

3 Decks.

IRON OR STEEL STEAMER.

No. 24762

State if Report is also sent on the Machinery of the Vessel *Yes*
Date of completion of report *29th Dec. 1906* Port of *Glasgow* Received at London Office.
Survey held at *Paisley* Date, First Survey *14th May* Last Survey *10th November 1906*
On the *Steel S.S. Thames Conservancy Hopper No 5* Rig *Cutter*
TONNAGE under *831.86* **THREE DECKED VESSEL.** Master *(not appointed)*
Do. between Tonnage Dk. and 3rd and 4th Dk. CLASS *100 A.I. "For English Channel purposes"* Year of appointment *(1) As Master in service of owner of present vessel—18 (2) As Master of this vessel—18*
Total under Upper Dk. *75*
Do. of Poop
Do. of Bridge House
Do. of Forecastle
Do. of Houses on Dk.
Do. of excess of Hatchways
Do. above Crown of Engine Room *36.45*
Gross Tonnage *869.06*
Less Crew Space *69.99*
Less above Crown of Engine Room *34.75*
TONNAGE FOR FEES *762.32*
Less Engine Room *415.60*
Less Navigation Spaces *18.03*
Less *Crew space* *69.99*
Register Tonnage *368.44* as cut on Beam

Half Breadth (moulded) *16.00*
Depth from upper part of Keel to top of Upper Deck Beams *18.16*
Girth of Half Midship Frame (as per Rule) *31.483*
deduct 7 feet *65.943*
1st Number *196.84*
Length *12980*
2nd Number *6.1*
Proportions—Breadth to Length *10.8*
Depth to Length—Upper Deck to top of Keel
Main Deck ditto
Destined Voyage *London* If Surveyed while Building, Afloat, *Yes* in Dry Dock

Built at *Paisley*
When built *1906* Launched *20th October 1906*
By whom built *Fleming & Ferguson Ltd.*
Owners *Conservancy of the river Thames*
Managers *✓*
(Where necessary to be entered in Reg. Book.)
Residence *London*
Port belonging to *London*

LENGTH on Deck as per Rule *196* Feet. *10* Inches. BREADTH—Moulded *32* Feet. *0* Inches. DEPTH top of Floor to Upper Deck Beams *10* Feet. *6 1/2* Inches. Power of Engines *10* Horse. No. of Decks with flat laid *one* No. of Tiers of Beams *one*
Round up of Beam, Upper Dk. *8* ins.
Dimensions of Ship per Register, Length *198* breadth *32.15* depth *10.35* Moulded depth, ft. *14* ins. *6* To Upper Dk.

