

~~1 or 2 Dks., R.Q.Dk.,~~
~~and Pt. Awng. Dk.~~

IRON OR STEEL STEAMER.

Received at London Office

State if Report is also sent on the Machinery of the Vessel. *No, not completed*

Date of completion of Report 7th April 1898

Port of Keith

Date, First Survey 24th March, '97 Last Survey 5th April, 1898.

Rig Schooner. - 2 Masts.

Master A. J. M. Haddell

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 Leith

When built 1897 x 98 Launched 10th Sept. '97.

By whom built Ramage & Ferguson (him)

Owners Geo. Gibson & Co.

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

Residence Leith

Port belonging to Leith

If Surveyed while Building, Afloat, or in Dry Dock Building & Afloat & Dry M

on Deck	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH—	Feet.	Inches.	Power of	Horse.	No. of Decks with Flat laid	Two
Rule.....	257	7	Moulded.....	33	9	Top of Floors to Main Deck Beams.	17	8½	Engines	232	No. of Tiers of Beams	Two
<i>us of Ship per Register, Length, 259. breadth, 33.95 depth, 17.6. Moulded Depth, ft. 18 ins. 9. Round of Beam 8½ inches.</i>												

[illegible]

TH567-0044 (1/2)

PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.				IF LAPPED.				
	AMIDSHIP.		FORWARD.		AFT.		Single or Double.	Breadth of Lap.	Diam.	Spacing or to r.	Double or Treble and for what Length.	Diam.	Spacing or to r.	Breadth.	Thick.	For what Length.			
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.													
FLAT PLATE KEEL	36	16	12	12	36	16	Double	6	1	3 5/8	Double whole L	1	3 1/2	19	18				
GARBOARD OR A STRAKE	42	12	11	11	42	12	do	5 1/4	2	3	do	2	3 1/8	16 1/2	15				
B "	54	10	8	8	54	10	do	do	do	do	do	do	do	do	11				
C "	46	10	8	8	46	10	do	do	do	do	do	do	do	do	13				
D "	54	11	9	9	54	11	do	do	do	do	do	do	do	do	14				
E "	46	11	9	9	46	11	do	do	do	do	do	do	do	do	14				
F "	54	10	8	8	54	10	do	do	do	do	do	do	do	do	11				
G "	46	10	8	8	46	10	do	do	do	do	do	do	do	do	13				
H "	54	10	8	8	54	10	do	do	do	do	do	do	do	do	11				
Sheerstrake J	42	14	10	10	42	14	do	do	do	do	do	1	3 1/2	19	17				
K "																			
L "																			
M "																			
N "																			
O "																			
P "																			
DOUBLING of Flat Plate Keel																			
Length of Bilges	38	10			38	10													
Length of Sheerstrakes																			
Length of Strakes below																			
POOP SIDES		6			6		single	2 1/4	5/8	2 1/4	Double	5/8	2 1/4	8	6				
RAISED QUARTER DECK SIDES		6			6		do	do	do	do	do	do	do	do	do				
BRIDGE SIDES		6			6		do	do	do	do	do	do	do	do	do				
FORECASTLE SIDES		6			6		do	do	do	do	do	do	do	do	do				
LENGTHS OF PLATING	6 frame spaces																		
Manufacturer's name or trade mark of the Iron Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, outside Plating, &c.: <u>Wishaw, Calderbank, Lanarkshire, Parkhead, Palmers, Kilside, Glasgow, Clydebridge.</u>																			
Main Stringer Plate Butts, treble riveted for $\frac{1}{2}$ length amidship. Straps, single double or overlapped for whole length amidship. Butts of Bilge & Side Stringers, and Tie Plates, treble or double riveted. Double & Double Inner Bottom Plating, riveting of Edges Double & single. Butts Double & single. Centre Girder Butts, double riveted. Keelson Butts, treble riveted. Frames, riveted through Plates with $\frac{7}{8}$ in. Rivets, about $6\frac{1}{4}$ apart. Rivets, state whether of Iron or Steel. <u>Iron</u>																			
FRAMES extend in one length from middle line or margin plate to <u>gunwale</u> . REVERSED FRAMES on floors and frames extend from middle line to upper deck & stringer next below alternately, double in C.B. space from bilge stringer to bilge stringer.																			
MASTS, SPARS, &c.																			
Material. Total length. At Partners. Heel. Hounds. Head. No. of Plates in round. No. of Ropes. Size. Spans. Riveting. Butts.																			
LOWER MASTS	Fore	Steel	72 ft	19 1/4 x 2 1/2	15 1/2 x 6	16 1/2 x 6	13 1/2 x 5	2			single	treble double							
	Main	do	67	19 1/4 x 2 1/2	16 1/2 x 6	16 1/2 x 6	13 1/2 x 5	2			do	do							
Topmasts, Yards and Remainder of Spars <u>Wood</u> . Rigging, Material and Size, <u>Shrouds 3" Steel Wire</u> . Stays <u>3 1/2</u> . Sails. <u>One</u> Suit of Sails and the following spare sails.																			
EQUIPMENT No. 18970 LETTER <u>P</u> TONNAGE FOR TRAWLERS <u>U.D.K.</u> 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.																			
15452	1st Bower	32	0	0	30	2	2	0	31	3	0	Stockless Lion Patent	1. H. & C. Co. Ltd.	1st July 97	J. Vindale				
15450	2nd "	30	2	0	29	0	0	0	30	0	0	do	do	do	do				
15451	3rd "	29	1	2	28	5	0	0	29	0	0	do	do	do	do				
Collection weight <u>98</u> <u>3</u> <u>21</u>																			
15453	Stream	8	2	0	10	15	0	0	8	2	0	Common	do	do	do	do			
15454	Kedge	4	1	0	6	12	2	0	4	1	0	do	do	do	do	do			
Drop test Certificate of Cast Steel Anchor Heads, dated 14th & 25th May 97, Middlebrook, signed B.J. Baker.																			
CHAIN CABLES.																			
Number of Certificate. Fathoms. Size. Test per Certificate. Tons. Weight of Chain Cable. Supplied. Per Rule. Description. Makers of Cables. When and where tested, and Superintendent. Material. Fathoms. Size. Breaking Test of Steel Wire Towing. Fathoms and Size Per Rule.																			
7331	120	1 1/2	82 1/2	59 1/2	80	3	0	15	24	0	do	1st July 97	J. Vindale						
7332	120	1 1/2	80	80	80	3	0	15	24	0	do	do	do	do	do	do			
7423	75	1	27 1/2	18	39	3	9	38	1	0	do	1st Decr 96	do	do	do	do			
Iron Stream Chain (on Steel Wire)																			
Boats <u>2 life boats, 1 Cutter & 1 Dingy</u> . Pumps, Number <u>5</u> . Diameter of Barrel and Tail Pipe <u>1/2 of 6 x 3 & 1 of 4 x 2</u> . Windlass is <u>Mc Onies Iron Patent</u> . Capstan. Engine Room Skylights.—How constructed? <u>Iron with bullseyes in cover, bolted to iron casing.</u> What arrangements for deadlights in bad weather? <u>Canvas cover</u> . Coal Bunker Openings.—How constructed? <u>Circular Cast Iron</u> How are lids secured? <u>By lead & check</u> Height above deck? <u>18 inches</u> . Number of Scuppers, and number and dimensions of Freeing Ports, &c. <u>On each side 5 scuppers & 6 ports 3 1/2 x 1 1/2</u> . Ceiling in Holds, thickness and material <u>2 1/2" p. pine</u> . Ceiling 'tween Decks, thickness and material <u>2 1/2" pine</u> . Cargo Hatchways.—How formed? <u>Steel Comings</u> . Hatches.—If strong and efficient? <u>Yes</u> . State size No. 1 Hatch (Forward) <u>11'6" x 12'1"</u> No. 2 Hatch <u>25' x 12'1"</u> No. 3 Hatch <u>25' x 12'1"</u> No. 4 Hatch <u>4'6" x 12'1"</u> . Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch <u>No. 1 & 2 have 1 wood fore & afters</u> . No. of Breasthooks <u>4</u> . No. of Crutches <u>3</u> . Bulwarks, height above deck and description <u>1 1/2' of 3/4" steel</u> . Main Rail, material and size <u>Patent section iron 7 x 3</u> . The above is a correct description. <u>Ramage & Bergmann Ltd</u> Surveyor's Signature. <u>Alex. J. Bergmann</u> Builder's Signature (here only). <u>Secy.</u> 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).

