

Form No. 1C.



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.	1/2th	20ths
FLAT PLATE KEEL .....	36	19	12	12	36	19	Double	6	1	4	Quadruple	1	3 1/4			14	Whole			
(If Bar Keel, state Riveting)	36	13	11	11	36	13	"	5 1/4	7/8	3 3/8	Treble W.L.	7/8	3 3/8			9	"			
GARBOARD OR A Strake ...	53	10	9	9	54	10	"	"	"	"	"	"	"			"	"			
State actual thickness in way of Double Bottom.	46	11	9	9	46	11	"	"	"	"	"	"	"			"	"			
B "	54	10	9	9	54	10	"	"	"	"	"	"	"			"	"			
C "	47	11	9	9	46	11	"	"	"	"	Quadruple	"	3 1/2-3 3/8			10 1/2-9	"			
D "	53 1/2	11	9	9	54	11	"	"	"	"	Treble W.L.	"	3 1/2			9	"			
E "	45 1/2	12	9	9	46	12	"	"	"	"	"	"	"			"	"			
F "	54	11	9	9	54	11	"	"	"	"	"	"	"			"	"			
G "	46	12	9	9	46	12	"	"	"	"	"	"	"			"	"			
H "	54	11	9	9	54	11	"	"	"	"	"	"	"			"	"			
J "	54	11	9	9	54	11	"	"	"	"	"	"	"			"	"			
K "	42	13	9	9	42	13	"	"	"	"	"	"	"			"	"			
MAIN SHEER L "	54	12	9	9	54	12	"	"	"	"	"	"	"			"	"			
M "	40	15	10	10	40	15	"	"	"	"	"	1	3 1/4			10 1/2	"			
N "	The after lengths of plating connected to the stern frame, are of the thickness required for the same strakes amidships except the boss plates which are 1/2" thicker																			
O "	Length of plates 8 spaces.																			
P "																				
DOUBLE LINE OF Flat Plate Keel																				
Length and thickness of Bilges .....	32	12	(16 feet long the at each end of bridge)		32	12														
of Sheerstrakes .....																				
of Strake below .....																				
POOP SIDES .....				7		7	Single	2 1/2	3/4	3	Double	3/4	2 5/8			5	whole			
BRIDGE SIDES .....						9+7	"	"	"	"	"	"	"			"	"			
FORECASTLE SIDES .....			7			7	"	"	"	"	"	"	"			"	"			

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 from Hallside, Blackburn, Glasgow, Clydebridge Mossend and Dalzell*

**Spar or Stringer Butts**, treble riveted for whole length amidship.  
**Stringer Plate** **Straps**, single, double or overlapped for whole 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 & single*  
**Centre Girder Butts**, *Treble* riveted **Keelson Butts**, *Treble* riveted.  
**Frames**, riveted through Plates with *7/8* in Rivets, about *6 1/4* apart.  
**Rivets**, state whether Iron or Steel *Iron*

**FRAMES** extend in one length from *middle line* to *margin plate*, and from *margin plate* to *gunwale*  
**REVERSED FRAMES** on floors and frames extend from *middle line* to *margin plate*, *margin plate* to *Spar or*, alternately to *Side or*, double on floors in *6 x 13* space, double on alternate frames to *Spar or* in way of *Nº 2+3* hatchways

MASTS, SPARS, &c.									
	Material.	Total Length	DIAMETER AND THICKNESS.			No. of Plates in round.	ANGLES.		RIVETING.
			At Partners.	Heel.	Hounds & Head.		Number.	Size.	
LOWER MASTS....	Fore .....	<i>Steel</i> 68-0	17 3/4 x 7/20	13 3/4 x 9/20	15 x 9/20	<i>Two</i>	✓	✓	<i>Single</i> <i>Treble &amp; double</i>
	Main .....	<i>do</i> 62-0	16 x 7/20	14 x 9/20	13 1/4 x 9/20	<i>do</i>	✓	✓	<i>do</i> <i>do</i>
	<i>Misc.</i> .....								
<b>Donkey</b>									
Topmasts, Yards and Remainder of Spars <i>Pitch Pine</i>									
Rigging, Material and Size, Shrouds <i>3/4 steel wire</i>									
Stays <i>4 1/2 steel wire</i>									
Sails. <i>one</i> Suit of <i>Sails</i> , and the following sparsails									

EQUIPMENT No. 33955 LETTER V 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.			
36706	1st Bower	47	3	0	Steelless			40	19	1	14	47	2	0	Reliance Patent.	W. L. Byers & Co.	Sept 4/99 H. T. Holford Supt
36739	2nd "	47	1	0	do			40	13	0	14	47	2	0	do	do	do 4/99 do
36709	3rd "	40	1	14	do			36	0	2	14	40	1	0	do	do	do 7/99 do
	Collective weight	135	1	14								135	1	0			
4686	Stream	11	2	14	2	3	20	13	10	0	0	11	2	0	Rodgers	S. Taylor & Sons	Feb 29/99 E. Seedhouse Supt
4687	Kedge	5	3	0	1	1	18	8	0	2	14	5	3	0	do	do	do 2/99 do
	2nd Kedge	Drop & mechanical tests applied to anchor heads at Newcastle by J. G. Craig 18th Feb. 1899 & at Tipton by C. E. Perkins 30/99															

