

PLATING.										RIVETING.																																																																																																														
STRAKES.		AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.		BUTTS.		BUTTS.		BUTTS.		BUTTS.																																																																																																								
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FLAT PLATE KEEL (If Bar Keel, state Riveting)		46	20	15	16	46	20	15	16	46	20	15	16	46	20	15	16																																																																																																							
GARBOARD OR A STRAKE		52	15	14	14	52	15	14	14	52	15	14	14	52	15	14	14																																																																																																							
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Length of Bilge		17 ft profile																																																																																																																						
Thickness of Sheerstrakes		8																																																																																																																						
Poop Sides		17-15																																																																																																																						
Bridge Sides		8																																																																																																																						
Forecastle Sides		8																																																																																																																						
<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 Martin: Laminated, South Durham, Dowlais Cardiff, D. Colville & Sons.</i></p> <p><i>Glasgow, D.S. Steel Co. Scotland, Shotton D.S. Co. Dorman Long & Co. Ltd</i></p> <p>Has the Steel been tested as required by the Rules? <i>Yes.</i></p>																																																																																																																								
<p>FRAMES extend in one length from <i>centre girder</i> to <i>margin plate</i> & from <i>margin plate</i> to <i>weather decks</i>.</p> <p>REVERSED FRAMES on floors and frames extend from <i>centre girder</i> to <i>margin plate</i> & from <i>margin plate</i> to <i>upper deck</i> for <i>half length</i> amidships & <i>abaft</i> of <i>main bulkhead</i>. <i>Alternately to main & fore decks.</i></p>																																																																																																																								
<p>MASTS, SPARS, &c.</p> <table border="1"> <thead> <tr> <th rowspan="2">LOWER MASTS.</th> <th rowspan="2">Material.</th> <th rowspan="2">Total Length.</th> <th colspan="3">DIAMETER AND THICKNESS.</th> <th rowspan="2">No. of Plates in round.</th> <th rowspan="2">ANGLES.</th> <th rowspan="2">RIVETING.</th> </tr> <tr> <th>At Partners.</th> <th>Heel.</th> <th>Round.</th> </tr> </thead> <tbody> <tr> <td>Fore Mast.</td> <td>Steel</td> <td>112.9</td> <td>26 x 9/20</td> <td>22 x 9/20</td> <td>21 x 9/20</td> <td>2</td> <td>2</td> <td>3/2 x 3/16</td> </tr> <tr> <td>Main "</td> <td>"</td> <td>115</td> <td>26 x 9/20</td> <td>22 x 9/20</td> <td>19 x 9/20</td> <td>2</td> <td>2</td> <td>3/2 x 3/16</td> </tr> <tr> <td>Mizen "</td> <td>"</td> <td>114.6</td> <td>26 x 9/20</td> <td>22 x 9/20</td> <td>19 x 9/20</td> <td>2</td> <td>2</td> <td>3/2 x 3/16</td> </tr> </tbody> </table> <p>Bowsprit</p> <p>Topmasts, Yards and Remainder of Spars <i>Pine</i></p> <p>Rigging, Material and Size, Shrouds <i>Steel wire 5 1/4, 4 1/2.</i></p> <p>Sails. <i>One</i> Suit of <i>fore & aft</i> Sails, and the following spare sails</p>																		LOWER MASTS.	Material.	Total Length.	DIAMETER AND THICKNESS.			No. of Plates in round.	ANGLES.	RIVETING.	At Partners.	Heel.	Round.	Fore Mast.	Steel	112.9	26 x 9/20	22 x 9/20	21 x 9/20	2	2	3/2 x 3/16	Main "	"	115	26 x 9/20	22 x 9/20	19 x 9/20	2	2	3/2 x 3/16	Mizen "	"	114.6	26 x 9/20	22 x 9/20	19 x 9/20	2	2	3/2 x 3/16																																																																
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<p>Boats <i>11 Cutters, 1 Steam Cutter, 2 Tugs</i></p> <p>Pumps, Number <i>10-5" dia., 1. 4" dia.</i> Diameter of Barrel</p> <p>Windlass is <i>iron patent</i> Capstan</p> <p>Engine Room Skylights—How constructed? <i>Steel casing, wood skylights</i></p> <p>What arrangements for deadlights in bad weather? <i>Battered down.</i></p> <p>Coal Bunker Openings—How constructed? <i>Side ports</i> How are lids secured? <i>Bolled</i> Height above deck?</p> <p>Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. <i>3 Scuppers, 4 Freeing ports 3-0 x 1-6 each side</i></p> <p>Ceiling in Holds, thickness and material <i>2" 10" P.</i></p> <p>Cargo Hatchways—How formed? <i>Steel coamings</i></p> <p>State size No. 1 Hatch (Forward) <i>18-6 x 12-0</i> No. 2 Hatch <i>29-3 x 16-0</i> No. 3 Hatch <i>15-6 x 16-0</i> No. 4 Hatch <i>18-0 x 12-0</i></p> <p>Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch <i>1 Web and 2 Beams</i> No. of Breasthooks <i>9</i> No. of Crutches <i>38 deep roots</i></p> <p>Bulwarks, height above deck and description <i>4-9" 1/2" Steel plate 7-1/2" Ballast Main Rail, material and size</i> Ball angle <i>6 x 3/4"</i></p> <p>The above is a correct description.</p> <p>Builder's Signature (here only) <i>WORKMAN, CLARK & CO., LIMITED.</i> Surveyor's Signature <i>S. J. Milton</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)

