

PLATING.										RIVETING.									
AS IN SHIP.				PER RULE OR AS APPROVED.		Edges.				Butts.				IF LAPPED.					
STRAKES.		AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		Edges.		Butts.		IF LAPPED.					
Breadth.		Thickness.		Thickness.		Thickness.		Breadth.		Thickness.		Thickness.		Thickness.					
FLAT PLATE KEEL (Bar Keel, state Riveting)		30		8		8		30		7		Double		1					
GARBOARD OF A Strake		30		8		8		30		7		Double		1					
State actual thickness in way of Double Bottom.		39 1/2		6		6		39 1/2		6		Double		3 1/2					
B		45		6		6		45		6		Double		3 1/2					
C		39 1/2		6		6		39 1/2		6		Double		3 1/2					
D		41		8		6		41		6		Double		3 1/2					
E		39 1/2		8		6		39 1/2		6		Double		3 1/2					
F		44		8		6		44		6		Double		3 1/2					
G		33		9		7		33		7		Double		3 1/2					
H												Double		3 1/2					
J												Double		3 1/2					
K												Double		3 1/2					
L												Double		3 1/2					
M												Double		3 1/2					
N												Double		3 1/2					
O												Double		3 1/2					
P												Double		3 1/2					
DOUBLING OF Flat Plate Keel																			
Length and thickness of Bilges																			
Length and thickness of Sheerstrakes																			
Length and thickness of Strake below																			
POOP SIDES																			
RAISED QUARTER DECK SIDES																			
BRIDGE SIDES																			
FORECASTLE SIDES																			
LENGTHS OF PLATING																			

Manufacturer's name or trade mark of the Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, outside Plating, &c. Consolidated and South Durham.

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

FRAMES extend in one length from keel to deck.

REVERSED FRAMES on floors and frames extend from middle line to side stringer and keel.

DOUBLE from bilge to bilge in 6 ft. 13 in. space.

MASTS, SPARS, &c.

LOWER MASTS.	Fore	Main	Mizen	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLING.	RIVETING.
				At Partners.	Heel.	Hounds.	Head.			
Bowsprit										
Topmasts, <u>Yards</u> and Remainder of Spars										
Rigging, Material and Size, Shrouds										
Sails.										

Equipment No. 1 Letter A

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.		Cwts.	qrs.	lbs.			
24544	1st Bower	4	3	17	1	1	7	7	5	2	4	2	Rodgers.	Septon
24543	2nd "	4	1	6	1	4	6	12	2	4	4	2	"	Septon
24542	3rd "	2	2	9	2	2	1	5	2	2	2	2	"	Septon
	Collective weight	11	3	4	2	2	1	11	2	2	2	2		
	Stream													
	Kedge													

CHAIN CABLES.

Number of Certificate.	Length and size supplied.	Test per Certificate.	WEIGHT OF CHAIN CABLE.			Length & Size per Table 22.	Description.	Makers of Cables.	When and where tested and Superintendent.
			Supplied.	Per Table 22.	Length.				
25054	763	4	15	15	23	33-3-1134-0-0	75	5	Stud Dr. Driften

HAWERS AND WARPS.

Number of Certificate.	Length and size supplied.	Test per Certificate.	Length & Size per Table 22.	Description.	Makers of Cables.	When and where tested and Superintendent.	Material.	Length and size supplied.	Test per Certificate.	Length & Size per Table 22.	Description.

Boats One

Pumps, Number Three Diameter of Barrel 6 State whether they are in efficient working order Yes.

Windlass is Iron patent Capstan

Engine Room Skylights.—How constructed? Leak on steel crammings

What arrangements for deadlights in bad weather? Bull's eyes in teak shutters

Coal Bunker Openings.—How constructed? Steel crammings How are lids secured? By hatch bars Height above deck? 10"

Number of Scuppers, and number and dimensions of Freeing Ports, &c. On each side, 6 scuppers, and 4 ports 18x9.

Ceiling in Holds, thickness and material 2" pine Cargo Battens, thickness and material 2" pine

Cargo Hatchways.—How formed? Of plates and angles Hatches.—If strong and efficient? Solid 2 1/2"

State size No. 1 Hatch (Forward) 2-6x2-6x10 No. 2 Hatch 3-6x3-6x10 No. 3 Hatch 2-6x2-6x10 No. 4 Hatch 2-6x2-6x10

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch 3

No. of Breasthooks Three No. of Crutches Two

Bulwarks, height above deck and description 2-6. Steel plating. Main Rail and Stays, material and size 3.0. 6 1/2 x 3 x 7/8

The above is a correct description Yes.

Builder's Signature Cook Nelson Greenwell Surveyor's Signature J. Thomson 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) 2nd Sept 1902 M

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 facing surfaces? Yes Do any rivets break into or through the seams or butts of the 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.) The workmanship throughout is good. This vessel is built in accordance with the approved midship section forwarded to London on 12th March 1903, the Secretary's letter referred to above, and in general conformity with the Rules for the Class contemplated.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 5 1/2 ft., R.Q.D. or Break 5 1/2 ft., Bridge Dk. 16 ft., F'castle 16 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 Yes

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 Dk.

Official No. 1; Signal Letters None State if Machinery is fitted aft Yes

How are the surfaces preserved from oxidation? Inside By Cement and paint. Outside By paint.

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

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

* 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. 1295 Date 29/10/02

No. 24 in builder's yard

Dates of Surveys held while building 1902: Sep. 25, Oct. 2, 9, 16, 24, 30. Nov. 4, 8, 15, 21, 26. Dec. 5, 10, 16, 23, 24. 1903: Jan. 5, 9, 17, Jan. 24, Feb. 3, 10, 20, 26. Mar. 5, 6.

The amount of Entry Fee 1 : 0 : 0 Fees applied for, 12/3/1903

Special 7 : 4 : 0 Received by me, 15/4/03

Trading Expenses, if any 5 : 8

State whether the Vessel has been built under Special Survey Yes

I am of opinion this Vessel should be Classed 100 A.1. Iron Steamer J. Thomson Surveyor to Lloyd's Register of British and Foreign Shipping.

With, or without Freeboard, as condition of Class

Committee's Minute TUES. 17 MAR 1903

Character assigned 100 A.1. Steel

Seaward Sign. Trawler

+ June 3, 03

Hull Certificate 16/4/03

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