

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

IRON OR STEEL STEAMER.

State if Report is also sent on the Machinery of the Vessel. *See New Gls.*
Date of completion of Report *24th July 1903.*

No. *13688*
TUES. 28 JUL 1903
Received at London Office.

Date, First Survey *17th Decr. 1902.* Port of *Greenock*
Last Survey *15th July 1903.*

S.S. HAWTHORN.

Rig *Schooner*

Survey held at *Greenock*
On the

TONNAGE under Tonnage Deck... *216.61*

Do. of Poop *40.98*

Do. of Raised Qr. Dk. or Break... *12.83*

Do. of Bridge House *11.61*

Do. of Forecastle *7.88*

Do. of Houses on Deck *16.82*

Do. of excess of Hatchways *306.73*

Do. above Crown of Engine Room *20.38*

Gross Tonnage *269.53*

Less Crew Space *186.88*

Less above Crown of Engine Room *6.40*

TONNAGE FOR FEES... *93.07*

Less Engine Room

Less Navigation Spaces

Register Tonnage as cut on Beam... *93.07*

ONE OR TWO DECKED VESSEL.

CLASS *F100 A1 "WELL DE"*

Half Breadth (moulded) *12.0*

Depth from upper part of Keel to top of Main Deck Bms. *11.0*

Girth of Half Midship Frame (as per Rule) *20.56*

1st Number *43.56*

Length on deck from after part of stem to fore part of stern post *129.*

2nd Number *5619.24*

Proportions—Breadths to Length *5.3*

Depths to Length—Main Deck to top of Keel *11.7*

Destined Voyage *Coasting*

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

LENGTH on Deck as per 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>129</i>	<i>0</i>		<i>24</i>	<i>0</i>		<i>9</i>	<i>11 1/2</i>		<i>One</i>	<i>One</i>

Dimensions of Ship per Register, Length, *130.2* breadth, *24.1* depth, *9.8* Moulded Depth, *10* ft. *6* ins. Round of Beam, Actual *6* ins.

