

No. 1941

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

Survey made at Fort Glasgow Date, First Survey

Last Survey 24th February 1898.
Rig Schooner

Rig Schooner

Master *J. Shotton*

Year of Appointment	(1) As Master in service of owner of present vessel:—	18.....96
	(2) As Master of this vessel.....	18.....98

Built at Port Glasgow

When built 1898 Launched 30th Dec. 1899

By whom built. Russell & Co

Owners *Steamship Boverie Co. (Lim)*

Managers Andrew Weir & Co

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

Residence 102, Hope Street, Glasgow.

Port belonging to *Glasgow.*

Building, Afloat, ^{and} in Dry Dock

under e Deck...}	3648.42
between Tonnage Dk. and 2nd, 4th, Spar or 4th Dk.	
er Upper Dk.	3648.42
2nd e Houses	54.56
3rd stls	41.88
4th on Deck	62.88
5th of Hatchways	56.00
6th Crown of Room .. }	26.38
7th onage	96.25
8th Crown of Room .. }	3986.46
9th Crown of Room .. }	96.19
10th Engine Room .. }	96.25
11th ONNAGE FOR FEES...	3994.32
12th Engine Room	1245.76
13th Navigation Spaces	36.44

~~SPAR, AWNING OR PART AWNING-DECKED VESSEL,~~
~~or a Vessel having a continuous Shade Deck.~~

CLASS 100A1

Half Breadth (moulded) 24. 79

Depth from upper part of keel to top of Main Deck Beams 21.46

Girth of Half Midship Frame (as per Rule) 42.68

1st Number..... 88.93

Length 343.00

2nd Number 30502

Proportions—*Breadths to Length*..... 6.91

Depths to Length—Main Deck to top of Keel 15.98

Destined Voyage, *Freeman's River* If Surrounded

LENGTH on Deck as per Rule.....	Feet. Inches.	BREADTH — Moulded	Feet. Inches.	DEPTH , top of Floors to Spar or Arm. Dk. Beams Do. do.	Feet. Inches.	Power of Engines	Horse.	No. of Decks with flat laid	No. of Tiers of Beams
343 0			49 4		25 11 1/2	346		2	2

Dimensions of Ship per Register, Length 345.2 breadth 49.8 depth, 25.9 Spar ~~or~~ 4.0 Dk. Moulded depth, ft. 20 ins. 5 1/2 To Main Dk. Round up of } 12 ins.
17.94 Main Deck. Beam, Main Dk. }

[illegible]

GRK 340-011(1/2)

PLATING.							RIVETING.											
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.							
	AMIDSHIP.		FORWARD.	AFT.	AMIDSHIP.		Single or Double.	Breadth of Lap.	RIVETS.		Double or Treble and for what Length.	RIVETS.		STRAPS.		IF LAPPED.		
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	Breadth.	Thick-ness.	Breadth.	For what Length.	
	Inches.	16ths or 20ths.	16ths or 20ths.	16ths or 20ths.	Inches.	16ths or 20ths.		Inches.	Inches.	Inches.		Inches.	Inches.	Inches.	Inches.	Inches.	Feet.	
FLAT PLATE KEEL	36	14	13	13	36	14	Double	6	1	4	Treble whole len.	1	3 1/2	19	21			
(If Bar Keel, state Riveting)	36	13	12	12	36	13	"	5 1/4	1/8	3 3/8	"	1/8	3 1/2			9	Whole	
State actual thickness in way of Double Bottom.	B	46	11	9	9	46	11	"	"	"	"	"	"	"	"	"	"	
	C	54	11	9	9	54	11	"	"	"	"	"	"	"	"	"	"	
	D	46	11	9	9	46	11	"	"	"	"	"	"	"	"	"	"	
	E	54	11	9	9	54	11	"	"	"	"	"	"	"	"	"	"	
	F	46	12	9	9	46	12	"	"	"	"	"	"	"	"	"	"	
	G	54	12	9	9	54	12	"	"	"	"	"	"	"	"	"	"	
	H	44	12	9	9	46	12	"	"	"	"	"	"	"	"	"	"	
	J	54	12	9	9	54	12	"	"	"	"	"	"	"	"	"	"	
	K	46	12	9	9	46	12	"	"	"	"	"	"	"	"	"	"	
	L	54	12	9	9	54	12	"	"	"	"	"	"	"	"	"	"	
M. & H. Sheer-	M	46	13	9	9	46	13	"	"	"	"	"	"	"	"	"	"	
N	54	11	9	9	54	11	"	"	"	"	"	1	3 1/2			10 1/2	"	
Spandrel & O	O	41	15	9+10	9+10	40	15	"	6	1	4	"	"	"	19	9+11	20	Double
P		The fore plates and the plates above and below the same are 3/8" thicker than the midship plating.																
Q																		
DOUBLING of Flat Plate Keel	24	13	(1/2 length)		24	13												
Length and thickness	of Bilges		abundant 11 (16 ft lengths)															
	of Sheerstrakes.		abundant															
	of Strake below																	
POOP SIDES				7		7	Single	2 1/2	3/4	3	Double	3/4	2 5/8	4.		5	"	
BRIDGE SIDES		7				7	"	"	"	"	"	"	2 3/4	3		"	"	
FORECASTLE SIDES				7		7	"	"	"	"	"	"	2 5/8			"	"	

