

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.	Breadth.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	Breadth.	Thickness.	Breadth.	For what Length.
FLAT PLATE KEEL.....	46	20	15	15	46	20-15	56l	6 3/4	1 1/8	4 1/3	76l	1 1/8	4	2 1/2	15 1/2				
(If Bar Keel, state Riveting)	48	15	14	14	48	15-14	"	6	1	3 5/7	"	1	3 1/2				10 1/2 Full		
GARBOARD OF A Strake ...		13	14	14		14-10	"	5 1/4	7/8	3 1/4	"	7/8	3 1/8				9 "		
State actual thickness in way of Double Bottom.	B	13	11	11		14-11	"	"	"	"	"	"	"				" "		
	C	13	10	13		14-10	"	"	"	"	"	"	"				" "		
	D	13	10	14		14-11	"	"	"	"	"	"	"				" "		
	E	13	10	13		13-10	"	"	"	"	"	"	"				" "		
	F	14	11	13		14-11	"	"	"	"	Quad	1	4				14 1/4 "		
	G	13	10	12		13-10	"	"	"	"	"	7/8	3 1/2				12 1/4 "		
	H	14	11	12		14-11	"	"	"	"	"	1	4				14 1/4 "		
	J	13	10	12		13-10	"	"	"	"	76l	7/8	3 1/8				9 "		
	K	14	11	12		14-11	"	"	"	"	"	1	3 1/2				10 1/2 "		
	L	13	10	12		13-10	"	"	"	"	"	7/8	3 1/8				9 "		
	M	14	11	13		14-11	"	6	1	3 5/7	"	1	3 1/2				10 1/2 "		
	N	14	10	10		14-10	"	6	1	3 5/7	"	1	3 1/2				10 1/2 "		
Sheerstrake	P	52	15	11	11	50	15-11	"	6	1	3 5/7	Quad	1	4			14 1/4 3/4 L		
	Q		15	9	9		15-9	"	6	1	3 5/7	Quad	1	4			14 1/4 3/4 L		
	R		15	9	9		15-9	"				Quad	1	4			14 1/4 3/4 L		
DOUBLING of Flat Plate Keel	Increased & flat bar keel fitted in lieu.																		
Length and thickness of Bilges	Increased in lieu																		
of Sheerstrakes	do.																		
of Strake below																			
POOP SIDES																			
BRIDGE SIDES																			
FORECASTLE SIDES																			
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. <i>Siemens Martin's D. Colville & Sons. Llanarkshire, Dowlais Cardiff Glasgow. Steel Co of Scotland. Palmers & Dunlop & Co. W. Beardmore & Co. Clydebridge & Co. Glasgow & Co.</i>										Upper Deck (Butts, treble riveted for <i>half</i> length amidship. Stringer Plate (Straps, single, double or overlapped for <i>full</i> length amidship. Middle Deck (Butts, treble riveted for <i>full</i> length amidship. Stringer Plate (Straps, single, double or overlapped for <i>full</i> length amidship. Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted: <i>76l & 56l</i> . Inner Bottom Plating, riveting of Edges <i>56l & 56l</i> . Butts <i>56l</i> . Centre Girder Butts, <i>76l</i> . riveted Keelson Butts, riveted. Frames, riveted through Plates with <i>1" 7/8</i> in. Rivets, about <i>6</i> dia. apart. Rivets, state whether Iron or Steel <i>Iron</i> .									
Has the Steel been tested as required by the Rules? <i>Yes.</i>																			
FRAMES extend in one length from <i>centre girder</i> to <i>margin plate & thence to shelter deck</i>																			
REVERSED FRAMES on floors and frames extend from <i>centre girder to margin plate & from margin plate to shelter deck alternately, in way of forecabin, elsewhere all to upper deck.</i>																			
MASTS, SPARS, &c.																			
Material. Total Length. DIAMETER AND THICKNESS. No. of Plates in round. ANGLES. RIVETING.																			
At Partners. Heel. Hounds. Head.																			
Fore <i>Steel</i> <i>83-3</i> <i>26x9/20</i> <i>23 1/2 x 9/20</i> <i>21 1/2 x 7/20</i> <i>9 x 7/20</i> <i>2</i> <i>3</i> <i>3x3 x 7/20</i> <i>8 1/2</i> <i>56l & 76l</i>																			
Main <i>"</i> <i>85-3</i> <i>24 x 8 1/20</i> <i>23 1/2 x 7/20</i> <i>19 x 7/20</i> <i>7 x 5/20</i> <i>2</i> <i>h/c</i> <i>8 1/2</i> <i>56l & 76l</i>																			
Mizen.....																			
Bowsprit																			
Topmasts, Yards and Remainder of Spars <i>Pitch Pine</i>																			
Rigging, Material and Size, Shrouds <i>Steel wire 4 1/2 & 4</i>										Stays <i>Steel wire 5 1/2, 4 1/2, 3 1/2 & 3</i>									
Sails. <i>One</i> Suit of <i>fore & aft</i>										Sails, and the following spare sails									
EQUIPMENT No. <i>62619</i> LETTER <i>C+</i>										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.																			
Cwts. qrs. lbs. Cwts. qrs. lbs. Tons. cwt. qrs. lbs. Cwts. qrs. lbs.																			
