





PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.								
	AMIDSHIP.		FORWARD.	AFT.	AMIDSHIP.		Single or Double.	Breadth on 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.	1/16ths or 20ths.	1/16ths or 20ths.	1/16ths or 20ths.	Inches.	1/16ths or 20ths.			Inches.	Inches.		Inches.	Inches.	Inches.	1/16ths or 20ths.	Inches.	Feet.		
FLAT PLATE KEEL.....	40	21	15	15	40	21	DOUBLE	6	1	4 1/4	Gun 1/2 L	1	3 1/2			14	WHOLE		
(If Bar Keel, state Riveting)	63	16	14	14	63	14	"	6-5 1/2	7/8	4 1/2	"	"	"	"	"	"	"		
GARBOARD or A Strake	63	13	10	10	63	13	"	"	7/8	3 1/2	"	"	7/8	"	"	12	"		
State actual thickness in way of Double Bottom.	63	12	10	10	63	12	"	5 1/4	7/8	3 1/2	"	"	"	"	"	"	"		
B "...	63	13	10	10	63	13	"	"	"	"	"	"	"	"	"	"	"		
C "...	63	13	10	10	63	13	"	"	"	"	"	"	"	"	"	"	"		
D "...	58	13	10	10	58	13	"	5 1/4	6 7/8	1 3/16	4 1/2	"	"	"	"	"	"		
E "...	58	14	11	11	58	14	"	6-5 1/2	1-7/8	4 1/2	3 1/2	"	"	1-7/8	"	14-12	"		
F "...	60	13	10	10	66	13	"	"	"	"	"	"	7/8	"	"	12	"		
G "...	66	14	11	11	66	14	"	"	"	"	"	"	1-7/8	"	"	14-12	"		
H "...	66	14	11	11	66	14	"	"	"	"	"	"	7/8	"	"	12	"		
J "...	66	13	10	10	66	13	"	"	"	"	"	"	1-7/8	"	"	14-12	"		
K "...	66	14	11	11	66	14	"	"	"	"	"	"	"	"	"	"	"		
L "...	66	14	11	11	66	14	"	"	"	"	"	"	"	"	"	"	"		
M "...	56	15	12	12	56	15	"	"	"	"	3/8 L	"	"	"	"	"	"		
N SHELTER DECK SIDES	57	16	11	11	57	16	"	"	"	"	1/2 L	"	"	"	"	"	"		
O SHELTER DECK SHEER	46	18	12	12	46	18	"	"	"	"	3/8 L	"	"	"	"	"	"		
P "...	AFTER LENGTHS OF SHELL PLATING CONNECTED TO THE STERN FRAME AND THE MIDSHIP THICKNESS, EXCEPT THE BOSS PLATES & PLATES ABOVE & BELOW SAME WHICH ARE 3/20" THICKER																		
Q "...	MIDSHIP THICKNESS OF B & C STRAKES MAINTAINED TO COLLISION BULKHEAD, AND FRAMES																		
R "...	IN DOUBLE BOTTOM DOUBLED FROM 3/8 L FORWARD TO COLLISION BULKHEAD & ADDITIONAL HALF INTERCOSTALS FITTED FOR SAME DISTANCE																		
DOUBLE PLATE KEEL	UPPER EDGE OF G STRAKE TREBLE RIVETED IN AFTER BODY FROM 35 TO 78 FRAMES & FORE BODY FROM 154 TO 191 FRAMES																		
Length and thickness of Bilges	"	"	"	"	"	"	"	"	"	"	28	75	"	"	"	"	140 - 193		
Length and thickness of Sheerstrakes	"	"	"	"	"	"	"	"	"	"	38	72	"	"	"	"	148 - 182		
Length and thickness of Strake below	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"		
POOP SIDES	SEE ABOVE SHELTER DECK 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. ? **SIEMENS MARTIN PROCESS FROM CLYDEBRIDGE, DALZELL, LANARKSHIRE CALDERBANK, PALMERS, GLASGOW. I.S.C. AND HALLSIDE**

Has the Steel been tested as required by the Rules? **YES.**

Upper Deck (Butts, treble riveted for **FULL** length amidship. Stringer Plate) **AND** Straps, single, double or overlapped for **FULL** length amidship.