M. 5.8.04, 3.9.04, 11.10.04, 18.11.04, 2.12.04, 13.1.05, 11.2.05

Workmanship. Are the butts of plating planed or otherwise fitted? *Lapped & planed.*

Is the riveted work properly closed? *Yes*

Are the liners between the frames and plates solid single pieces? *Yes*

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

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*

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, the Approved Plans and the Secretary's letters quoted above. The workmanship and materials are good throughout.*

The following deviations from the Rules were specified by the Owners.

Close ceiling fitted under hatchways and over limbers only.

No solid cement to be laid on the inner surface of the shell plating in cellular double bottom. To be well cement washed.

The bottom outside, from load line down, not to be painted. It is arranged for this to be done in drydock in London.

The following watertight doors viz. Starboard Tunnel, forward Engine Room Bulkhead and forward cross bunker bulkhead were not satisfactory under test and are to be made efficient in London.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *76' 5" B.D. or Break*, Bridge Dk. *18' 2" ft.*, F'castle *102' 5" ft.*

(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated. *The deck is continuous but the bulwarks below are open between Poop & Bridge House.*

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) *3 Tiers (U. St. - w.s. pt. tank. H. St. - w.s.)*

Official No. *218*; Signal Letters

How are the surfaces preserved from oxidation? Inside *Paint, Cement & Cement wash* Outside *Paint, See above.*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with g'rders on floors *Cell. S.P.*

Where fitted.	*Length.	Water Capacity.	Where fitted.	*Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft.	88.25	208	Fore peak tank,		
Double bottom, under Engines and Boilers.	114.75	203	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,	177.75	788	(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. *488*

Date *8 Oct 1904*

No. *218* in builder's yard.

DATES OF SURVEYS held while building

1904

Nov. 3, 9, 16, 17, 18, 24, 30. Dec. 2, 5, 7, 12, 14, 16, 19, 21, 22, 1905 Jan. 2, 4, 5, 9, 11, 13, 16, 18, 19, 24, 25, 30. Feb. 2, 8, 10, 13, 16, 17, 22, 25, 27. Mar. 3, 10, 13, 15, 20, 22, 28, 31. Apr. 4, 6, 10, 12, 14, 20, 27. May 1, 5, 9, 11, 12, 15, 19, 22, 24, 25, 26, 30. June 1, 5, 7, 9, 13, 15, 20, 27, 28, 30. July 3, 5, 6, 24, 26, 28, 31. Aug. 3, 5, 11, 21, 24, 25, 29, 31. Sep. 6, 8, 11, 12, 13, 15, 18, 20, 25, 27

Total No. of Visits *98*

The amount of Entry Fee.....£ *5:0:0*

Special Survey Fee.....£ *27:6:0*

Travelling Expenses, if any £ *:*

Fees applied for, *2nd Oct 1905*

Received by me, *10/10/05*

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. Subject to inspection.*

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

Committee's Minute *FRI, 27 OCT 1905*

Character assigned *100 A.1*

Lloyd's A & B P

Wm. Orr

Bel (10/10/05)

+ Lm. 6.9.05

S. D. E. L. L.

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W1426-006822