24th Febr. & 6th July 97. do.

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? No

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

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

Workmanship & Material Good

This vessel is built in accordance with the approved plan of midship section forwarded to the Secretary on the 28th Febr. '98, and in conformity with the Rules.

The weather decks were flooded and are watertight; pumps & watertight doors are in good working order; there are no sluice valves on bulkheads.

Approved plan of profile and a Forging Report are hereto attached.

The Surveyor should state the Number of Report and Name of any Sister Vessel. Not a sister ship any other.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 30 ft., R.Q.D. or Break ft., Bridge Dk. 66 ft., F'castle 37 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.

Poop not joined to B.D.

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 Stks. Upper Stk. Steel

Official No. 18970; Signal Letters U.D.K.

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 Not cell. system

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
Feet.	Tons.	Feet.	Tons.	Feet.	Tons.
Double bottom, aft,	72	150	Fore peak tank		
Double bottom, forward,	80	181	After peak tank,	14	30
Double bottom, under Engines and Boilers,			Midship peak tank,		
Double bottom, 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

Order for Special Survey No. 682 Surveys held while building as per Section 18. Date 2nd March 1897

Order for Ordinary Survey No. 153 in builder's yard

1st. On the several parts of the frame, when in place, and before the plating was wrought Built under Special Survey & surveyed:

2nd. On the plating during the process of riveting 1897: March 24, April 8, 14, 21, 24, 29, May 6, 7, 14, 18, 19, 22, 26, 27, June 4, 7, 19, 24, 29, July 2, 6, 9, 13, 16, 20, 22, 28, 29, Aug. 6, 9, 12, 26, 31,

3rd. When the beams were in and fastened and before the decks were laid Sept. 1, 3, 6, 9, 18, 22, 24, 27, Oct. 7, 26, Nov. 2, 8, 26, Dec. 9, 21, 28,

4th. When the ship was complete, and before the plating was finally coated or cemented 1898: Jan. 10, 21, 28, Feb. 26, 28, March 9, 18, April 5. Total No. of Visits 58

5th. After the ship was launched and equipped

The amount of Entry Fee £ 4 Fees applied for, 18

Special £ 52 Received by me, 19th July 98

Certificate £ Travelling Expenses, if any £ 100 A1 Steel

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

With or without Freeboard, as condition of Class

Committee's Minute TUES, 19 JUL 1898

Character assigned Large + 2 mcs 5, 98

2 mcs (U.S.S.E.)

By date of making survey in May.

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