Middle Deck (Butts, treble riveted for **FULL** length amidship. Stringer Plate) **AND** Straps, single, double or overlapped for **FULL** length amidship.

Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted? **YES**

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** apart.

Rivets, state whether Iron or Steel. **IRON.**

FRAMES extend in one length from **CENTRE LINE** to **MARGIN PLATE**, THENCE TO **GUNWALE**

REVERSED FRAMES on floors and frames extend from **CENTRE LINE** to **MARGIN PLATE**, **MARGIN PLATE** to **UPPER AND SHELTER DECKS ALTERNATELY, DOUBLE ON FLOORS IN ENGINE SPACE, AND UNDER BOILER STOODS.**

#### MASTS, SPARS, &c.

	Material.	Total Length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
LOWER MASTS.....	Fore	STEEL 48-0	26 x 8 1/2	26 x 7 1/2	20 1/2	7 1/2	Two	✓	✓	SINGLE	TREBLE
	Main	" 49-0	"	"	"	"	"	✓	✓	"	"
Boomsprit											
Topmasts, Yards and Remainder of Spars		PITCH PINE									
Rigging, Material and Size, Shrouds		G.S.W. 3 1/2									
Sails.	ONE	Suit of									

EQUIPMENT No. **59872** LETTER **C7**

#### 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.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
56573	1st Bower	78	0	0	STOCKLESS	57	12	2	0	77	0	0	0	0	HARTSHORNE (CAST STEEL)	G. HARTSHORNE & CO. NETH.	3/3/06. H. GREEN
56572	2nd "	74	2	22	-DO-	56	5	0	0	77	0	0	0	0	Do	Do	3/3/06. "
55548	3rd "	67	1	27	-DO-	52	7	2	0	65	2	0	0	0	Do	Do	3/3/06. "
	4th "																
	Collective weight	220	0	21						219	2	0					
29834	Stream	23	0	0	6	0	14	23	2	2	0	22	0	0	ORDINARY	THE EARL OF DUDLEY TR.	19/5/06. C.E. PERRINS
29835	Kedge	10	1	21	2	3	21	12	6	2	7	10	0	0	Do	Do	19/5/06. -DO-

DROP & MECHANICAL TESTS APPLIED TO ANCHOR HEADS BY J. MEIJER 28/4/05 19/4/05 19/10/05

#### CHAIN CABLES.

Number of Certificate.	Fathoms.	Size.	Test per Certificate.	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.									
30248	150	2 1/8	149-12-2-0	447.3-21	890.1-14	300-2-16	STUD	THE EARL OF DUDLEY TR.	12/5/06. C.E. PERRINS	POWLINE S.W.	110	5 1/4	78	110-5 1/4
30247	150	2 1/8	106-10-0-0	447.1-0			LINK	Do	16/5/06. Do	MANILLA	20	15 1/2	20-15 1/2	
	300		895-0-21							HAWSER S.W.	200	2 3/4	15 1/2	200-2 3/4
										WARP	200	2 3/4	15 1/2	200-2 3/4
Iron Stream Chain or Steel Wire	120	5	59			120-5	S.W.	R.S. NEWALL & SON LTD						

Boats **SIX**

Pumps, Number **DOWNTON PUMP TO HOLDS. H. PUMP TO F.P.** Diameter of Barrel **6"** State whether they are in efficient working order **YES.**

Windlass is **OF STEAM BY EMERSON WALKER & THOMSON BROS.** Capstan **10 STEAM WINCHES.**

Engine Room Skylights.—How constructed? **OF STEEL PLATES AND ANGLES**

What arrangements for deadlights in bad weather? **STEEL SHUTTERS & BULL EYES.**

Coal Bunker Openings.—How constructed? **OF STEEL** How are lids secured? **BATTENS & CLATS** Height above deck? **12"**

Number of Scuppers, and number and dimensions of **Freeing Ports, &c.** **SEVEN EACH SIDE**

Ceiling in Holds, thickness and material **2 1/2" W.P** Ceiling 'tween Decks, thickness and material **2" W.P**

