

For 2 Dks., R.Q.Dk.,
and Pt. Awng. Dk.

IRON OR STEEL STEAMER.

No. 48050

State if Report is also sent on the Machinery of the Vessel *Yes*
Date of completion of Report *2nd December 1904*
Date, First Survey *20th July 1904*

Port of *Newcastle-on-Tyne*
Last Survey *December 15th 1904*
Rig *Iron-clad Schooner*

Survey held at *Newcastle-on-Tyne*
On the *SS "ARRIVAL"*
TONNAGE under
Tonnage Deck... *239.58*
Do. of Poop *39.98*
Do. of Bridge House *16.80*
Do. of Forecastle *13.94*
Do. of Houses on Deck *5.65*
Do. of excess of Hatchways *20.34*
Do. above Crown of *21.94*
Engine Room... *358.23*
Gross Tonnage *358.23*
Less Crew Space *32.26*
Less above Crown of *21.94*
Engine Room... *304.03*
TONNAGE FOR FEES... *186.74*
Less Engine Room *13.64*
Less Navigation Spaces

ONE ~~DECK~~ DECKED VESSEL.
CLASS 100 A1

Half Breadth (moulded) *12.00*
Depth from upper part of Keel to top of Main Deck Bms. *11.58*
Girth of Half Midship Frame (as per Rule) *21.33*
1st Number *44.91*
Length on deck from after part of stem to fore part of stern post *141.95*
2nd Number *6374.97*
Proportions—Breadths to Length *5.91*
Depths to Length—Main Deck to top of Keel... *12.25*

Master *W. S. Thornton*
Year of appointment *1904*
Built at *Newcastle-on-Tyne*
When built *1904* Launched *Nov. 22nd 1904*
By whom built *Hood Skinner & Co. Ltd.*
Owners *C. Rowbotham*
Managers *London*
Residence *London*
Port belonging to *London*

Register Tonnage *125.59*
as cut on Beam...
LENGTH on Deck as per Rule... *141* Feet. *11 1/2* Inches.
BREADTH—Moulded... *24* Feet. *0* Inches.
DEPTH, ACTUAL—Top of Floors to top of Main Deck Beams... *10* Feet. *6 1/2* Inches.
No. of Decks with Flat laid *One*
No. of Tiers of Beams *One*
Moulded Depth, *11* ft. *1* ins. Round of Beam, Actual *6* ins.

