

1 or 2 Dks., R. Q. Dk.,
and Pt. Awng. Dk.

IRON OR STEEL STEAMER.

No. 15528

State if Report is also sent on the Machinery of the Vessel. *Yes*

Received at London *MON. 11 SEP 1903*

Date of completion of Report *12th Sept. 1903*

Port of *Hull*

1903

Date, First Survey *26th Jan*

Last Survey *12th Sept.*

Rig *Schooner*

Survey held at *Hull*

On the *S.S. City of Bradford*

ONE OR TWO DECKED VESSEL.

CLASS *100A*

Master *W. Howell*

Year of appointment *1885*

(1) As master in service of
owner of present vessel: *1885*
(2) As master of this
vessel: *1903*

TONNAGE under
Tonnage Deck... *967.31*
Do. of Poop *135.96*
Do. of Raised Qr. *141.37*
Dk. or Break... *20.52*
Do. of Bridge House *27.82*
Do. of Forecastle *2.74*
Do. of Houses on Deck *45.10*
Do. of excess of Hatchways *1340.82*
Do. above Crown of *48.45*
Engine Room *45.10*
Gross Tonnage *1247.27*
Net Space *542.10*
Net Crown of *15.33*
Net Room *734.94*
Net FOR FEES *734.94*
Net Room *542.10*
Net Navigation Spaces *15.33*

Half Breadth (moulded) *17.16*
Depth from upper part of Keel to top of Main Deck Bms. *19.208*
(with the normal round up of beam)
Girth of Half Midship Frame (as per Rule) *32.60*
1st Number *68.968*
Length on deck from after part of stem to fore part of stern post *255.08*
2nd Number *17592*
Proportions—Breadths to Length *7.43*
Depths to Length—Main Deck to top of Keel *13.28*

Built at *Hull*
When built *1903* Launched *23rd July*
By whom built *Earle's Shipbuilding & Eng. Co. (Lim.)*
Owners *Great Central Railway*
Managers *(Where necessary to be entered in Reg. Book.)*
Residence *Wimsey*
Port belonging to *Wimsey*

Destined Voyage *Hamburg*

Surveyed while Building, Afloat, or in Dry Dock *4 on Slip*

Length on Deck as Rule *255* Feet. *1* Inches. BREADTH—Moulded *34* Feet. *4* Inches. DEPTH, ACTUAL—Top of Floors to top of Main Deck Beams *17* Feet. *5 1/2* Inches. No. of Decks with Flat laid *One*. No. of Tiers of Beams *One*.

Dimensions of Ship per Register, Length, *256.5* breadth, *34.5* depth, *15.74* Moulded Depth, *18* ft. *6* ins. Round of Beam, Actual *8 1/2* ins.