Cargo Hatchways.—How formed? **OF STEEL PLATES AND ANGLES** Hatches, If strong and efficient? **YES** **3" SOLID**

State size No. 1 Hatch (Forward) **25-0 x 16-0 x 18** No. 2 Hatch **29-2 x 17-10 x 18** No. 3 Hatch **25-0 x 17-9 x 18** No. 4 Hatch **25-0 x 16-0 x 18**

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch **TWO WEB PLATES TO EACH HATCHWAY.** No. of Breasthooks **SIX** No. of Crutches **DEEP FLOORS.**

**THREE STEEL FORE & AFTERS TO EACH HATCHWAY.** No. of Breasthooks **SIX** No. of Crutches **DEEP FLOORS.**

Bulwarks, height above deck and description **OPEN RAILS 4-9 HIGH** Main Rail, material and size **HAND RAILS & STANCHIONS.**

The above is a correct description.

Builder's Signature (here only)

*For Russell & Comp*

Surveyor's Signature

*J. French*  
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)

N. 10/4/05 27/4/05 4/5/05 8/6/05 14/6/05 15/6/05 21/6/05 22/6/05 23/6/05 28/6/05 31/7/05 11/8/05 E 4/9/05

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? FRAMES JOGGLED

to plate, &c., conform well to each other? YES

Do the holes for riveting plate to frames, butt straps, or plate from the faying surfaces? YES

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

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. SATISFACTORY

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

State results of tests. SATISFACTORY

General Remarks (State quality of workmanship, &c.) THIS VESSEL HAS BEEN BUILT IN ACCORDANCE WITH THE RULES AND APPROVED PLANS

THE QUALITY OF THE MATERIAL AND WORKMANSHIP IS GOOD

THE KEEL WAS SIGHTED BEFORE LAUNCHING AND FOUND  $\frac{1}{4}$ " CAMBER.

VESSEL SUSTAINED DAMAGE ON DAY OF LAUNCH 24<sup>TH</sup> MAY 1906 WHILE BEING TOWED TO GLASGOW TO RECEIVE MACHINERY, AND WHILE BEING DRY DOCKED 19<sup>TH</sup> JULY, ALSO WHILE MOVING FROM DRY DOCK TO LOADING BERTH PRINCES DOCK GLS 3<sup>RD</sup> AUGUST. NOW DONE: 4 STEM PLATES (B.C.D & G STRAKES) ON EACH SIDE CUT OFF FAIRED & REFITTED. ONE FRAME IN WAY OF SAME FAIRED IN PLACE; STEM CUT ADRIET FROM THE LOWER EDGE OF B STRAKE FIRED IN WAY OF BUCKLE, FAIRED & RERIVETED. CEMENT IN FORE PEAK IN WAY OF DAMAGE RENEWED; ONE PLATE IN B STRAKE STARBOARD SIDE 4<sup>TH</sup> PLATE FROM STEM, REMOVED, FAIRED & REFITTED, CEMENT IN WAY OF SAME INSIDE OF TANK & BILGE RENEWED & CEILING OVER BILGE REMOVED & REFITTED; ONE PLATE IN H STRAKE STARBOARD SIDE N<sup>O</sup> 3 FROM AFT, REMOVED, FAIRED & REFITTED;  
The Surveyor should state the Number of Report and Name of any Sister Vessel. P.T.O.

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

COMPLETE SHELTER DECK

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 DECKS (STEEL) AND SHELTER DECK (STEEL-WOOD-SHEATHED)

Official No. 124125; 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 or with girders on floors CELLULAR SYSTEM

Where fitted.	*Length. Feet.	Water Capacity. Tons.	Where fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	<u>160-41</u>	<u>606</u>	Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,		<u>46</u>
Double bottom, if under Engines only,	<u>27-08</u>	<u>124</u>	Midship deep tank,	<u>37-5</u>	<u>1071</u>
Double bottom, if under Boilers only,			Other tanks, if fitted,		
Double bottom, forward,	<u>189-58</u>	<u>74-2</u>	(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. 2309

Date 21 2 05

No. 548 in builder's yard.