<i>50975</i> 1st Bower ... <i>89</i> <i>0</i> <i>25</i> <i>Stockless</i> <i>63</i> <i>5</i> <i>0</i> <i>0</i> <i>77</i> <i>2</i> - <i>Halls cast steel head. W. H. Green & Co. L.P.H.M. 30/1/04</i>																			
<i>50976</i> 2nd " ... <i>89</i> <i>0</i> <i>19</i> " <i>63</i> <i>5</i> <i>0</i> <i>0</i> <i>77</i> <i>2</i> - " " " <i>30/1/04</i>																			
<i>50977</i> 3rd " ... <i>88</i> <i>1</i> <i>19</i> " <i>62</i> <i>15</i> <i>0</i> <i>0</i> <i>65</i> <i>3</i> - " " " <i>30/1/04</i>																			
4th " ... <i>266</i> <i>3</i> <i>7</i> <i>220</i> <i>3</i> - <i>H. Green Sp. Co.</i>																			
Collective weight <i>266</i> <i>3</i> <i>7</i> <i>220</i> <i>3</i> - <i>Hammer drop & bend tested.</i>																			
<i>50979</i> Stream <i>20</i> <i>3</i> <i>0</i> <i>5</i> <i>0</i> <i>20</i> <i>21</i> <i>8</i> <i>0</i> <i>14</i> <i>20</i> <i>2</i> - <i>Rodgers</i>																			
<i>50980</i> Kedge..... <i>10</i> <i>1</i> <i>14</i> <i>2</i> <i>2</i> <i>27</i> <i>12</i> <i>6</i> <i>2</i> <i>7</i> <i>10</i> - - " <i>L.P.H.M. 30/1/04</i>																			
										<i>H. Green Sup. Co.</i>									
CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate. Fathoms. Size. Test per Certificate. Tons. WEIGHT OF CHAIN CABLE. Fathoms and Size per Table 22. Description. Makers of Cables. When and where tested, and Superintendent. Material. Fathoms. Size. Breaking Test of Steel Wire Towline. Fathoms and Size per Table 22.																			
Supplied. Per Table 22.																			
<i>36205</i> <i>150</i> <i>2 1/16</i> <i>119</i> <i>9</i> <i>8</i> <i>114</i> <i>3</i> <i>8</i> <i>890</i> <i>1</i> <i>4</i> <i>300</i> <i>2 1/16</i> <i>Stud</i> <i>W. H. Green & Co. L.P.H.M. 14/1/04</i>																			
<i>36213</i> <i>150</i> <i>2 1/16</i> <i>106</i> <i>9</i> <i>10</i> <i>114</i> <i>3</i> <i>12</i> <i>889</i> <i>2</i> <i>20</i> <i>120</i> <i>5</i> <i>Steel wire</i> <i>R. B. B. 21/1/04</i>																			
<i>120</i> <i>5</i> <i>64</i> <i>120</i> <i>5</i> <i>Steel wire</i> <i>R. B. B. 21/1/04</i>																			
Boats <i>6</i> Life & 2 other																			
Pumps, Number <i>3</i> <i>1/2</i> & <i>1</i> <i>1/2</i> & <i>1</i> <i>1/2</i> Diameter of Barrel State whether they are in efficient working order <i>Yes.</i>																			
Windlass is <i>Iron patent</i> Capstan <i>Iron patent</i>																			
Engine Room Skylights.—How constructed? <i>Steel coamings</i>																			
What arrangements for deadlights in bad weather? <i>Steel shutters & deadlights & bullseyes.</i>																			
Coal Bunker Openings.—How constructed? <i>Steel coamings</i> How are lids secured? <i>Battered.</i> Height above deck? <i>1-3</i>																			
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. <i>9</i> Scuppers to <i>4</i> ft & <i>5</i> to <i>Shelter</i> <i>4</i> ft <i>Open rails</i>																			
Ceiling in Holds, thickness and material <i>2 1/2</i> w.r. Ceiling tween Decks, thickness and material <i>2</i> w.r.																			
Cargo Hatchways.—How formed? <i>Steel coamings</i> Hatches, If strong and efficient? <i>Yes.</i>																			
State size No. 1 Hatch (Forward) <i>17</i> <i>4</i> <i>x</i> <i>16</i> <i>6</i> No. 2 Hatch <i>21</i> <i>8</i> <i>x</i> <i>16</i> <i>6</i> No. 3 Hatch <i>13</i> <i>0</i> <i>x</i> <i>16</i> <i>6</i> No. 4 Hatch <i>17</i> <i>4</i> <i>x</i> <i>16</i> <i>6</i>																			
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch <i>1</i> <i>4</i> <i>8</i> <i>5</i> <i>one</i> <i>web</i> <i>2</i> <i>beams</i> <i>hatches</i> <i>fore</i> <i>4</i> <i>ft</i> <i>2</i> <i>beams</i>																			
No. 2, <i>Two</i> <i>webs</i> <i>2</i> <i>beams</i> <i>hatches</i> <i>fore</i> <i>4</i> <i>ft</i> <i>3</i> <i>2</i> <i>beams</i> No. of Breasthooks No. of Crutches <i>4</i> <i>8</i> <i>deep</i> <i>floor</i>																			
Bulwarks, height above deck and description <i>Open rails</i> Main Rail, material and size																			
The above is a correct description. <i>PRO WORKMAN, CLARK & CO., LIMITED</i> Surveyor's Signature <i>E. J. Milton</i>																			
Builder's Signature (here only) <i>R. B. B.</i> 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 this case)