FRAMING.				FORGINGS & CASTINGS.				Inches in Ship.				Inches per Rule. Or as Approved.									
Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Appro.	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Appro.	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Appro.	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Appro.						
FRAME, Angles, or W.T. Bars for $\frac{1}{2}$ length amidships				4	3	8	4	3	4	HEEL, Max or Side Plates , depth and thickness				7	x	2 1/4	7	x	2 1/4		
Do. for $\frac{1}{2}$ at each end				4	3	4	4	3	6	STEM, moulding and thickness				7	x	5 1/4	7	x	4 3/4		
Do. in way of Double Bottoms at Solid Floors										STERN-POST for Rudder do. do.				7	x	5 1/4	7	x	4 3/4		
Distance of Frames from moulding edge to moulding edge, all fore and aft				3	3	8	3	3	4	" for Propeller				5 1/2			5 1/2				
REVERSED FRAME, Angles										MAIN PIECE of Rudder, diameter at head				4	x	4 1/4	4	x	4 1/4		
" "										" do. at heel											
Distance of Frames from moulding edge to moulding edge, all fore and aft				3	3	8	3	3	4	RUDDER, how constructed <i>single plate 3/4 thick forged frame</i>				Can the Rudder be unshipped afloat? <i>Yes</i>							
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PLATING.										RIVETING.																																																																		
AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.																																																																		
STRAKES.	AMIDSHIP.		FORWARD.	AFT.	AMIDSHIP.		Single or Double.	Breadth of Lap.	Diam.	Spacing or to cr.	RIVETS.	Diam.	Spacing or to cr.	STRAPS.	IF LAPPED.																																																													
	Breadth.	Thickness.			Breadth.	Thickness.																																																																						
FLAT PLATE KEEL.....	33	14	11	11	33	13	Double	54	1/2	3/8	1/2	3/8	1/2	9	full																																																													
GARBOARD OF A STRAKE...	33	11	10	10	33	10	"	"	"	"	"	"	"	"	"																																																													
State actual thickness in way of Double Bottom.	B	10	9	9	9	9	"	"	"	"	"	"	"	"	"																																																													
C	10	9	9	9	9	9	"	"	"	"	"	"	"	"	"																																																													
D	10	9	9	9	9	9	"	"	"	"	"	"	"	"	"																																																													
E	10	9	9	9	9	9	"	"	"	"	"	"	"	"	"																																																													
F	10	9	9	9	9	9	"	"	"	"	"	"	"	"	"																																																													
G	9	8	8	8	8	8	"	"	"	"	"	"	"	"	"																																																													
sheer	34	11	9	9	34	10	"	"	"	"	"	"	"	"	"																																																													
Hopper plating	Hopper plating 1/20 butts lapped and double riveted edges single																																																																											
DOUBLING of Flat Plate Keel	Doubling of Flat Plate Keel																																																																											
of Bilges.....	of Bilges.....																																																																											
of Sheerstrakes.....	of Sheerstrakes.....																																																																											
of Strake below	of Strake below																																																																											
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BRIDGE SIDES.....	BRIDGE SIDES.....																																																																											
FORECASTLE SIDES.....	FORECASTLE SIDES.....																																																																											
<p>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 Process</i></p> <p><i>The Clyde Bridge Steel Co Ltd</i></p> <p><i>The Lanarkshire Steel Co Ltd</i></p> <p><i>The Steel Co of Scotland Ltd.</i></p>																																																																												
<p>FRAMES extend in one length from <i>centre line or hopper</i> to <i>deck</i></p> <p>REVERSED FRAMES on floors and frames extend from <i>centre line or hopper side to main deck and side stringer alternately double across floors in Engine Boilers space</i></p>																																																																												
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<p>Rigging, Material and Size, Shrouds <i>2 shrouds 2 1/2 each side</i></p> <p>Sails. <i>galvanized steel wire 1 backstay 1 1/4 each side Stays one at 2 1/2 and one at 1 3/4</i></p>																																																																												
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<p>Boats <i>Two</i></p> <p>Pumps, Number <i>Three</i></p> <p>Windlass is <i>W. & O. Co.</i></p> <p>Engine Room Skylights.—How constructed? <i>Leak on Steel casings</i></p> <p>What arrangements for deadlights in bad weather? <i>Leak shutters with balls eyes</i></p> <p>Coal Bunker Openings.—How constructed? <i>plates & angles</i> How are lids secured? <i>cleats and bottoms</i></p> <p>Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. (open side amidships) <i>2 scuppers & one freeing port 24" x 24" at aft end</i></p> <p>Ceiling in Holds, thickness and material <i>Ceiling 'tween Decks, thickness and material</i></p> <p>Cargo Hatchways.—How formed? <i>Hatches, if strong and efficient?</i></p> <p>State size No. 1 Hatch (Forward) <i>No. 2 Hatch</i> <i>No. 3 Hatch</i> <i>No. 4 Hatch</i></p> <p>Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch <i>No. of Breasthooks</i> <i>No. of Crutches</i></p> <p>Bulwarks, height above deck and description <i>at ends 3'3" steel plates</i> Main Rail, material and size <i>at ends 5'2 1/2" 3/4" Ball angle stays 1 1/2" x 1 1/2" round iron</i></p> <p>The above is a correct description.</p> <p>Builder's Signature (here only)</p> <p>Surveyor's Signature <i>Sgt. Geo. W. Shaw</i></p> <p>Surveyor to Lloyd's Register of British and Foreign Shipping.</p>																																																																												

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case) *6th March 1906 (M)*
15th March 1906 (M) *19th March 1906 (M)* *20th March 1906 (M)* *18th April 1906 (M)* *7th June 1906 (E)*

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 plating? *a few*

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

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

This vessel has been built in accordance with the approved plans

The Secretary's letters of the above dates, and in general conformity to the Rules for the class contemplated

1 midship section as Built and 1 forging form

The other plans of this vessel will be forwarded when the sister vessels nos. 355, 356 and 357 are completed

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 *✓*

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^x steel*

Official No. *✓*; Signal Letters *✓*

How are the surfaces preserved from oxidation? Inside *paint & cement* Outside *paint*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
Double bottom, aft.			Fore peak tank.	16	43
Double bottom, forward.			After peak tank.		
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.)		

Total capacity *43*

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

Order for Special Survey No. *4114*

Date *12-4-06*

Order for Ordinary Survey No. *12-4-06*

Date *12-4-06*

No. *354* in builder's yard.

1st. On the several parts of the frame, when in place, and before the plating was wrought *19th May 17, 22, 29, 31 June 4, 8, 12, 18, 19, 22, 26 July 5, 9, 12*

2nd. On the plating during the process of riveting *17, 19, 23, 29, 30 Aug 1, 23, 31 Sept 5, 10, 20, 25, 28*

3rd. When the beams were in and fastened, and before the decks were laid *Oct. 3, 11, 16, 17, 18, 19, 23, 31 Nov. 2, 6, 8, 13, 14, 15, 16*

4th. When the ship was complete, and before the plating was finally coated or cemented *✓*

5th. After the ship was launched and equipped

Total No. of Visits *42*

The amount of Entry Fee.....£ *3* : : Fees applied for, *18* : : Certificate to be sent to *Glasgow*

Special Survey Fee.....£ *58* : : Received by me, *18* : : *Sgt. Geo. W. Shaw*

Travelling Expenses, if any £ : : *without*

I am of opinion this Vessel should be Classed *+ 100 A.1. for English Channel Purposes*

With, or without Freeboard, as condition of Class *without*

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

Committee's Minute

Character assigned *+ 100 A.1. (steel) "For English Channel Purposes"*

Lloyds accd.