FRAMING.						FORGINGS AND CASTINGS.					
FRAME, Angles, <i>7</i> , <i>E</i> or <i>L</i> Bars, for $\frac{1}{2}$ length amidships						KEEL, Bar or Side Plates depth and thickness					
Do. for $\frac{1}{2}$ at each end						STEM, moulding and thickness					
Do. in way of Double Bottoms at Solid Floors						STERN-POST for Rudder do. do.					
Spacing of Frames from centre to centre						for Propeller					
REVERSED FRAME, Angles <i>3 1/2 x 2 1/2</i>						MAIN PIECE of Rudder, diameter at head					
DEEP FRAMING, depth of girder						do. at heel					
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships						RUDDER, how constructed <i>Built forging and single plate 1 1/2</i>					
in way of Engines and Boilers						Can the Rudder be unshipped afloat?					
thickness at the ends of vessel						KEELSONS AND STRINGERS.					
depth at $\frac{1}{2}$ the half breadth, as per Rule						CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate					
height extended at the Bilges						Rider Plate					
FLOORS & BRACKETS, in Cell Dble Bottoms						Bulb Plate to Intercoastal Keelson					
state if flanged (top & bottom)						Horizontal Plates on Floors					
Spacing						Angles					
CENTRE GIRDER, in Double Bottom, depth and thickness						SIDE KEELSON, Angles					
Angles, Top						Bulb or Plate above floors for lng.					
Bottom						Intercoastal Plate for <i>PRACTICABLE</i> length					
SIDE GIRDERS, number on each side & thickness state if flanged (top & bottom)						Attached to outside plating with Angle					
Angles						BILGE KEELSON, Angles					
MARGIN PLATE, depth (exclusive of flange) and thickness						Bulb or Plate above floors for lng.					
Angles to Outside Plating						Intercoastal Plate for <i>PRACTICABLE</i> length					
Floors						Attached to outside plating with Angle					
Height of Floors at the Bilges						SIDE BILGE STRINGER Angles					
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake						Bulb Plate for length					
thickness in Engine and Boiler space						Intercoastal Plate for <i>FULL</i> length					
Remainder in Holds						Attached to outside plating with Angle					
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb						Main and Raised Quarter Deck Stringer Plate, breadth and thickness					
Angles on Upper Edge						Angle on ditto					
Spacing						Tie Plates fore & aft, outside Hatchways					
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb						Diagonal Tie Plates on Bms., No. of Pairs					
Angles on Upper Edge						Main Dk* Iron or Steel for <i>FULL</i> lng.					
Spacing						R. Q. Dk* Iron or Steel for <i>FULL</i> lng.					
BEAMS, Hold, Plate or Tee Bulb						Wood Deck, Material & thickness					
Angles on Upper Edge						Lower Deck Stringer Plate, breadth and thickness					
Spacing						Angles on ditto, No.					
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb						Tie Plates, outside Hatchways					
Angles on Upper Edge						Deck* Material and thickness					
Spacing						Hold Stringer Plate					
BEAMS, Bridge or Pt. Awng. Deck, Angle, Bulb Angle Plate, or Tee Bulb						Angles on ditto, No.					
Angles on Upper Edge						Poop Deck Stringer Plate, breadth & thickness					
Spacing						Angle on ditto					
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb						Tie Plates					
Angles on Upper Edge						Deck, Material and thickness					
Spacing						Bridge or Pt. Awng. Deck Stringer Plate, breadth and thickness					
PILLARS, In tween Decks, Size and Spacing						Angle on ditto					
Hold						Tie Plates					
Quarter, tween Dks.						Deck, Material and thickness					
in Hold						Forecastle Deck Stringer Plate, brdth & thcknss					
WEB FRAMES, In Fore Body, No. and Spacing						Angle on ditto					
No. of Side Stringers						Tie Plates					
WEB FRAMES, In E. & B. Space, No. & Spacing						Deck, Material and thickness					
No. of Side Stringers						BULKHEADS.					
Brdth. & Thickness						W.T. BULKHEADS					
WEB FRAMES, In After Body, No. and Spacing						PARTITION					
No. of Side Stringers						LONGITUDINAL					
Brdth. & Thickness						Are the outside Plates doubled two spaces of Frames in length?					
Size of Angle or Tee Bars to Web Frames						Are the Sluice Valves and Watertight Doors in efficient working order?					
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness											

PLATING.										RIVETING.									
AS IN SHIP.					PER RULE OR AS APPROVED.					EDGES.					BUTTS.				
STRAKES.		AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		Single or Double.		RIVETS.		STRAPS.		IF LAPPED.			
Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Diam.	Spacing.	Breadth.	Thickness.	Breadth.	Thickness.		
Flat Plate Keel	30 1/2	8	8	8	8	31	8	DOUBLE	4 1/2	3/4	3	DOUBLE	3/4	2 3/4	9 1/4	8	1/2		
Garboard or A Strake	50 1/2	6	5	5	5	50 1/2	6	DOUBLE	4 1/2	3/4	3	DOUBLE	3/4	2 3/4	9 1/4	8	1/2		
State actual thickness in way of Double Bottom.	45	4	6	6	6	45	4	DOUBLE	4 1/2	3/4	3	DOUBLE	3/4	2 3/4	9 1/4	8	1/2		
B	44 1/4	4	5	5	5	44 1/4	4	DOUBLE	4 1/2	3/4	3	DOUBLE	3/4	2 3/4	9 1/4	8	1/2		
C	43 1/2	4	6	6	6	43 1/2	4	DOUBLE	4 1/2	3/4	3	DOUBLE	3/4	2 3/4	9 1/4	8	1/2		
D	42	6	5	5	5	42	6	DOUBLE	4 1/2	3/4	3	DOUBLE	3/4	2 3/4	9 1/4	8	1/2		
E	31	9	4	4	4	31	9	DOUBLE	4 1/2	3/4	3	DOUBLE	3/4	2 3/4	9 1/4	8	1/2		
F	The bottom forward of the 30th length is strengthened in accordance with Rules																		
G	The keel plates are of midship thickness																		
H																			
I																			
J																			
K																			
L																			
M																			
N																			
O																			
P																			
DOUBLING OF Flat Plate Keel	Length and thickness of Bilges																		
of Sheerstrakes	Length and thickness of Strake below																		
Peel Sides	39	6	5	5	5	39	6	SINGLE	2 1/2	3/4	3	DOUBLE	3/4	2 1/4	4 1/4	2 1/4			
RAISED QUARTER DECK SIDES	39	6	5	5	5	39	6	SINGLE	2 1/2	3/4	3	DOUBLE	3/4	2 1/4	4 1/4	2 1/4			
BRIDGE SIDES	39	6	5	5	5	39	6	SINGLE	2 1/2	3/4	3	DOUBLE	3/4	2 1/4	4 1/4	2 1/4			
FORECASTLE SIDES	39	6	5	5	5	39	6	SINGLE	2 1/2	3/4	3	DOUBLE	3/4	2 1/4	4 1/4	2 1/4			
LENGTHS OF PLATING	14-4																		