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 process)*

Frames + Beams - Halliwell, Glasgow + Dalzell.
Floors + Mast Plates - Mossend + Caldertank.
Keel and girders + Hatch Coaming - Glasgow.
Inner bottom and Keelson plates - Caldertank.
Bulkheads + Deck plating - Clydebridge.
Outside plating + struts + Chydebridge + Dalzell.
(Iron) Stockton M.D. Co.

Spar or Awwing Butts, treble riveted for *whole* length amidship.
Stringer Plate Straps, single, double or overlapped for *half* length amidship.
Main Stringer Butts, treble riveted for *whole* length amidship.
Plate Straps, single, double or overlapped for *whole* length amidship.

Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted *treble double*
Inner Bottom Plating, riveting of Edges *double single Butts double*
Centre Girder Butts, *treble* riveted **Keelson Butts**, *treble* riveted.
Frames, riveted through Plates with *7/8* in. Rivets, about *6 1/2* ins. apart.
Rivets, state whether Iron or Steel *(Iron)*

FRAMES extend in *two* lengths from *Keel* to *Gunwale*.

REVERSED FRAMES on floors and frames extend from *middle line to margin plate and thence to spar and main decks alternately - all to spar deck in way of 28 ft. hatchway and six additional in way of bridge to spar deck on every frame abaft after peak bulkhead and alternately to fore deck double in 8+15 space from margin plate to margin plate.*

MASTS, SPARS, & C.														
LOWER MASTS....	Fore	Main	Mizen	Material.	Total Length	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
						At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
				Steel	77.0 2	20 x 7	16 x 2	16 1/2 x 2		2	mit		Single	treble about 8 ft. double below
				"	68.0 2	20 x 7	16 x 2	16 1/2 x 2						
Bowsprit														
Topmasts, Yards and Remainder of Spars Wood														
Rigging, Material and Size, Shrouds Gal. Stl Wire 3 1/2"														
Sails. One Suit of Sails, and the following spare sails Stays Gal. Stl Wire 4 1/2" Manufacturers The Whitecross Co. (Lm)														

EQUIPMENT No. <i>34586</i> LETTER <i>W</i> 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.	lbs.					
<i>31690</i>	1st Bower	<i>51</i>	<i>0</i>	<i>14</i>	<i>(Shetland)</i>	<i>43</i>	<i>1</i>	<i>2</i>	<i>4</i>	<i>50</i>	<i>0</i>	<i>0</i>	<i>Harkness's</i>	<i>J. Harkness & Co. Ltd.</i>	<i>28/5/97</i>	<i>N. J. McForth</i>	<i>Supt.</i>		
<i>31691</i>	2nd "	<i>48</i>	<i>2</i>	<i>14</i>	<i>do</i>	<i>41</i>	<i>10</i>	<i>1</i>	<i>7</i>	<i>50</i>	<i>0</i>	<i>0</i>	<i>do</i>	<i>do</i>	<i>"</i>	<i>"</i>	<i>"</i>		
<i>31689</i>	3rd "	<i>43</i>	<i>2</i>	<i>0</i>	<i>do</i>	<i>38</i>	<i>5</i>	<i>0</i>	<i>0</i>	<i>42</i>	<i>2</i>	<i>0</i>	<i>do</i>	<i>do</i>	<i>"</i>	<i>"</i>	<i>"</i>		
	Collective weight	<i>143</i>	<i>1</i>	<i>0</i>						<i>142</i>	<i>2</i>	<i>0</i>							
<i>39484</i>	Stream	<i>12</i>	<i>0</i>	<i>8</i>	<i>3</i>	<i>0</i>	<i>3</i>	<i>13</i>	<i>19</i>	<i>2</i>	<i>21</i>	<i>12</i>	<i>0</i>	<i>0</i>	<i>Ordinary</i>	<i>Earl of Dudley's</i>	<i>8/10/97</i>	<i>J. Green</i>	
<i>39484</i>	Kedge	<i>6</i>	<i>0</i>	<i>0</i>	<i>1</i>	<i>1</i>	<i>20</i>	<i>8</i>	<i>5</i>	<i>0</i>	<i>0</i>	<i>6</i>	<i>0</i>	<i>0</i>	<i>do</i>	<i>do</i>	<i>25/9/97</i>	<i>"</i>	
	2nd Kedge	<i>Proofs Mechanical Tests applied to Anchor Heads at Tipton 14/3/95 + 30/6/97 by C. E. Towns, Supt.</i>																	

