

RIVETING.

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.	Spur or Awning Butts, single riveted for half length amidship. Stringer Plate Straps, single double or overlapped for half length amidship. Main Stringer Butts, single riveted for half length amidship. Plate Straps, single double or overlapped for half length amidship. Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted ; Inner Bottom Plating, riveting of Edges Double Butts Double Centre Girder Butts, treble riveted Keelson Butts, treble riveted. Frames, riveted through Plates with 1 in. Rivets, about 5/2 apart. Rivets, state whether Iron or Steel Iron and steel.		
Siemens Martin steel. Channel frames and beams Colville & Sons; Angle frames Steel Co. of Scotland; Rev. bars & Keelson angles. Glasgow Steel & Iron Co.; Floors South Durham I. & I. Co.; Stringer and deck plates. Bulk top and outside plating. Dowlais Iron Co.			

FRAMES extend in one length from Margin plate to Awning deck gunwale
 REVERSED FRAMES on floors and frames extend from Alternate channel frames, extend from Margin plate to Orlop beam knees, and on the angle frames to Awning deck beam knees.

No Square sails	Material.	Total Length	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
LOWER MASTS, & Fore	Steel	134. 6	30 x $\frac{9}{20}$	25 x $\frac{9}{20}$	21 x $\frac{9}{20}$	$1\frac{1}{2}$ x $\frac{5}{20}$	3	3	4 x 3 x $\frac{9}{20}$	Single	Quadruple
topmasts in one Main	"	136. 6	" "	" "	" "	" "	"	"	" " " "	"	Double
Bowsprit			Doublings at heels and at partners.								
Topmasts, Yards and Remainder of Spars			of pitch pine								
Rigging, Material and Size. Shrouds			galvanized steel wire all $1\frac{1}{2}$								
Sails. one complete			Suit of jibheaded Sails, and the following spare sails none								

[illegible]

HAWSERS AND WARPS.

Boats 12 Life boats, 6 Cutters, and 2 collapsible boats.
Pumps, Number seven Diameter of Barrel and Tail Pipe 5" and 2 1/2" respectively.
Windlass is J. H. Wilson & Co's patent steam Capstan ✓
Engine Room Skylights.—How constructed? of plates and angles on casing above Auning deck.
What arrangements for deadlights in bad weather. Solid top with bulls' eyes
Coal Bunker Openings.—How constructed? Side ports How are lids secured? with bolts & nuts Height above deck? ✓
Number of Scuppers, and number and dimensions of Freeing Ports, &c. 14 Scuppers each side
Ceiling in Holds, thickness and material 2 1/2" P.P. outside margin Ceiling 'tween Decks, thickness and material 5" x 2" Spruce
Cargo Hatchways.—How formed? of plates and angles Hatches, If strong and efficient? Yes
State size No. 1 Hatch (Forward) 24' 3" x 15' 0" No. 2 Hatch 15' 0" x 15' 0" No. 3 Hatch 20' 4" x 15' 0" No. 4 Hatch 13' 9" x 15' 0"
Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch No. 5 — 13' 9" x 15' 0" No. 6 — 15' 0" x 15' 0" No. 7 — 15' 3" x 15' 0" No. 8 — 13' 9" x 15' 0"
and 2 deep webs in No 3. One shifting beam in each of Nos. 1, 2, 4, 5, 6, 7, 8
No. of Breasthooks 0 No. of Crutches 4, 8 deep floors
Bulwarks, height above deck and description — Main Rail, material and size —
The above is a correct description.
Builder's Signature (here only) J. H. Hartland & Co. Surveyor's Signature James Tupper
Surveyor to Lloyd's Register of British & Foreign Shipping.

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

M March 29th, June 20th, July 19th and Dec^r 21st 1899

Workmanship. Are the butts of plating planed or otherwise fitted? *planed where fitted, but mostly overlapped*

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? *very few*

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

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the approved tracing of midship section forwarded on the 2nd inst. and with the accompanying approved tracing of longitudinal section, and plan of deep tank, the bottom has been cemented as shown on the approved sketch enclosed herewith, and the Secretary's letters dated as above have been complied with, and the Rules in all other respects adhered to.*

All pumps and watertight doors have been examined and tested and found efficient; and the weather decks tested with a hose and found quite light and satisfactory.

The rivets are spaced closer than required by the Rules in most parts of the vessel.

The materials used in her construction, and the workmanship are very good.

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 *Promenade deck amidships 193 ft open at the sides.*

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 would appear in the Register Book *3 Dks (Std U.W.S.) & Awning dk (Std U.W.S.)*

Official No. ; Signal Letters

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

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

Where fitted.	Length. Feet.	Water Capacity. Tons.	Where fitted.	Length. Feet.	Water Capacity. Tons.
Fore bottom, aft,	151	535	Fore peak tank,		147
Fore bottom, forward,	190.5	749	After peak tank,		75
Fore bottom, under Engines and Boilers,	166.75	503	Midship deep tank, — After end of fore hold	56	1520
Fore bottom, if under Engines only,			Other tanks, if fitted,		
Fore bottom, if under Boilers only,			(If necessary, furnish further information by sketch.)		

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

For Special Survey No. <i>430</i>	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>May 30, June 4, 16, 23, July 20, 26, Aug. 31, Sep. 26, Oct. 6, 18, Nov.</i>
Date <i>Mar. 27th 99</i>	2nd. On the plating during the process of riveting	<i>15, 29, Dec. 12, 15, 19, 1899, Jan 4, 26, Feb. 8, Mar. 13, 16, 22, 28, April</i>
For Ordinary Survey No. —	3rd. When the beams were in and fastened, and before the decks were laid	<i>3, 11, 20, 24, 30, May 8, 17, 22, 28, June 1, 7, 11, 20, 25, July 3, 5, Aug 7, 15, 27.</i>
Date —	4th. When the ship was complete, and before the plating was finally coated or cemented	<i>Sep. 5, 11, 17, 20, 28, Oct. 12, 18, Nov. 1, 3, 9, 27, Dec. 10, 19, 1900, Jan. 1, 4, 9, 16, 29,</i>
<i>336</i> in builder's yard.	5th. After the ship was launched and equipped	<i>Feb. 14, 19, 22, 25, Mar. 1, 11, 13, 20, 25, 28, Apr. 2, 3, 12, 22, 23, 29, May 3, 8, 10, 13, 18,</i>
		<i>18, 20, 24, 27, 31, June 5, 11, 17, 20, 24, July 1, 3, 8, 10, 23, Total No. of Visits 105</i>
		<i>Aug. 21, 29, Sep. 11, 16, 18, 23, 25, 28, 30, Oct. 3, 1901.</i>

Amount of Entry Fee.....£ *5* : 0 : 0

Special Survey Fee.....£ *321* : 10 : 0

Travelling Expenses, if any £ : : *9.10.1899*

of opinion this Vessel should be Classed *+ 100A1 Awning Dk.*

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

Fees applied for,

Oct 3rd 1901

Received by me,

9.10.1899

5 dup cert

+ 100A1 Awning Dk.

with Freeboard

Certificate to be sent to

this office

James Curpin

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

Committee's Minute

TUES. OCT 8 1901

Character assigned

Lloyd's & CP

+ 100A1 Steel

100A1 Steel

w. freebd. 5.15.7 1/2

WS83-0010 2/2



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