FRAMING.		Inches in Ship.	Inches in Ship.	16ths in Ship.	Inches per Rule.	Inches per Rule.	20ths per Rule.
ME, Angles, <i>3</i> Bars, for <i>8</i> length amidships	<i>7</i>	<i>3</i>	<i>8</i>	<i>7</i>	<i>3</i>	<i>8</i>	<i>7</i>
at each end	<i>5 1/2</i>	<i>3</i>	<i>8</i>	<i>7</i>	<i>5 1/2</i>	<i>3</i>	<i>9</i>
in way of Double Bottoms at Solid Floors	<i>4</i>	<i>3</i>	<i>7</i>	<i>4 1/2</i>	<i>3</i>	<i>7</i>	<i>7</i>
at intermdt. Bkts.	<i>1</i>	<i>23</i>	<i>1</i>	<i>23</i>	<i>1</i>	<i>23</i>	<i>1</i>
ing of Frames from centre to centre	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>3</i>	<i>7</i>	<i>7</i>
ERSED FRAME, Angles	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>3</i>	<i>7</i>	<i>7</i>
P FRAMING, depth of girder	<i>7</i>	<i>7</i>	<i>7</i>	<i>7</i>	<i>7</i>	<i>7</i>	<i>7</i>
ORS, depth and thickness of Floor Plate at mid-line for <i>3</i> length amidships	<i>21</i>	<i>7</i>	<i>21</i>	<i>8</i>	<i>7</i>	<i>8</i>	<i>7</i>
in way of Engines and Boilers	<i>21</i>	<i>7</i>	<i>21</i>	<i>8</i>	<i>7</i>	<i>8</i>	<i>7</i>
thickness at the ends of vessel	<i>21</i>	<i>7</i>	<i>21</i>	<i>8</i>	<i>7</i>	<i>8</i>	<i>7</i>
depth at <i>3</i> the half breadth, as per Rule	<i>21</i>	<i>7</i>	<i>21</i>	<i>8</i>	<i>7</i>	<i>8</i>	<i>7</i>
height extended at the Bilges	<i>21</i>	<i>7</i>	<i>21</i>	<i>8</i>	<i>7</i>	<i>8</i>	<i>7</i>
ORS & BRACKETS, in Cell Dble Bottoms	<i>21</i>	<i>7</i>	<i>21</i>	<i>8</i>	<i>7</i>	<i>8</i>	<i>7</i>
state if flanged (top & bottom)	<i>21</i>	<i>7</i>	<i>21</i>	<i>8</i>	<i>7</i>	<i>8</i>	<i>7</i>
Spacing	<i>21</i>	<i>7</i>	<i>21</i>	<i>8</i>	<i>7</i>	<i>8</i>	<i>7</i>
TRE GIRDER, in Double Bottom, depth and thickness	<i>42</i>	<i>8</i>	<i>35</i>	<i>9</i>	<i>8</i>	<i>35</i>	<i>9</i>
Angles, Top	<i>4</i>	<i>4</i>	<i>7</i>	<i>4</i>	<i>4</i>	<i>8</i>	<i>8</i>
Bottom	<i>4</i>	<i>4</i>	<i>7</i>	<i>4</i>	<i>4</i>	<i>8</i>	<i>8</i>
IE GIRDERS, number on each side & thickness	<i>Three</i>	<i>7</i>	<i>Three</i>	<i>7</i>	<i>7</i>	<i>7</i>	<i>7</i>
state if flanged (top & bottom)	<i>Three</i>	<i>7</i>	<i>Three</i>	<i>7</i>	<i>7</i>	<i>7</i>	<i>7</i>
Angles	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>3</i>	<i>7</i>	<i>7</i>
RGIN PLATE, depth (exclusive of flange) and thickness	<i>33</i>	<i>3</i>	<i>7</i>	<i>24</i>	<i>7</i>	<i>24</i>	<i>7</i>
Angles to Outside Plating	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>8</i>
Floors	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>3</i>	<i>7</i>	<i>7</i>
Height of Floors at the Bilges	<i>36</i>	<i>5 1/2</i>	<i>12</i>	<i>36</i>	<i>5 1/2</i>	<i>12</i>	<i>36</i>
IER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>36</i>	<i>12</i>	<i>36</i>	<i>8</i>	<i>12</i>	<i>36</i>	<i>8</i>
thickness in Engine and Boiler space	<i>36</i>	<i>12</i>	<i>36</i>	<i>8</i>	<i>12</i>	<i>36</i>	<i>8</i>
Remainder in Holds	<i>8</i>	<i>5</i>	<i>8</i>	<i>5</i>	<i>8</i>	<i>5</i>	<i>8</i>
AMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>8</i>	<i>5</i>	<i>8</i>	<i>5</i>	<i>8</i>	<i>5</i>	<i>8</i>
Angles on Upper Edge	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>
Spacing	<i>8</i>	<i>5</i>	<i>10</i>	<i>8 1/2</i>	<i>5 1/2</i>	<i>10</i>	<i>8 1/2</i>
AMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>8</i>	<i>5</i>	<i>10</i>	<i>8 1/2</i>	<i>5 1/2</i>	<i>10</i>	<i>8 1/2</i>
Angles on Upper Edge	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>
Spacing	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>
AMS, Hold, Plate or Tee Bulb	<i>5 1/2</i>	<i>3</i>	<i>7</i>	<i>5 1/2</i>	<i>3</i>	<i>8</i>	<i>5 1/2</i>
Angles on Upper Edge	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>
Spacing	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>
AMS, Bridge or Pt. Awng. Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>7</i>	<i>3</i>	<i>7</i>	<i>3</i>	<i>7</i>	<i>3</i>	<i>7</i>
Angles on Upper Edge	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>3</i>	<i>8</i>	<i>3</i>
Spacing	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>
AMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>7</i>	<i>3</i>	<i>7</i>	<i>3</i>	<i>7</i>	<i>3</i>	<i>7</i>
Angles on Upper Edge	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>3</i>	<i>8</i>	<i>3</i>
Spacing	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>
ILLARS, In 'tween Decks, Size and Spacing	<i>2 1/2</i>	<i>46</i>	<i>2 1/2</i>	<i>46</i>	<i>2 1/2</i>	<i>46</i>	<i>2 1/2</i>
Hold	<i>3 1/2</i>	<i>46</i>	<i>3 1/2</i>	<i>46</i>	<i>3 1/2</i>	<i>46</i>	<i>3 1/2</i>
Quarter, 'tween Dks.	<i>3 1/2</i>	<i>46</i>	<i>3 1/2</i>	<i>46</i>	<i>3 1/2</i>	<i>46</i>	<i>3 1/2</i>
in Hold	<i>3 1/2</i>	<i>46</i>	<i>3 1/2</i>	<i>46</i>	<i>3 1/2</i>	<i>46</i>	<i>3 1/2</i>
WEB FRAMES, In Fore Body, No. and Spacing	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>
Brdth. & Thickness	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>
No. of Side Stringers	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>
WEB FRAMES, In E. & B. Space, No. & Spacing	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>
Brdth. & Thickness	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>
WEB FRAMES, In After Body, No. and Spacing	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>
Brdth. & Thickness	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>
No. of Side Stringers	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>
Size of Angles or Tee Bars to Web Frames	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>