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.	Fathoms.	Size.	Test per Certificate Tons.	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 AND SIZE PER RULE.					
				Supplied.	Per Rule.														
<i>14269, 17374</i>	<i>270</i>	<i>2 1/2</i>	<i>12.8 104.15</i>	<i>74.3</i>	<i>23.5</i>	<i>2.14</i>	<i>270 x 2 1/2</i>	<i>Shanklin</i>	<i>Earl of Dudley's</i>	<i>5/22/97</i>	<i>TOWLINE</i>	<i>Stl Wire</i>	<i>100</i>	<i>4 1/2</i>	<i>39</i>	<i>100 x 4 1/2</i>			
<i>25618</i>		<i>2 1/2</i>	<i>7.5 46.5</i>									<i>"</i>	<i>20</i>	<i>13</i>	<i>22</i>	<i>20 x 13</i>			
												<i>"</i>	<i>90</i>	<i>3 1/4</i>	<i>22</i>	<i>90 x 3 1/4</i>			
												<i>"</i>	<i>90</i>	<i>9</i>		<i>90 x 9</i>			
	<i>90</i>	<i>4 1/2</i>	<i>85.39</i>				<i>90 x 4 1/2</i>	<i>R.D. Newall</i>	<i>Glas. 18/1/98</i>			<i>Stl Wire</i>	<i>180</i>	<i>2 1/4</i>	<i>15 1/2</i>				

Boats *2 - 24 ft. Life Boat, 1 - 19 ft. Cutter + 1 - 20 ft. Gig.*

Pumps, Number *Five hand pumps* Diameter of Barrel and Tail Pipe *5" Barrels + 2 1/2" Tail Pipes.*

Windlass is *Iron (Emerson Walker + Co patent hand + Capstan steam.)*

Engine Room Skylights. - How constructed? *Steel frame riveted to bulk bulkheads.*

What arrangements for deadlights in bad weather? *Teak flaps with balls eyes fitted in the same.*

Coal Bunker Openings. - How constructed? *Spandrel inside bridge bulkhead coaming.*

Number of Scuppers, and number and dimensions of **Freeing Ports**, &c. *Each side - 5 scuppers + 6 Ports 30 1/2 x 22 1/2, 26 x 20 x 20, 27 1/2 x 20 1/2 x 24 + 29 x 2 1/2.*

Ceiling in Holds, thickness and material *2 1/2" White Pine.* Ceiling 'tween Decks, thickness and material *2" White pine spars.*

Cargo Hatchways. - How formed? *Deep plates forming coaming and carling.* Hatches, If strong and efficient? *Yes. 3" thick.*

State size No. 1 Hatch (Forward) *19' 10 1/2 x 13' 11"*, No. 2 Hatch *24' 6" x 15' 11"*, No. 3 Hatch *23' 11" x 13' 11"*, No. 4 Hatch *19' 11" x 13' 11"*.

Number of **Web Plates**, **Shifting Beams** and **Fore and Afters** to each Hatch. *One web plate + three fore + afters to each of Nos. 1 + 4 hatches, and two web plates + three fore + afters to each of Nos. 2 + 3 hatches.*

Bulwarks, height above deck and description *Height 4' 4" - 5/20 Steel.* No. of Breasthooks *Eight deep floors.* No. of Crutches *Four + Deep floors.*

The above is a correct description *Stays 7" Bull plate.* Main Rail, material and size *Double hollow cope iron.*

Builder's Signature (here only.) *Shupell & Co* Surveyor's Signature *J. J. Storr*

per *MM* Supplier to Lloyd's Register of British & Foreign Shipping.

