material *2 1/2" W. pine* Ceiling 'tween Decks, thickness and material *6x2 white pine*

Cargo Hatchways.—How formed? *of plates and angles* Hatches.—If strong and efficient? *yes* *2 1/2 solid*

State size No. 1 Hatch (Forward) *10'6" x 10'0"* No. 2 Hatch *26'3" x 13'0"* No. 3 Hatch No. 4 Hatch

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *9x2 = one fore & after; 9x2 = two web plates & 3 fore & afters*

No. of Breasthooks *2* No. of Crutches *one & deep floor*

Bulwarks, height above deck and description *36"x6"* Main Rail, material and size *Steel bull angle 6x3x 3/8*

The above is a correct description.

Builder's Signature (here only.) *John Duthie & Co* Surveyor's Signature *W. Morrison* 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) *Secretary's letters 12th 19th 28th Feb. 21st Mar. 6th 26th Apr. 1894; 16th Jun. 1895; 15th 22nd Aug. 2nd 21st Sept.; 5th October 1898.*

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? *a few*

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 under special survey in accordance with the approved plans and Secretary's letters referred to and in general conformity with the Rules for the class contemplated.

The steel used in the construction of this vessel has been tested by the Society's Surveyors, and the materials and workmanship are sound and good.

This is a sister vessel to the S.S. "Savoy" Dundee report No 6056 (with a bridge house additional)

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 *✓* ft., Bridge Dk. *17.5* ft., F'castle *15.0* 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

Bridge house and fore-castle

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) *18k (etc)*

Official No. *✓*; Signal Letters *✓*

How are the surfaces preserved from oxidation? Inside *Portland Cement and paint* Outside *Paint*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors *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,	✓	7
Double bottom, if under Engines only,	✓	✓	Midship deep tank,	✓	✓
Double bottom, if under Boilers only,	✓	✓	Other tanks, if fitted,	✓	✓
Double bottom, forward,	72	88	(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

Order for Special Survey No. 582

Date *14th Feb 1894*

Place *Thames 5.13.84*

No. *31* in builder's yard

Days of Survey held while building

1894, July 23. Sept. 28. Oct. 24. 1895, Jan. 21. 24. 29. Feb. 13. 28. Mar. 11. 15. 28. April 10. May 6. 1898, June 13. 22. Aug. 11. 25. Sept. 1. 13. 21. Oct. 4. 12. 25. 29. Nov. 5. 13. 18. 28. Dec. 9. 14. 23. 1899, Jan. 11. 13. 14. 21. 23. 26. 27. 28. 30. 31. Feb. 1. 2. 3. 8. 11

Total No. of Visits *46*

The amount of Entry Fee *£ 2.0.0* Fees applied for, *£ 11.5.0*

Special *£ 16.13.0*

Certificate *£ 18.0.0*

Received by me, *18.0.0*

Travelling Expenses, if any *£ 5.7.8*

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

I am of opinion this Vessel should be Classed *100A1 "Steel"*

With, or without Freeboard, as condition of Class

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

Committee's Minute

Character assigned *100A1 Steel*

23.0.8

Hull Certificate Written.