FRAMING.						FORGINGS AND CASTINGS.					
FRAME, <i>Angle</i> Bars, for $\frac{1}{2}$ length amidships						KEEL, Bar or Side Plates depth and thickness					
Do. for $\frac{1}{2}$ at each end	2 1/2	2 1/2	5	2 1/2	5	STEM, moulding and thickness	6 1/2 x 1 1/2	6 1/2 x 1 1/2	6 1/2 x 1 1/2	6 1/2 x 1 1/2	6 1/2 x 1 1/2
Do. in way of Double Bottoms at Solid Floors	2 1/2	2 1/2	5	2 1/2	5	STERN-POST for Rudder do. do.	6 1/2 x 3	6 1/2 x 3	6 1/2 x 3	6 1/2 x 3	6 1/2 x 3
at intermdt. Bkts.	19	19	19	19	19	for Propeller	3	3	3	3	3
Spacing of Frames from centre to centre	2 1/2	2 1/2	5	2 1/2	5	MAIN PIECE of Rudder, diameter at head	3	3	3	3	3
at heel	3	3	3	3	3	do. at heel	3	3	3	3	3
REVERSED FRAME, Angles <i>ON FLOORS</i>	2 1/2	2 1/2	5	2 1/2	5	RUDDER, how constructed <i>Forging 16/20 single plate</i>					
DEEP FRAMING, depth of girder	12 1/2	12 1/2	6	12 1/2	6	Can the Rudder be unshipped afloat? <i>Yes</i>					
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships	12 1/2	12 1/2	6	12 1/2	6	KEELSONS AND STRINGERS.					
in way of Engines and Boilers <i>IRON</i>	12 1/2	12 1/2	6	12 1/2	6	INCHES IN SHIP	INCHES IN SHIP	20THS PER RULE	INCHES PER RULE	INCHES PER RULE	20THS PER RULE
thickness at the ends of vessel	8 1/2	8 1/2	5	8 1/2	5	CENTRE LINE KEELSON, Vertical Plate above Floor, Through Plate or Intercoastal Plate	7 1/2	8	7 1/2	8	8
depth at $\frac{1}{2}$ the half breadth, as per Rule	8 1/2	8 1/2	5	8 1/2	5	Rider Plate	7 1/2	8	7 1/2	8	8
height extended at the Bilges	8 1/2	8 1/2	5	8 1/2	5	Bulb Plate to Intercoastal Keelson	7 1/2	8	7 1/2	8	8
FLOORS & BRACKETS, in Cell Dble Bottoms	8 1/2	8 1/2	5	8 1/2	5	Horizontal Plates on Floors	3	3	3	3	3
state if flanged (top & bottom)	8 1/2	8 1/2	5	8 1/2	5	Angles	2-3 1/2 x 3 x 8	1-4 x 2 1/2 x 6	2-3 1/2 x 3 x 8	1-4 x 2 1/2 x 6	2-3 1/2 x 3 x 8
Spacing	8 1/2	8 1/2	5	8 1/2	5	SIDE KEELSON, Angles	2-3 1/2 x 3 x 8	1-4 x 2 1/2 x 6	2-3 1/2 x 3 x 8	1-4 x 2 1/2 x 6	2-3 1/2 x 3 x 8
CENTRE GIRDER, in Double Bottom, depth and thickness	28 1/2	28 1/2	8	28 1/2	8	Bulb or Plate above floors for length	2-3 1/2 x 3 x 8	1-4 x 2 1/2 x 6	2-3 1/2 x 3 x 8	1-4 x 2 1/2 x 6	2-3 1/2 x 3 x 8
Angles, Top	3	3	3	3	3	Intercoastal Plate for	2-3 1/2 x 3 x 8	1-4 x 2 1/2 x 6	2-3 1/2 x 3 x 8	1-4 x 2 1/2 x 6	2-3 1/2 x 3 x 8
Angles, Bottom	3	3	3	3	3	Attached to outside plating with Angle	2-3 1/2 x 3 x 8	1-4 x 2 1/2 x 6	2-3 1/2 x 3 x 8	1-4 x 2 1/2 x 6	2-3 1/2 x 3 x 8
SIDE GIRDERS, number on each side & thickness state if flanged (top & bottom)	2	2	2	2	2	BILGE KEELSON, Angle	5	3	9	5	3
Angles <i>Top & Bottom</i>	3	3	3	3	3	Bulb or Plate above floors for length	5	3	9	5	3
MARGIN PLATE, depth (exclusive of flange) and thickness	25	25	6	25	6	Intercoastal Plate for BOILER SPACE length	3	3	6	3	3
Angles to Outside Plating	3	3	3	3	3	Attached to outside plating with Angle	3	3	7	3	3
Floors	3	3	3	3	3	BILGE STRINGER Angles	3	3	7	3	3
Height of Floors at the Bilges	28 1/2	28 1/2	8	28 1/2	8	Bulb Plate for STEM TO 72 ft. length	3	3	7	3	3
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	31	31	6	31	6	Intercoastal Plate for length	3	3	7	3	3
thickness in Engine and Boiler space	31	31	6	31	6	Attached to outside plating with Angle	3	3	7	3	3
Remainder in Holds	31	31	6	31	6	SIDE STRINGER Angle	5	3	9	5	3
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	4	4	4	4	4	Bulb or Intercoastal Plate for length	5	3	9	5	3
Angles on <i>Upper Edge</i>	4	4	4	4	4	Attached to outside plating with Angle	5	3	9	5	3
Spacing	4	4	4	4	4	Main and Raised Quarter Deck Stringer Plate, breadth and thickness	58 x 59	7/16	58 x 59	7/16	58 x 59
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	4	4	4	4	4	Angle on ditto	3 x 3	6	3 x 3	6	3 x 3
Angles on Upper Edge	4	4	4	4	4	Tie Plates, outside Hatchways	3 x 3	6	3 x 3	6	3 x 3
Spacing	4	4	4	4	4	Diagonal Tie Plates on Bms., No. of Pairs	3 x 3	6	3 x 3	6	3 x 3
BEAMS, Hold, Plate or Tee Bulb	4	4	4	4	4	Main Dk* Iron or Steel for full length	3 x 3	6	3 x 3	6	3 x 3
Angles on Upper Edge	4	4	4	4	4	R. Q. Dk* Iron or Steel for full length	3 x 3	6	3 x 3	6	3 x 3
Spacing	4	4	4	4	4	Wood Deck, Material & thickness	3 x 3	6	3 x 3	6	3 x 3
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	4	4	4	4	4	Lower Deck Stringer Plate, breadth and thickness	3 x 3	6	3 x 3	6	3 x 3
Angles on Upper Edge	4	4	4	4	4	Angles on ditto, No.	3 x 3	6	3 x 3	6	3 x 3
Spacing	4	4	4	4	4	Tie Plates, outside Hatchways	3 x 3	6	3 x 3	6	3 x 3
BEAMS, Bridge or Pt. Awng. Deck, Angle, Bulb Angle, Plate or Tee Bulb	4	4	4	4	4	Deck* Material and thickness	3 x 3	6	3 x 3	6	3 x 3
Angles on Upper Edge	4	4	4	4	4	Hold Stringer Plate	3 x 3	6	3 x 3	6	3 x 3
Spacing	4	4	4	4	4	Angles on ditto, No.	3 x 3	6	3 x 3	6	3 x 3
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	5	5	5	5	5	Poop Deck Stringer Plate, breadth & thickness	3 x 3	6	3 x 3	6	3 x 3
Angles on Upper Edge	5	5	5	5	5	Angle on ditto	3 x 3	6	3 x 3	6	3 x 3
Spacing	5	5	5	5	5	Tie Plates	3 x 3	6	3 x 3	6	3 x 3
PILLARS, In 'tween Decks, Size and Spacing	5	5	5	5	5	Deck, Material and thickness	3 x 3	6	3 x 3	6	3 x 3
Hold	5	5	5	5	5	Bridge Deck Stringer Plate, breadth and thickness	3 x 3	6	3 x 3	6	3 x 3
Quarter, 'tween Dks.,	5	5	5	5	5	Angle on ditto	3 x 3	6	3 x 3	6	3 x 3
in Hold	5	5	5	5	5	Tie Plates	3 x 3	6	3 x 3	6	3 x 3
WEB FRAMES, In Fore Body, No. and Spacing	4 AT HATCH	4 AT HATCH	4 AT HATCH	4 AT HATCH	4 AT HATCH	Deck, Material and thickness	3 x 3	6	3 x 3	6	3 x 3
No. of Side Stringers	4 AT HATCH	4 AT HATCH	4 AT HATCH	4 AT HATCH	4 AT HATCH	Forecastle Deck Stringer Plate, brdth & thcknss	3 x 3	6	3 x 3	6	3 x 3
WEB FRAMES, In E. & B. Space, No. & Spacing	4 AT HATCH	4 AT HATCH	4 AT HATCH	4 AT HATCH	4 AT HATCH	Angle on ditto	3 x 3	6	3 x 3	6	3 x 3
Brdth. & Thickness	4 AT HATCH	4 AT HATCH	4 AT HATCH	4 AT HATCH	4 AT HATCH	Tie Plates	3 x 3	6	3 x 3	6	3 x 3
WEB FRAMES, In After Body, No. and Spacing	4 AT HATCH	4 AT HATCH	4 AT HATCH	4 AT HATCH	4 AT HATCH	Deck, Material and thickness	3 x 3	6	3 x 3	6	3 x 3
Brdth. & Thickness	4 AT HATCH	4 AT HATCH	4 AT HATCH	4 AT HATCH	4 AT HATCH	Are the outside Plates doubled two spaces of Frames in length? <i>Yes</i>	3 x 3	6	3 x 3	6	3 x 3
No. of Side Stringers	4 AT HATCH	4 AT HATCH	4 AT HATCH	4 AT HATCH	4 AT HATCH	Are the Sluice Valves and Watertight Doors in efficient working order? <i>Yes</i>	3 x 3	6	3 x 3	6	3 x 3
Size of Angles <i>on Tee Bars to Web Frames</i>	4 AT HATCH	4 AT HATCH	4 AT HATCH	4 AT HATCH	4 AT HATCH		3 x 3	6	3 x 3	6	3 x 3
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness	4 AT HATCH	4 AT HATCH	4 AT HATCH	4 AT HATCH	4 AT HATCH		3 x 3	6	3 x 3	6	3 x 3

