

3 Decks. RULE

IRON OR STEEL STEAMER.

Received at London Office SAIL APR 21 1906

Date of completion of report 20th April 1906 Port of Middlesbrough No. 4529
Survey held at Stockton on Tees Date, First Survey 3rd October 1905 Last Survey 11th April 1906
On the Steel Screw Steamer "Upcerne" Rig Schooner

TONNAGE under
Tonnage Deck...
Do. between Tonnage Dk.
and 3rd and 4th Dk. 1
Total under Upper Dk. 2809.82
Do. of Poop 5.43
Do. of Bridge House 55.65
Do. of Forecastle 75.58
Do. of Hatches on Dk. 37.68
Do. of excess of Hatchways
Do. above Crown of
Engine Room...
Gross Tonnage 2984.16
Crew Space 99.93
above Crown of
Engine Room...
NAGE FOR FEES... 2884.23
Engine Room 954.93
Navigation Spaces 44.15
Net Tonnage 1885.15
cut on Beam...

One DECKED VESSEL.
CLASS +100 A.1.
Half Breadth (moulded) 23.39
Depth from upper part of Keel to top of Upper Deck Beams 25.72
Girth of Half Midship Frame (as per Rule) 45.70
deduct 7 feet... 94.81
1st Number... 87.81
Length on deck from after part of stem to fore part of stern post 329.00
2nd Number 288.89
Proportions—Breadth to Length 7.03
Depth to Length—Upper Deck to top of Keel 12.79
Main Deck ditto
Destined Voyage Mediterranean If Surveyed while Building, Afloat, or in Dry Dock.

Master W. Whitney
Year of appointment 1901
Built at Stockton on Tees
When built 1906 Launched 12 March 1906
By whom built Ropner & Son
Owners The Minterne S.S. Co Ltd
Managers A. F. Hood
Residence London
Port belonging to London.

Length on Deck 329 0 BREADTH—Moulded 46 9 13/20 DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams 22 2 3/4
No. of Decks with flat laid one
No. of Tiers of Beams one
Round of Upper Dk. Beam, Actual 11 3/4 ins.