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. *Simon Martin Process*

City, State, and Country of origin of the material. *City of Pittsburgh, Pa. U.S.A.*

Has the Steel been tested as required by the Rules? *Yes*

FRAMES extend in one length from *Centre line* to *gunwale* state if ordinary or jogged. *Ordinary*

REVERSED FRAMES on floors and frames extend from *Centre line* to *gunwale* state if ordinary or jogged. *Ordinary*

MASTS, SPARS, &c.

LOWER MASTS...	Material.	Total length.	DIAMETER AND THICKNESS.		No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.		Number.	Size.	Seams.	Butts.
Fore	P.P.	42-6	14	11	1	1	1	1	1
Main	P.P.	29-0	4	4 1/2	1	1	1	1	1
Mizen	P.P.	29-0	4	4 1/2	1	1	1	1	1

Boomsprit

Topmasts, Yards and Remainder of Spars

Rigging, Material and Size, Shrouds

Sails, *one* Suit of *galv steel wire 2 1/2 in* Stays *2 1/2 in*

EQUIPMENT No. *6025* LETTER *d.*

ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 22.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwt.	qrs.	lbs.	Cwt.	qrs.	lbs.	Tons.	Cwt.	qrs.	lbs.	Cwt.	qrs.			
3362	1st Bower	4	1	4	4	1	4	9	5	0	4	1	0	Longest. Stakes	Taylor & Sons Ltd 16/4/02 Ref.	
3428	2nd "	4	0	0	4	0	0	9	5	0	4	0	0	"	"	
	3rd "	4	1	4	4	1	4	9	5	0	4	1	0	"	"	
	Collective weight	12	1	4	12	1	4	27	15	0	12	2	0	"	"	
	Stream	1	3	14	1	3	14	1	3	14	1	2	0	"	"	
	Kedge	0	3	21	0	3	21	0	3	21	0	3	0	"	"	

CHAIN CABLES.

Number of Certificate.	Fathoms.	Size.	WEIGHT OF CHAIN CABLE.			Fathoms.	Size.	Description.	Makers of Cables.	When and where tested and Superintendent.	HAWERS AND WARPS.			
			Tons.	qrs.	lbs.						Material.	Fathoms.	Size.	
1315	165 1/8	2 3/4	18 1/4	64	2 1/4	11	165 1/8	2 3/4	Shid	Taylor & Sons Ltd 24/4/02 Ref.	TOWLINE	MANILA	1/2	6 1/2
											HAWSER	MANILA	1/2	4
											WARP	MANILA	1/2	3