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.													
2399	134½	2½	100-16-0	272.	3-15	538-3-0	270-2	Steel	S. Taylor & Sons	Feb 29/99	E. Seedhouse	TOWLINE	Steel Wire	105	4	33	105-4	
2400	135½	2½	72-0-0	272.	2-3	545-1-18		Link	do	do	29/99	do.	HAWSER	Steel Wire	90	3½	22	15-12 90-3½
													WARP	" "	90	2¾	15½	90-2¾
Stream Chain } Steel Wire ... }	90	4½	39				90-4½	Steel Wire	by Webster & Co. Ltd.				" "	" "	90	2¾	15½	

**Boats** *Four* *Downton pump* *4 1/2-3 1/2*  
**Pumps**, Number *One* *Downton pump* to *Holds*, & *One* *hand pump* to *F. Peak* Diameter of Barrel and Tail Pipe *Hand* " *4-2*  
**Windlass** is *Steam* by *Emerson Walker & Thompson* *Pro.* **Capstan** *6* *Steam* *winches*  
**Engine Room Skylights**.—How constructed? *of Teak on steel coamings*  
What arrangements for deadlights in bad weather? *Solid teak shutters and bull's eyes*  
**Coal Bunker Openings**.—How constructed? *steel coamings* How are lids secured? *battens & cleats* Height above deck? *8" bull angle*  
Number of Scuppers, and number and dimensions of Freeing Ports, &c. *Four* *scuppers* *each side* *Four* *freeing ports* *each side* *2-6 x 4-6 (2)*  
**Ceiling in Holds**, thickness and material *2 1/2* *Red & White pine* **Ceiling 'tween Decks**, thickness and material *2* *White pine*  
**Cargo Hatchways**.—How formed? *of steel plates and angles* **Hatches**, If strong and efficient? *Yes* *solid* *2 1/2*  
State size No. 1 Hatch (Forward) *24-0 x 16-0 x 4 1/2* No. 2 Hatch *28-0 x 16-0 x 4 1/2* No. 3 Hatch *26-0 x 16-0 x 2 1/2* No. 4 Hatch *24-0 x 16-0 x 2 1/2*  
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *Two* *web plates* *to each* *hatchway* *Three* *iron* *fore and*  
*afters* *to each* *hatchway* **No. of Breasthooks** *eight* **No. of Crutches** *4* *deep* *floor*  
**Bulwarks**, height above deck and description *48 x 7/20* *bull* *stay* *7 x 4/20* **Main Rail**, material and size *6 x 3 x 7/20* *bull* *angle*, and  
*The above is a correct description.* *3* *half* *round* *moulding*  
Builder's Signature *H. Hamilton* Surveyor's Signature *J. French* Surveyor 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. 7/7/98. 25/9/98 3/9/98. 19/4/99. 26/4/99 9/9/99.

E 15/9/98

Workmanship. Are the butts of plating planed or otherwise fitted?

planed where practicable

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?

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 Rules, and approved plans, The midship section of which was forwarded to London on the 17<sup>th</sup> instant for preparation of certificate

The quality of the workmanship and material are good

The hand pump to fore peak has been worked, and found satisfactory

The Downton pump has been worked and found satisfactory

The weather decks flooded and found satisfactory. The watertight doors tried and found satisfactory

Iron plates are embedded in the cement under each sounding pipe

Keel has been built with a camber of  $\frac{3}{4}$  inch

landing edges of main, spar, bridge and poop deck plating, and tank top are joggled

landing edges of the outside strakes of shell plating (except the spar sheerstrake) are joggled

our satisfaction

Damage stated to have been caused by Collision with pier; Now done Rivet in lower landing edge one

same space of fifth strake below sheer strake on port side, abaft No. 1 hatch, cut adrift, faired

and reriveted, and indent in plate of strake below same faired in place.

is a sister vessel to the S.S. Winchester "Greenock first entry report No. 12425

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 ft., B.D. or Break ft., Bridge Dk. 118 ft., F'castle 40.83 ft.

feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

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) Spar Dk (steel) 2 to B. and deep framing

Special No. 112611; 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 Cellular system

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft, and under engines	114	321	Fore peak tank,		
Double bottom, forward,	144	406	After peak tank,		77
Double bottom, under Engines and Boilers,			Midship deep tank,		
Double bottom, if under Engines only,			Other tanks, if fitted,		
Double bottom, if under Boilers only,			(If necessary, furnish further information by sketch.)		

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

Special Survey No. 1963

Date 12<sup>th</sup> July 1898

Ordinary Survey No. ✓

Date ✓

44 in builder's yard

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 Special Survey & Surveyed. 1898. Oct. 31 Nov. 3. 17. 24. Dec. 1. 9. 13. 17. 21. 23. 1899. Jan. 12. 14. 21. 25. Feb. 4. 8. 11. 15. 17. 22. 24. March 2. 7. 9. 14. 17. 22. 24. 28. 30. April 3. 5. 6. 7. 11. 13. 19. 20. 24. May 3. 9. 16. 22. 24. 26. 30. June 1. 7. 13. 16. 20. 21. 22. 26. 29. July 21. 24. 26. 31. Aug. 1. 4. 8. 9. 11. 15. 21. 23. 24. 28. Sep. 4. 5. 8. 12. 26. 29. Oct. 6. 14. Total No. of Visits 77.

Amount of Entry Fee.....£ 5: " : " Fees applied for, 16-10-1899  
Special Survey Fee...£ 103: 7: " Received by me, 18-10-1899  
Swelling Expenses, if any £ " : " : " 26.

Certificate to be sent to Greenock

Opinion this Vessel should be Classed + 100-A-1 Steel Spar Dk  
without Freeboard, as condition of Class

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

Committee's Minute  
Factor assigned

as per  
+ 2mc 10,99  
100A-1 Steel  
Spar Dk.  
w. fbd. 1.4" 9/12  
W.