PLATING.										RIVETING.									
AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.									
STRAKES.		AMIDSHIP.		FORWARD.		AFT.		Ordinary or Joggled?		RIVETS.		STRAKES.		IF LAMINATED.					
Breadth.		Thickness.		Thickness.		Thickness.		Single or Double.		Diam.		Spacing or to cr.		Diam.					
FLAT PLATE KEEL		36	10/16	10/16	10/16	36	10/16	Double	1/2	7/8	Double	7/8	3/4	16/16	1/2				
GARBOARD OF A STRAKE		46	8/16	8/16	8/16	42	7/16	"	"	"	"	3/4	2/8	9/16	1/2				
State actual thickness in way of Double Bottom.		45	8/16	8/16	8/16	42	7/16	"	"	"	"	"	"	9/16	1/2				
D		45	8/16	8/16	8/16	42	7/16	"	"	"	"	"	"	9/16	1/2				
E		45	8/16	8/16	8/16	42	7/16	"	"	"	"	"	"	9/16	1/2				
F		32	10/16	10/16	10/16	32	10/16	"	"	"	"	"	"	11/16	1/2				
G																			
H																			
J																			
K																			
L																			
M																			
N																			
O																			
P																			
DOUBLING OF Flat Plate Keel		F STRAKE 19 feet at Bridge End																	
Length and thickness of Strake below		G - 13 - at Break																	
POOP SIDES		6-5 Double 1/2 3/4 Double 3/4 2/8 9/16 1/6																	
RAISED QUARTER DECK SIDES		5-1 Single 2/8 3/4 5/16																	
BRIDGE SIDES		5-1 " " 3/4 " " "																	
FORECASTLE SIDES		5-1 " " 3/4 " " "																	
LENGTHS OF PLATING																			
Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Booms, Keelsons, Tie and Stringer Plates, outside Plating, &c.?																			
Has the Steel been tested as required by the Rules?																			
FRAMES extend in one length from																			
REVERSED FRAMES on floors extend from																			
MASTS, SPARS, &c.																			
LOWER MASTS																			
Bowsprit																			
Topmasts																			
Rigging, Material and Size, Shrouds																			
Sails																			
Equipment No. 6827 Letter E New Table 22.																			
ANCHORS.																			
CHAIN CABLES.																			
HAWERSERS AND WARPS.																			
Boats																			
Pumps, Number																			
Windlass is																			
Engine Room Skylights																			
What arrangements for deadlights in bad weather?																			
Coal Bunker Openings																			
Number of Scuppers, and number and dimensions of																			
Ceiling in Holds, thickness and material																			
Cargo Hatchways																			
State size No. 1 Hatch (Forward)																			
No. 2 Hatch																			
No. 3 Hatch																			
No. 4 Hatch																			
Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch																			
No. of Breasthooks																			
No. of Crutches																			
Bulwarks, height above deck and description																			
Main Rail and Stays, material and size																			
The above is a correct description																			
Builder's Signature																			
Surveyor'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 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 Good