FORGINGS AND CASTINGS.		Inches in Ship.		Inches per Rule. Or as Approved.				
KEEL, Bar or Side Plates	depth and thickness	9 x 1 1/2	9	9 x 2 3/4	9			
STEM, moulding and thickness		9 x 1 1/2	9	8 1/2 x 2 3/4	8 1/2			
STERN-POST	for Rudder do. do.	9 x 2 1/2	9	8 1/2 x 5	8 1/2			
"	for Propeller	9 x 6	9	8 1/2 x 5	8 1/2			
MAIN PIECE of Rudder,	diameter at head, do. at heel	1 3/4	1 3/4	1 3/4	1 3/4			
RUDDER, how constructed	Cast steel frame with single plate.	6 3/4 x 5	6 1/2 x 5					
Can the Rudder be unshipped afloat?		Yes.						
KEELSONS AND STRINGERS.		Inches in Ship.	Inches in Ship.	16ths in Ship.	Inches per Rule. Or as Approved.	Inches per Rule. Or as Approved.	16ths in Ship.	Inches per Rule. Or as Approved.
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate								
"	Rider Plate							
"	Bulb Plate to Intercoastal Keelson							
"	Horizontal Plates on Floors							
"	Angles							
SIDE KEELSON, Angles								
"	Bulb or Plate above floors for length							
"	Intercoastal Plate for length							
"	Attached to outside plating with Angle							
BILGE KEELSON, Angles								
"	Bulb or Plate above floors for length							
"	Intercoastal Plate for length							
"	Attached to outside plating with Angle							
BILGE STRINGER, Angles								
"	Bulb Plate for length							
"	Intercoastal Plate for length							
"	Attached to outside plating with Angle							
SIDE STRINGERS, Angles								
"	Bulb or Intercoastal Plate for length							
"	Attached to outside plating with Angle							
Main and Raised Quarter Deck Stringer Plate, breadth and thickness		3 1/4	10	3 1/4	10	3 1/4	10	3 1/4
"	Angle on ditto	5 x 5	9	5 x 5	9	5 x 5	9	5 x 5
"	Tie Plates, outside Hatchways	4 x 4	8	4 x 4	8	4 x 4	8	4 x 4
"	Diagonal Tie Plates on Bms., No. of Pairs							
"	Main Dk* Iron or Steel for whole length		6.5		6.5		6.5	
"	R. Q. Dk* Iron or Steel for whole length							
"	Wood Deck, Material & thickness	3 1/2 p. pine		3 1/2		3 1/2		3 1/2
Lower Deck Stringer Plate, breadth and thickness		2 1/2	8	2 1/2	8	2 1/2	8	2 1/2
"	Angles on ditto, No. 2	4 x 4	8	4 x 4	8	4 x 4	8	4 x 4
"	Tie Plates, outside Hatchways	13	8	13	8	13	8	13
"	Deck* Material and thickness	3 1/2 p. pine		3		3		3
Hold Stringer Plate								
"	Angles on ditto, No.							
Poop Deck Stringer Plate, breadth & thickness		3.0	6	2 1/2	7	3 1/2 x 3 1/2	7	3 1/2
"	Angle on ditto	3 1/2 x 3 1/2	7	3 1/2 x 3 1/2	7	3 1/2 x 3 1/2	7	3 1/2
"	Tie Plates	10	7	10	7	10	7	10
"	Deck, Material and thickness	3 1/2 p. pine		3		3		3
Bridge or Pt. Awning Deck Stringer Plate, breadth and thickness		3.0	7	3.0	7	3.0	7	3.0
"	Angle on ditto	3 1/2 x 3 1/2	7	3 1/2 x 3 1/2	7	3 1/2 x 3 1/2	7	3 1/2
"	Tie Plates	15 1/2	7	10	7	10	7	10
"	Deck, Material and thickness	3 1/2 p. pine		3		3		3
Forecastle Deck Stringer Plate, breadth & thickness		2 1/2	6	2 1/2	6	2 1/2	6	2 1/2
"	Angle on ditto	3 1/2 x 3 1/2	7	3 1/2 x 3 1/2	7	3 1/2 x 3 1/2	7	3 1/2
"	Tie Plates	12	6	10	6	10	6	10
"	Deck, Material and thickness	3 1/2 p. pine		3		3		3