Boats *Two @ 16-6 x 5-8 x 24*

Pumps, Number *one* Diameter of Barrel *4"* State whether they are in efficient working order *Yes*

Windlass is *Steam by Common Walker's Steam P.P. Capstan*

Engine Room Skylights. How constructed? *none* high casing over engine

What arrangements for deadlights in bad weather? *light in casing sides.*

Coal Bunker Openings. How constructed? *Shid plates and angles* How are lids secured? *Ballows & Lashings* Height above deck? *10"*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *3 in hull. One scupper each side. In hull. One freeing port. 32 x 18 each side.*

Ceiling in Holds, thickness and material *2" w.p.* Ceiling tween Decks, thickness and material *10 x 2 1/2 w.p.*

Cargo Hatchways. How formed? *Shid plates and angles* Hatches. If strong and efficient? *Yes 2 1/2 solid.*

State size No. 1 Hatch (Forward) *8-9 x 9-8 x 33"* No. 2 Hatch *29-5 x 16-11 x 33"* No. 3 Hatch *No. 4 Hatch*

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *No. 1 hatch one web plate, 2 1/2 inch. No. 2 hatch one web plate, 2 1/2 inch. No. 3 hatch one web plate, 2 1/2 inch. No. 4 hatch one web plate, 2 1/2 inch.*

Bulwarks, height above deck and description *40 x 1/2 slat 6 1/2 inch. 60 inch. Main Rail and Stays, material and size. Angle 4 x 3 x 5/2*

The above is a correct description.

Builder's Signature *Geo. Brown* Surveyor's Signature *James Lewis*

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)

M. 254/Jan 1902. E 24/Jul 1902.

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*

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? *Yes 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 *good*

Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? *Yes* State results of tests *good*

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the Rules and the approved plans which are forwarded herewith. The materials and workmanship are of good quality. Iron plates are imbedded in the cement under the sounding pipes. The keel has been sighted and found to be cambered 1/2 inch. Samples of the rivets used in the construction of this vessel have been tested and found satisfactory. In forging Report is attached hereto.*

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *54 1/2* ft., R.Q.D. or Break *54 1/2* ft., Bridge Dk. *14 1/2* ft., F'castle *14 1/2* 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

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) *1 D STEEL*

Official No. *15*; Signal Letters *LDK*

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 or with girders on floors *Yes*

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
Feet.	Tons.	Feet.	Feet.	Tons.	
Double bottom, aft,			Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,		
Double bottom, if under Engines only,			Midship deep tank,		
Double bottom, if under Boilers only,			Other tanks, if fitted,		
Double bottom, forward,			(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 *Yes*

Order for Special Survey No. *2181*

Date *19th Jan 1903*

No. *15* in builder's yard

DATES OF SURVEYS held while building

1902. Dec 17. 19. 22. 1903. Jan 12. 15. 23. 26. 27. Feb 2. 5. 9. 11. 16. 18. 20. 25. March 2. 4. 6. 10. 13. 17. 24. 27. April 2. 6. 8. 13. 15. 17. 20. 23. 27. 29. May 4. 5. 11. 15. 18. 20. 25. 27. 29. June 2. 4. 6. 8. 10. 11. 12. 16. 29. July 1. 2. 14. 15.

Total No. of Visits *56.*

The amount of Entry Fee *£ 2* Fees applied for, *£ 24.7.1903*

Special *£ 13.10* Received by me, *£ 27.7.1903*

Travelling Expenses, if any *£ 18.7.03*

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

I am of opinion this Vessel should be Classed *FI 100 A.L. "WELL DECK"*

With, or without Freeboard, as condition of Class

Glasgow 27 JUL 1903

Committee's Minute *+ 100 A1 (Steel) Lloyd's R.C.P.*

Character assigned *(Well Deck.)*

When fee is paid

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

Certificates Issued, *3/103.*

W1081-0268 1/2