FRAMING.				FORGINGS or CASTINGS.			
NAME, Angles, or Bars for length, amidships	Inches in Ship	Inches in Ship	Inches in Ship	KEEL, Bar or Side Plates, depth and thickness	Inches in Ship	Inches in Ship	Inches in Ship
o. for 1/2 at each end	11	3 1/2	12	STEM, moulding and thickness	12 x 2 1/2	12 x 2 1/2	12 x 2 1/2
o. in way of Double Bottoms at Solid Floors	11	3 1/2	11	STERN-POST for Rudder do. do.	12 x 6	12 x 6	12 x 6
at intermdt. Bkts.	3 1/2	3 1/2	9-8	MAIN PIECE of Rudder, diameter at head	12 x 6	12 x 6	12 x 6
ance of Frames from moulding edge to moulding edge, all fore and aft	24	-	24	do. at heel	8 1/2	8 1/2	8 1/2
VERSED FRAME, Angles	-	-	-	RUDDER, how constructed	Single Plate 2 1/2 x 9	Coupled	Yes
EP FRAMING, depth of girder	11	-	11	Can the Rudder be unshipped afloat?	Yes		
DOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	8	8	8	KEELSONS & STRINGERS.			
in way of Engines and Boilers	20	20	20	CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate			
thickness at the ends of vessel	-	-	-	" Rider Plate			
depth at 1/2 the half breadth, as per Rule	70	-	70	" Bulb Plate to Intercoastal Keelson			
height extended at the Bilges	-	-	-	" Horizontal Plates on Floors			
DOORS & BRACKETS in Cell Dble Bottoms	24	-	24	" Angles			
" Distance apart	42	-	42	SIDE KEELSON, Angles			
TRE GIRDER, in Double bottom, depth and thickness	4 1/2	4 1/2	12	" Bulb or Plate above floors, for length			
" Angles, Top	4 1/2	4 1/2	12	" Intercoastal Plate, for length			
" Bottom	4 1/2	4 1/2	12	" Attached to outside Plating with Angle			
E GIRDERS, number on each side & thickness	One 9 1/2 x 7 1/2 angled with angle lugs	-	-	BILGE KEELSON, Angles			
" Angles	3 1/2	3 1/2	8	" Bulb or Plate above floors, for length			
GIN PLATE, depth (exclusive of flange) and thickness	33	-	33	" Intercoastal Plate for length			
" Angles to Outside Plating	4	4	4	" Attached to outside Plating with Angle			
ER BOTTOM PLATING, breadth and thickness of Middle Line Strake	42	-	42	BILGE STRINGER Angles			
" in Engine and Boiler space	-	-	-	" Bulb Plate for length			
" Remainder in Holds	-	-	-	" Intercoastal Plate for length			
MS, Upper Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	9	3 1/2	12	Attached to outside Plating with Angle			
" Angles on upper edge	9	3 1/2	10	FOUR SIDE STRINGERS Angles, on full	6	4	12-10
" Average space	24	-	24	" Bulb or Intercoastal Plate, for full	15	-	8-7
MS, Middle Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	-	-	-	" Attached to outside plating with Angle	3 1/2	3 1/2	8-7
" Angles on upper edge	-	-	-	Upper Deck Stringer Plates, br'dth & thickness	47	10	47
" Average space	-	-	-	" Angle on ditto	4 1/2	9	4 1/2
MS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	-	-	-	" Tie Plates fore and aft, outside Hatchways	4 1/2 x 4 1/2	11-10	4 1/2 x 4 1/2
" Angles on upper edge	-	-	-	" Deck * Iron & Steel, for full	INSIDE BRIDGE 7 steel		
" Average space	-	-	-	" Wood Deck. Material & thickness	WHERE EXPOSED 5/16 iron		
MS, Hold, or Orlop, Plate or Tee Bulb	-	-	-	Middle Deck Stringer Plate, br'dth & thickness			
" Angles on upper edge	-	-	-	" Angles on ditto, No.			
" Average space	-	-	-	" Tie Plates outside Hatchways			
MS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	5 1/2	3	8	" Diagonal Tie Plates on Bms, No. of prs.			
" Angles on upper edge	24	-	24	" Deck * Iron or Steel, for length			
" Average space	-	-	-	" Wood Deck. Material & thickness			
MS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	7	3	9	Lower Deck Stringer Plate, br'dth & thickness			
" Angles on upper edge	-	-	-	" Angles on ditto, No.			
" Average space	-	-	-	" Tie Plates, outside Hatchways			
MS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	9	3 1/2	9	" Deck * Material and thickness			
" Angles on upper edge	-	-	-	Hold, or Orlop Stringer Plate, br'dth & thckn's			
" Average space	-	-	-	" Angles on ditto, No.			
PILLARS, in 'tween Deck, size and spacing	Single angle 5 1/2 x 5 1/2 x 20 48" apt			" Tie Plates outside Hatchways			
" Hold	Two angles 6 x 6 x 1/2 riveted together			" Deck. Material and thickness			
" Quarter 'tween Dks., and secured as shown on the approved plans				Poop Deck Stringer Plate, breadth & thickness	24	7	24
" in Hold				" Angle on ditto	3 x 3	7	3 x 3
WEB-FRAMES, in Fore Body, No. and spacing				" Tie Plates	10	6	10
" br'dth. & thickness				" Deck. Material and thickness	Plated Pine	3 1/2	3 1/2
" No. of Side Stringers	One	-	One	Bridge Deck Stringer Plate, br'dth & thickness	40	10	40
WEB-FRAMES, in E. & B. Space, No. and spacing				" Angle on ditto	3 1/2 x 3 1/2	10	3 1/2 x 3 1/2
" br'dth. & thickness	24	-	24	" Tie Plates			
WEB-FRAMES, in After Body, No. and spacing				" Deck. Material and thickness	Iron	5/16	5/16
" br'dth. & thickness				Forecastle Deck Stringer Plate, br'dth & th'kns	24	7	24
" No. of Side Stringers				" Angle on ditto	3 x 3	7	3 x 3
" Size of Angles or Tee Bars to Web-Frames	6	4	12	" Tie Plates			
BRACKET PLATES to Stringers between Web Frames, depth and thickness				" Deck. Material and thickness	Iron	5/16	5/16