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

M. 1896-24/11, 5, 12, 15+28/12.

1897-22/1

E. 5/5/97.

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*

to plate, &c., conform well to each other? *Yes*

from the faying surfaces? *Yes*

Do any rivets break into or through the seams or butts of plating? *A few.*

Are the butts of Plating, Stringers, &c., properly shifted and strapped? *Yes.*

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

This vessel has been built in accordance with the accompanying approved plans, and tracing of midship section forwarded on the 1st March for the Certificate of Class, and otherwise as required by the Rules. This tracing only received from builders to-day (2nd Mar) and is now forwarded.

The pumps and watertight doors are in efficient working order, and the watertightness of the weather decks tested by a hose with satisfactory results. Doubling plates are fitted under the sounding pipes.

The frames and reversed frames in the double bottom and the frames above the same between the half and three fourths length amidships in the straight parts, have been joggled in order to dispense with the lining pieces ordinarily fitted between the frames and outer thicknesses of plating. The main deck plating has also been joggled in order to dispense with lining pieces.

Two reports on forgings and one on cast steel rudder quadrant herewith.

A copy of Damage Survey report on this vessel is also attached hereto. The recommendation made therein has been duly carried out.

This vessel has been built with a camber in the keel of 2 ins.

This is a Sister Vessel to the S.S. "Aphrodite". Genl. Rep. No. 11905.

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

ARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *20* ft., R.Q.D. or Break *—* ft., Bridge Dk. *72* ft., Forecastle *36* ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *not*

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. (Stl) + Spar dk. (Iron), and deep framing.*

Official No. *108706*; Signal Letters

How are the surfaces preserved from oxidation? Inside *Portland Cement + Paint.* Outside *Paint.*

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

Where fitted.	Length. Feet.	Water Capacity. Tons.	Where fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	<i>112</i>	<i>309</i>	Fore peak tank,		
Double bottom, forward,	<i>146</i>	<i>448</i>	After peak tank,		
Double bottom, under Engines and Boilers,	<i>36</i>	<i>128</i>	Midship deep tank,		<i>71</i>
Double bottom, if under Engines only,		<i>885</i>	Other tanks, if fitted,		
Double bottom, if under Boilers only,					

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

Special Survey No. <i>1818</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	2nd. On the plating during the process of riveting	3rd. When the beams were in and fastened, and before the decks were laid	4th. When the ship was complete, and before the plating was finally coated or cemented	5th. After the ship was launched and equipped	Built under S.S. and Surveyed—1896 Jan 30, Dec 19, 1897 Jan 27, 29, March 10, 22, 23, 24, 26, 29, 30, April 1, 3, 7, 9, 13, 16, 20, 22, 23, 27, 29, May 5, 11, 14, 18, 20, 26, 28, June 1, 8, 16, 21, 24, 28, July 14, 15, 20, 24, 27, 28, Aug 2, 3, 4, 5, 9, 18, 24, 31, Sept 8, 16, 29, Oct 1, 11, 12, 14, 18, 25, Nov 1, 4, 9, 11, 17, 22, 24, Dec 1, 3, 8, 11, 14, 16, 17, 22, 24, 28, 29, 30, 1898 Jan 4, 10, 14, 18, 24, 26, 29, Feb 1, 3, 5, 14, 15, 16, 17, 18, 19, 21, 22, 24.	Total No. of Visits <i>96.</i>
Ordinary Survey No.								

Amount of Entry Fee.....£ *5* : " : "
Special Survey Fee ...£ *119* : *14* : "
Travelling Expenses, if any £ " : " : "
Damage Survey *1* : *1* : "

Fees applied for, *25-2-1898*
Received by me, *26-2-1898*
£ *1-1-1898* paid *1898*

Certificate to be sent to *Greenock.*

In my opinion this Vessel should be Classed *100A1 Steel, Spar dk.*

with, or without Freeboard, as condition of Class

J. J. House
Surveyor for Lloyd's Register of British and Foreign Shipping.

Committee's Minute

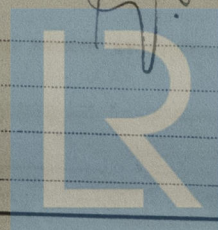
FRI. 4 MAR 1898

Character assigned

*a + c
+ LMC 2, 98
7 D*

*100A1 Steel
Spar dk.*

*1 Dk (Stl) + Spar dk (Iron)
+ deep framing*



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Lloyd's Register
Foundation

GRK340-0111(2/2)