PLATING.										RIVETING.																			
AS IN SHIP.					PER RULE OR AS APPROVED.					BUTTS.					IF LAPPED.														
STRAKES.					RIVETS.					STRAKES.					IF LAPPED.														
Breadth. Thickness. Thickness. Thickness.					Breadth. Thickness. Thickness. Thickness.					Breadth. Thickness. Thickness. Thickness.					Breadth. Thickness. Thickness. Thickness.														
Inches. 16ths. 16ths. 16ths.					Inches. 16ths. 16ths. 16ths.					Inches. 16ths. 16ths. 16ths.					Inches. 16ths. 16ths. 16ths.														
FLAT PLATE KEEL (Bar Keel, state Riveting) GABBOARD OR A STRAKE										Double										Single									
B " 36 12 12 12 36 11										18 58										18 58									
C " 47 11 9 9 47 10										5 1/2 38										5 1/2 38									
D " 47 10 8 8 47 10										" " " "										" " " "									
E " 47 11 10 10 47 10										" " " "										" " " "									
F " 48 11 9 9 48 10										" " " "										" " " "									
G " 51 10 8 8 51 10										" " " "										" " " "									
H " 43 10 8 8 43 10										" " " "										" " " "									
J " 51 10 8 8 51 10										" " " "										" " " "									
K " 40 12 12 12 40 12										" " " "										" " " "									
L " "										" " " "										" " " "									
M " "										" " " "										" " " "									
N " "										" " " "										" " " "									
O " "										" " " "										" " " "									
P " "										" " " "										" " " "									
DOUBLING OF Flat Plate Keel										Butts, treble riveted for										length amidship.									
Length of Bilges										Straps, single, double or overlapped for										length amidship.									
Length of Sheerstrakes										Butts of Bilge & Side Stringers, and Tie Plates, treble or double riveted										length amidship.									
Length of Strake below										Inner Bottom Plating, riveting of Edges, single										Butts, single									
POOP SIDES										Centre Girder Butts, Double riveted, Keelson Butts, treble										riveted.									
RAISED QUARTER DECK SIDES										Frames, riveted through Plates with										in Rivets, about									
BRIDGE SIDES										Rivets, state whether of Iron or Steel										Steel.									
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.																													
Plates, outside Plating, &c.																													
Has the Steel been tested as required by the Rules																													
FRAMES extend in one length from																													
REVERSED FRAMES on floors and frames extend																													
MASTS, SPARS, &c.																													
LOWER MASTS																													
Bowsprit																													
Topmasts, Yards and Remainder of Spars																													
Rigging, Material and Size, Shrouds																													
Sails																													
Equipment No.																													
ANCHORS.																													
Tonnage U.D.K. or Plating No. for Trawlers																													
CHAIN CABLES.																													
HAWKERS AND WARPS.																													
Boats																													
Pumps																													
Windlass																													
Engine Room Skylights																													
What arrangements for deadlights in bad weather																													
Coal Bunker Openings																													
Number of Scuppers, and number and dimensions of Freeing Ports, &c.																													
Ceiling in Holds, thickness and material																													
Cargo Hatchways—How formed																													
State size No. 1 Hatch (Forward)																													
Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch																													
Bulwarks, height above deck and description																													
The above is a correct description.																													
Builder's Signature																													