PLATING.										RIVETING.																																																																																																																																																																					
AS IN SHIP.					PER RULE OR AS APPROVED.					EDGES.					BUTTS.																																																																																																																																																																
STRAKES.		AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		Single or Double.		Breadth of Lap.		RIVETS.		Double or Treble and for what Length.		RIVETS.		STRAPS.		IF LAPPED.																																																																																																																																																									
		Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Inches.	Inches.	Diam.	Spacing cr. to cr.	Inches.	Inches.	Diam.	Spacing cr. to cr.	Breadth.	Thickness.	Breadth.	For what Length.																																																																																																																																																										
		Inches.	1/16th or 20ths	1/16th or 20ths	1/16th or 20ths	Inches.	1/16th or 20ths	Inches.	1/16th or 20ths			Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	1/16th or 20ths	Inches.	Feet.																																																																																																																																																										
FLAT PLATE KEEL.....		45	19	13	13	45	19	13	13	45	19	13	13	45	19	13	13	45	19	13	13	45	19																																																																																																																																																								
(If Bar Keel, state Riveting)																																																																																																																																																																															
GARBOARD OF A Strake...		53	14	12	12																																																																																																																																																																										
State actual thickness in way of Double Bottom.																																																																																																																																																																															
B "		69	11	11	11																																																																																																																																																																										
C "		69	11	9	13																																																																																																																																																																										
D "		60	12	9	14																																																																																																																																																																										
E "		58	12	9	14																																																																																																																																																																										
F "		57	12	9	12																																																																																																																																																																										
G "		60	12	9	9																																																																																																																																																																										
H "		60	12	9	9																																																																																																																																																																										
J "		60	12	9	9																																																																																																																																																																										
K "		44	13 1/5	10	10	44	13 1/5	10	10	44	13 1/5	10	10	44	13 1/5	10	10	44	13 1/5	10	10	44	13 1/5																																																																																																																																																								
L "		56	10	-	-	10																																																																																																																																																																									
M "		42	11	-	-	11																																																																																																																																																																									
N "																																																																																																																																																																															
O "																																																																																																																																																																															
P "																																																																																																																																																																															
Q "																																																																																																																																																																															
R "																																																																																																																																																																															
DOUBLING of Flat Plate Keel		Flat keel plate increased 2/20										Garboard strake 1/20 both for 1/2 L in line of doubling																																																																																																																																																																			
Length of Bilges		Doubled at ends of Bridge for about 18-20 feet																																																																																																																																																																													