DATES of Surveys held while building

1905 July 19 24 Aug 10 14 21 24 28 30 Sep 4 6 8 15 19 21 25 28 Oct 2 6 16 19 25 30 Nov 2 6 14 21 27 30 Dec 12 21 27 1906 Jan 9 10 19 22 24 30 Feb 3 12 19 30 27 Mar 1 7 12 14 19 22 27 Apr 2 4 6 10 17 18 20 23 May 2 4 8 14 21 22 23 28 30 Jun 19 21 24 25 27 30 31 Aug 2 6 7 9 10

Total No. of Visits 77

The amount of Entry Fee.....£ 5 :

Special Survey Fee ...£180: 17 6

Travelling Expenses, if any £ :

Fees applied for,

17/8/1806

Received by me,

20/8/1806

Certificate to be sent to GREENOCK

State whether the Vessel has been built under Special Survey YES

I am of opinion this Vessel should be Classed 100 A1 "STEEL SHELTER DECK"

With, at Freeboard, as condition of Class

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

Committee's Minute

Character assigned + 100 A1 (Steel) Sheltered with freeboard 1806



# S. S. SUVERIC

## DAMAGE REPAIRS (CONTINUED)

ONE PLATE IN H STRAKE STARB<sup>d</sup> SIDE N<sup>o</sup> 4 FROM AFT PARTLY CUT ADRIET AND FAIRED IN PLACE,  
 ONE PLATE IN J STRAKE STARB<sup>d</sup> SIDE N<sup>o</sup> 4 FROM AFT REMOVED, FAIRED AND REFITTED, ONE FRAME  
 & REVERSE FRAME IN WAY OF DAMAGE AFT. CUT ADRIET, FRAME PARTLY RENEWED WITH BASOM  
 PIECES AND REVERSE FRAME FAIRED, ALSO ONE FRAME & REVERSE FRAME FAIRED IN PLACE;  
 UPPER EDGE OF J STRAKE PORT SIDE 9<sup>th</sup> PLATE FROM AFT INDENTED IN ONE FRAME SPACE  
 CUT ADRIET & FAIRED IN PLACE, CARGO BATTENS REMOVED IN WAY OF DAMAGE & REFITTED  
 & CEMENT IN TWEEN DECK CHOCKS RENEWED; ONE LENGTH OF BILGE KEEL BULB PLATE  
 ON STARB<sup>d</sup> SIDE FORWARD END, CUT OFF FAIRED & REFITTED, AND FLANGE OF TEE BAR FAIRED IN PLACE,  
 N<sup>o</sup> 1 WATER BALLAST TANK & FORE PEAK RETESTED  
 AFTER STEERING GEAR, CHAINS, CROSSHEAD & QUADRANT REMOVED, RUDDER UNSHIPED SENT TO FARGE  
 PLATE CUT OFF & STRAIGHTENED, RUDDER HEAD & ARMS STRAIGHTENED, PLATE REFITTED AND  
 RIVETER, RUDDER SHIPPED, QUADRANT, CROSSHEAD, STEERING GEAR & CHAINS REFITTED;  
 ONE FAIRLEADER & CHOCK ON PORT SIDE AFT RENEWED  
 BOTTOM RECOATED & DAMAGE REPAIRS PAINTED.

## DAMAGE SUSTAINED 3<sup>rd</sup> AUGUST:-

NOW DONE:- ONE PLATE IN J STRAKE STARB<sup>d</sup> SIDE N<sup>o</sup> 4 FROM AFT CUT OFF AND  
 RENEWED; ONE PLATE IN H STRAKE STARB<sup>d</sup> SIDE N<sup>o</sup> 4 FROM AFT PARTLY CUT  
 ADRIET, FAIRED IN PLACE & RERIVETER; FOUR FRAMES & REVERSE FRAMES  
 IN WAY OF SAME PARTLY CUT ADRIET, FAIRED & RERIVETER; RIVETS IN  
 SHELL ANGLES OF SIDE STRINGER RENEWED THROUGH STRINGER PLATE,  
 CARGO BATTENS REMOVED & REFITTED & REPAIRS PAINTED

*J. French*