M. 18.5.03. 22.5.03. 17.6.03. 2.7.03. 6.7.03. 28.8.03. 11.9.03. 8.10.4

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

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?

Are the rivet holes well and sufficiently countersunk in the plate and punched

from the faying surfaces?

Do any rivets break into or through the seams or butts of plating?

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

Have all the upper and weather decks been tested as required by the Rules (Sec. 23, par. 24)?

State results of tests.

Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)?

State results of tests.

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

This vessel has been built in accordance with the Rules, the Approved Plans and the Secretary's letters, as given above. The workmanship and materials are good throughout. The Nos 1, 2 & 4 holds and lower Tween Decks have been insulated and a small insulated chamber is fitted, abaft the Engine Room casing in the upper Tween decks.

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 Continuous Shelter Dk.

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 (Steel - w.s.) and deep framing Shelter dk (Steel - w.s.)

Official No. 114599; 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 or with girders on floors Cell Dk

Where fitted.	*Length. Feet.	Water Capacity. Tons.	Where fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	119.2	345	Fore peak tank,		
Double bottom, under Engines and Boilers,	78.2	380	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,	190.8	630	(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. 478	Dates of Surveys held while building	1903. May 15, 21, 28 June 1, 3, 5, 8, 9, 11, 15, 16, 17, 18, 19, 22, 25, 29, 30 July 2, 3, 6, 7, 8, 9, 10, 24, 30
Date 9 Oct 1903		Aug 5, 10, 11, 12, 13, 17, 19, 20, 21, 24, 25, 26, 27, 28, 31 Sept 2, 3, 4, 7, 8, 14, 17, 21, 22, 23, 24, 25, 29, 30
No. 205 in builder's yard.		Oct 1, 2, 5, 6, 8, 14, 19, 20, 21, 22, 23, 26, 27, 28, Nov 2, 5, 6, 9, 10, 11, 12, 13, 17, 19, 20, 21, 23, 25, 27 Dec 1, 3, 4, 7, 9, 10, 11, 14, 15, 17, 18, 22, 23, 24, 1904. Jan 4, 5, 6, 8, 11, 12, 13, 14, 15, 18, 19, 20, 22, 25, 26, 27, 28, 29 Feb 1, 2, 3, 4, 5, 6, 8, 9, 10, 16, 18, 19, 20

Total No. of Visits 131

The amount of Entry Fee £ 5 : 0 : 0
Special Survey Fee £ 10 : 10 : 0
Travelling Expenses, if any £ : :
Fees applied for, 12/2/1904
Received by me, 19/1/1904

Certificate to be sent to This Office.

State whether the Vessel has been built under Special Survey Yes.
I am of opinion this Vessel should be Classed 100 A 1 Steel Shelter dk.
With, or without Freeboard, as condition of Class With freeboard.

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

Committee's Minute

Character assigned

100 A 1 Steel
Shelter dk.
w. fbd. s. 6-10 1/2

Lloyd's +
+ Inc 2, 04

The Surveyors are requested not to verify on or before the Committee's Minute.



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