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

State results of tests Good

General Remarks (State quality of workmanship, &c.) This vessel has been built in accordance with the approved plans, the Secretary's letters of the above date, & otherwise in general conformity with the Rules for the class contemplated. The hullwards assigned by the Committee have been marked on the vessel's sides & verified. Pumps & steering gear examined under working conditions proved efficient.

RETAİN

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 19.6 ft., R.Q.D. 19.6 ft., Bridge Dk. 12.7 ft., F'castle 19.2 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

David Quarter Deck connected with Bridge

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) Hull Deck 1 Deck Iron

Official No. 120,481; Signal Letters

State if Machinery is fitted aft Yes

How are the surfaces preserved from oxidation? Inside Paint Outside 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,	18.1	39.0
Double bottom, under Engines and Boilers,			After peak tank,	7.11	2.0
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. (If necessary, furnish further information by sketch.)

Order for Special Survey No. 2634

Date 7.7.04

No. 124 in builder's yard

1904 July 20 Aug 2 10 24 26 30 Sep 2 9 13 15 19 23 29 Oct 7 11 14 18 21 25 Nov 7 15 17 21 23 27 Dec 1 12 15

Fees applied for, 20 Dec 1904

Received by me, 28/12/04

22.1.04

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 With

Committee's Minute

Character assigned 100 A 1 (Steel)

Lloyd's & C. P. + L.M.B. 12.04 elec. light

WED. 28 DEC 1904

Surveyor's Signature J.M. Neil Henry Gibbs

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

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