

NOW 15 FEB 1899

Yes

NOW 15 FEB 1899

1899

Rid *Schmidt*

118

R. Campbell

Year of appointment { (1) As Master in service of
owner of present vessel:—18
(2) As Master of this

1 vessel

Built at Glasgow

When built 1898-9 Launched Oct 17th / 98

By whom built *L. Lowell*

By whom call... S. C. ...

Owners S. S. Mentmore

Managers W. Johnston

(Where necessary to be entered in Reg. Book.)

Residence *Liverpool*

Port belonging to *Line 1000*

If Summoned while Drilling -

e Building, Afloat, in Dry Dock

Power of Engines	No. of Decks with flat laid	2
	No. of Tiers of Beams	3

Dimensions of Ship per Register, Length 77 breadth 24.5 depth 37.03. Moulded depth, ft. 34 ins. 7 To Upper Dk. Beam, Upper Dk. 18 ins.

2765183-0114 (112)

16763-4

PLATING.

STRAKES.

	AS IN SHIP.				PER RULE OR AS APPROVED.	
	AMIDSHIP.		FORWARD.		AFT.	
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.
FLAT PLATE KEEL.....	42	20	15	15	42	20
GARBOARD OR A Strake ...	36	15	14	14	36	15
B "		13	11	11		12
C "		14	11	12		13
D "	11	13	11	11		12
E "	10	14	12	12		13
F "	9	14	12	12		13
G "	8	14	13	13		14
H "	7	14	12	12		13
J "	6	15	13	13		14
K "	5	14	12	12		13
L "	4	14	13	13		14
M "	3	13	12	11		13
N "	2	14	13	12		14
O "	1	18	10	10		17
Sheer on P "	46	21	12	12	46	20
Q "						
R "						
DOUBLING of Flat Plate Keel	Bar Keel 10x2 1/2 rivets by 1 1/2 inch - 6 1/2 apart.					
Length and thickness of Bilges	In way of Gangway doors					
POOP SIDES					7	7
BRIDGE SIDES	11x10				10	10
FORE-CASTLE SIDES					7	7

RIVETING.

EDGES.

	RIVETS.			BUTTS.		
	Double or Treble and for what Length.		Spacing cr. to cr.	RIVETS.		Spacing cr. to cr.
	Diam.	Length.		Diam.	Length.	
Flat Plate Keel	1 1/2	3 1/2	1 1/2	1 1/2	3 1/2	
Garboard	1 1/2	3 1/2	1 1/2	1 1/2	3 1/2	
B	1 1/2	3 1/2	1 1/2	1 1/2	3 1/2	
C	1 1/2	3 1/2	1 1/2	1 1/2	3 1/2	
D	1 1/2	3 1/2	1 1/2	1 1/2	3 1/2	
E	1 1/2	3 1/2	1 1/2	1 1/2	3 1/2	
F	1 1/2	3 1/2	1 1/2	1 1/2	3 1/2	
G	1 1/2	3 1/2	1 1/2	1 1/2	3 1/2	
H	1 1/2	3 1/2	1 1/2	1 1/2	3 1/2	
J	1 1/2	3 1/2	1 1/2	1 1/2	3 1/2	
K	1 1/2	3 1/2	1 1/2	1 1/2	3 1/2	
L	1 1/2	3 1/2	1 1/2	1 1/2	3 1/2	
M	1 1/2	3 1/2	1 1/2	1 1/2	3 1/2	
N	1 1/2	3 1/2	1 1/2	1 1/2	3 1/2	
O	1 1/2	3 1/2	1 1/2	1 1/2	3 1/2	
P	1 1/2	3 1/2	1 1/2	1 1/2	3 1/2	
Q						
R						

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 Process. Parkhead. Wallside. Glasgow

St. Steel Co. "Lamarkshire" Blochairn. Inverclyde

"Daggle" Iron plates "Stockton"

Upper Deck Butts, treble riveted for full length amidship.

Stringer Plate Straps, single, double or overlapped for full length amidship.

Middle Deck Butts, treble riveted for full length amidship.

Stringer Plate Straps, single, double or overlapped for full length amidship.

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

Inner Bottom Plating, riveting of Edges. Butts. Single

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

Frames, riveted through Plates with 7/8" in. Rivets, about 6 1/2" apart.

Rivets, state whether Iron or Steel. Iron.