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case)

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 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 midship section forwarded to London 11th Sept. 1903, the approved tracings attached to 1st Entry Report on the S.S. City of Leeds, the Secretary's letters referred to above, and in general conformity with the Rules for the Class contemplated.*

Is a sister vessel to the "City of Leeds," Hull Report No. 15442.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *61* ft., R.Q.D. or Break *15* ft., Bridge Dk. *39* 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. *The poop is not joined to the Bridge 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) *1st Deck (Steel) w.s., 1 tier of Beams, and 4th deck frames 4 tiers of Beams.*

Official No. *15442*; Signal Letters *15442*

State if Machinery is fitted aft *No*

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.	48	43 1/2	Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,		
Double bottom, if under Engines only,	21	40	Deep tank, aft.		6
Double bottom, if under Boilers only,			Deep tank, forward		
Double bottom, forward,	114 1/2	170 1/2	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. *1306*

Date *13/1/03*

No. *483* in builder's yard.

Dates of Surveys held while building

1903:—Jan. 26, 29, Feb. 3, 6, 9, 12, 17, 23, 27, Mar. 3, 5, 10, 13, 17, 21, 25, 30, April 4, 6, 8, 15, 17, 22, 25, 30, May 4, 8, 11, 18, 21, 27, June 4, 8, 13, 18, 23, 26, 30, July 2, 5, 16, 17, 22, 29, Aug. 6, 17, 25, Sept. 2, 8, 10, 12.

Total No. of Visits *51*

The amount of Entry Fee £ 4 - - -

Special £ 56 - 3 - 6

Travelling Expenses, if any £ - - -

Received by me, *14.9.03*

State whether the Vessel has been built under Special Survey *Yes*

I am of opinion this Vessel should be Classed *100 A 1*

With or without Freeboard, as condition of Class

Signature *J. Thomson*

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

Committee's Minute

Character assigned *100 A 1 (Steel)*

Lloyd's Register

W 178-0034 2/2