FRAMES extend in one length from mid line to margin plate & from margin plate to poop, bridge, foremast & upper deck.

REVERSED FRAMES on floors and frames extend from mid line to margin plate & from margin plate to upper deck on every side.

For 1st & 2nd after peaks to upper deck & mid deck alternately at ends. All reversed frame to fore-castle deck.

MASTS, SPARS, &c.

	Material.	Total Length.	DIAMETER AND THICKNESS.				No. of Masts in round.	ANGLES.		RIVETING.	
			At Partners.	Heads.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
Fore	Steel	92.3	27 1/2 x 8/20	26 1/2 x 9/20	7/20	20 x 7/20	3			Single	Treble
Main	Steel	97.3	27 1/2 x 8/20	26 1/2 x 9/20	7/20	20 x 7/20	3			Single	Treble
Mizen	Steel	74.2	27 1/2 x 8/20	26 1/2 x 9/20	7/20	20 x 7/20	3			Single	Treble
Boomsprit	Steel	88.10	23 x 8/20	22 x 8/20	7/20	17 x 7/20				Single	Treble

Topmasts, Yards and Remainder of Spars. Steel & Pine

Rigging, Material and Size, Shrouds. Galva Steel Wire 5. M. Imp. 4 1/2. Rigging 4 1/2. Stays Galva Steel Wire 5. M. Imp. 4 1/2. Rigging 4 1/2.

Sails. One. Suit of working. Sails, and the following spare sails.

EQUIPMENT No. 60961. LETTER "Ct".

ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQ. BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.			
41422	1st Bower	65	0	0				51	0	0	0	65	0	0	Halle patent Clackham	H. W. W. & Co. 9/12/98.
41435	2nd "	64	3	26				51	0	0	0	65	0	0	do	do 7/1/98
41434	3rd "	60	1	10				48	12	2	0	62	1	0	do	do do
41436	Collective weight	247	3	12				247	2	0	0	247	2	0	do	do do
11969	Stream	22	3	24	5	0	10	23	2	1	0	22	0	0	Rodgers	H. W. W. & Co. 2/11/98. A. S.
11968	Kedge	10	1	8	2	2	26	12	5	3	0	10	2	0	do	do do do
	2nd Kedge															

CHAIN CABLES.

HAWSERS AND WARPS.

Number of Certificate.	Fathoms.	Size.	Test per Certificate.	WEIGHT OF CHAIN CABLE.		Fathoms and Size per Rule.	Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms.
				Supplied.	Per Rule.									
6817	150	2 7/16	149.2.26	890.3.23	890.1.4	300-2 7/16	Steel	H. W. W. & Co.	15/11/98. Ch. A S. Jack	TOWLINE	130	5 1/2	78	130
6824	150	2 7/16	146.18.0				do	do	22/1/98. Ch. do	HAWSER	90	4 1/2	39	90
6846	120	1 5/8	146.2.31.	106.0.10	106.0.7	120-1 5/8	do	do	22/1/98. Ch. do	WARP	90	3 1/2	26	90-3 1/2

Boats 6 Boats

Pumps, Number 10 in holds & 1 in fore peak

Windlass is Clarke Chapman & Co. patent

Engine Room Skylights. How constructed? Steel on Steel Casings

What arrangements for deadlights in bad weather? Teak shutters & bulls-eye

Coal Bunker Openings. How constructed? plates & angles

Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 8 Scuppers on each side

Ceiling in Holds, thickness and material. 2 1/2" x 3" W. Pine

Ceiling 'tween Decks, thickness and material. 2" W. P.

Cargo Hatchways. How formed? Plates & angles

State size No. 1 Hatch (Forward) 10.0 x 10.0 x 15

No. 2 Hatch 10.0 x 10.0 x 15

No. 3 Hatch 13.0 x 10.0 x 15

No. 4 Hatch 10.0 x 10.0 x 15

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch

No. of Breasthooks 10

No. of Crutches 10

Bulwarks, height above deck and description. Open rails on shelter deck

Main Rail, material and size

The above is a correct description.

Builder's Signature (here only) C. Connell & Co.

Surveyor's Signature Thomas Warren

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

16763-95.

State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case).
19/6/97, 23/8/97, 31/8/97, 1/9/97, 13/9/97, 21/2/98, 29/9/98 M. 14/9/97 E.
Workmanship. Are the butts of plating planed or otherwise fitted? *Planed & fitted*
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 facing surfaces? *Yes* Do any rivets break into or through the seams or butts of plating? *a few only*
Are the butts of Plating, Stringers, &c., properly shifted and strapped? *Yes*

General Remarks (State quality of workmanship, &c.)
The workmanship is good. The vessel has been built in accordance with the approved plans, the Secretary's letter referred to, and in general conformity with the requirements of the rules for the class contemplated.
The decks, hand pumps & watertight doors have been tested as regards strength & found satisfactory. This vessel is fitted with an installation of Electric Light.
N.B. The following additions have been made to the scantlings shown on approved plans: viz. The frames for 64 ft. at fore end spaced 24" apart instead of 26", and the shell plating, stringer plate & deck plating increased in thickness as shown on report, and shell plating not reduced in thickness towards the end of vessel to the extent admitted by the Rules. An interval plate is fitted between upper deck beams & attached to the deck plating for 3 1/4 ft. length amidships. The frames are doubled in after peak to the main deck, and solid floors are fitted at this part to the height of lower deck stringer. Double chocks are also fitted to the upper deck stringer for 1/2 ft. amidships and to all stringers at the fore end of vessel.
With the exception that a continuous shelter deck is fitted this is a sister vessel to No. 16537.
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..... ft., F'castle..... ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated.
Poop bridge & fore-castle joined, forming complete Shelter Deck.
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 (1 Steel & 1 pl. Steel & pl. iron) & Shelter Dk. (iron) 4 tiers Beams.*
Official No.....; Signal Letters.....
How are the surfaces preserved from oxidation? Inside *Portland Cement & Paint* Outside *Paint*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system *Yes*

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	132.	438	Fore peak tank,	.	77
Double bottom, forward,	205	695	After peak tank,	.	60
Double bottom, under Engines and Boilers,	61	284	Midship deep tank,	34 2/3	1150
Double bottom, if under Engines only,	.	.	Other tanks, if fitted,	.	.
Double bottom, if under Boilers only,	.	1417	(If necessary, furnish further information by sketch.)	.	.

State whether the above have been tested as required by the Rules. *Yes*

Order for Special Survey No. <i>3124</i>	DATES of Surveys held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>1897. Dec 20. 1898. Jan 17. 19. 25. 27. 31. Feb 3. 7. 9. 14. 16. 21. 23. 25</i>
Date <i>30/9/97</i>		2nd. On the plating during the process of riveting	<i>Mar 1. 4. 8. 10. 15. 17. 21. 23. 31 April 4. 8. 13. 15. 20. 22. 26. 29. May 2. 5. 9</i>
Order for Ordinary Survey No.		3rd. When the beams were in and fastened, and before the decks were laid	<i>13. 16. 18. 20. 24. 26. 30 June 3. 6. 8. 10. 15. 20. 23. 28. 30 July 4. 11. 12. 14. 26. 28</i>
Date		4th. When the ship was complete, and before the plating was finally coated or cemented	<i>Aug 1. 3. 8. 11. 15. 18. 19. 23. 25. 26. 29. 31. Sept 1. 2. 5. 9. 13. 20. 21. 22</i>
No. <i>2644</i> in builder's yard.		5th. After the ship was launched and equipped	<i>23. 28 Oct 5. 7. 10. 12. 13. 17. 26 Nov 13. 30 Dec 2. 7. 19. 28</i> <i>29. 30. 1899. 14. 17. 24. 31. Feb 3. 4. 6</i> Total No. of Visits <i>100.</i>

The amount of Entry Fee.....£ 5: ..: Fees applied for, *1. 2. 1899*
Special Survey Fee£21: 11: ..: Received by me, *3. 2. 1899*
Travelling Expenses, if any £ : :
Certificate to be sent to *Glasgow*
I am of opinion this Vessel should be Classed *100 A. 1. Steel. Shelter Dk.* *Thomas Warren*
With, or without, Freeboard, as condition of Class *with freeboard.* *Surveyor to Lloyd's Register of British and Foreign Shipping.*

Committee's Minute *TUES. 14 FEB 1899*
Character assigned *100 A. 1. Steel*
Latop
+ Line 2,99
Shelter Dk.
w fbd. 8.6.11
h.v.