Thickness of Sheerstrakes																																																																																																																																																																															
Thickness of Strake below																																																																																																																																																																															
POOP SIDES		7										Single 3 1/2 3/4 3 3/4 2 5/8 5 whole																																																																																																																																																																			
BRIDGE SIDES		As above																																																																																																																																																																													
FORECASTLE SIDES		7																																																																																																																																																																													
<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>Open Hearth Process.</i></p> <p>Steel Plates:- <i>Consitt. South Durham</i></p> <p>" Angles:- <i>Lanark. Consitt & Palmers</i></p> <p>Iron Plates:- <i>J Hill Iron Angles Malleable</i></p> <p>Has the Steel been tested as required by the Rules? <i>Yes.</i></p>																																																																																																																																																																															
<p>Upper Deck (Butts, treble riveted for 1/2 L <i>treble at the ends</i> length amidship.</p> <p>Stringer Plate (Straps, single, double or overlapped for <i>4 in way of Ridge</i> length amidship.</p> <p>Middle Deck (Butts, treble riveted for <i>✓</i> length amidship.</p> <p>Stringer Plate (Straps, single, double or overlapped for <i>✓</i> length amidship.</p> <p>Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted? <i>double</i></p> <p>Inner Bottom Plating, riveting of Edges <i>double & single</i> Butts <i>double</i></p> <p>Centre Girder Butts, <i>double</i> riveted Keelson Butts, <i>✓</i> riveted.</p> <p>Frames, riveted through Plates with <i>7/8</i> in Rivets, about <i>6 1/8</i> apart.</p> <p>Rivets, state whether Iron or Steel <i>Iron.</i></p>																																																																																																																																																																															
<p>FRAMES extend in one length from <i>M L to side to tank side & thence to Upper Deck throughout and</i></p> <p>REVERSED FRAMES on floors and frames extend from <i>M L to tank side.</i></p>																																																																																																																																																																															
MASTS, SPARS, &c.																																																																																																																																																																															
<table border="1"> <thead> <tr> <th rowspan="2"></th> <th rowspan="2">Material.</th> <th rowspan="2">Total Length.</th> <th colspan="4">DIAMETER AND THICKNESS.</th> <th rowspan="2">No. of Plates in round.</th> <th colspan="2">ANGLES.</th> <th colspan="2">RIVETING.</th> </tr> <tr> <th>At Partners.</th> <th>Heel.</th> <th>Hounds.</th> <th>Head.</th> <th>Number.</th> <th>Size.</th> <th>Seams.</th> <th>Butts.</th> </tr> </thead> <tbody> <tr> <td>LOWER MASTS.....</td> <td>Fore <i>Steel</i></td> <td>50-0</td> <td>21 x 8-7</td> <td>19 x 6-7</td> <td>16 1/2 x 6</td> <td>14 x 6</td> <td>2</td> <td>✓</td> <td>✓</td> <td>Single</td> <td>Let & Sole</td> </tr> <tr> <td></td> <td>Main</td> <td>51-2</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>Mizen</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table> <p>Bowsprit</p> <p>Topmasts, Yards and Remainder of Spars <i>Pitch Pine.</i></p> <p>Rigging, Material and Size, Shrouds <i>3 1/2 SW</i></p> <p>Sails, <i>One Fore top sail</i> Suit of <i>✓</i> Sails, and the following spare sails <i>4" SW</i></p>																							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 <i>Steel</i>	50-0	21 x 8-7	19 x 6-7	16 1/2 x 6	14 x 6	2	✓	✓	Single	Let & Sole		Main	51-2											Mizen																																																																																																												
	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 <i>Steel</i>	50-0	21 x 8-7	19 x 6-7	16 1/2 x 6	14 x 6	2	✓	✓	Single	Let & Sole																																																																																																																																																																				
	Main	51-2																																																																																																																																																																													
	Mizen																																																																																																																																																																														
EQUIPMENT No. <i>33157</i> LETTER <i>V</i> ANCHORS.																																																																																																																																																																															
<table border="1"> <thead> <tr> <th rowspan="2">Number of Certificate.</th> <th rowspan="2">Anchors.</th> <th colspan="3">WEIGHT, EX. STOCK.</th> <th colspan="3">WEIGHT OF STOCK.</th> <th colspan="3">TEST, PER CERTIFICATE.</th> <th colspan="3">WEIGHT REQUIRED BY TABLE 22.</th> <th rowspan="2">Description of Anchor.</th> <th rowspan="2">Makers.</th> <th colspan="2">Where and when tested and Superintendent.</th> </tr> <tr> <th>Cwts.</th> <th>qrs.</th> <th>lbs.</th> <th>Cwts.</th> <th>qrs.</th> <th>lbs.</th> <th>Tons.</th> <th>cwts.</th> <th>qrs.</th> <th>lbs.</th> <th>Cwts.</th> <th>qrs.</th> <th>lbs.</th> <th>Test of Steel Wire Towline.</th> <th>Fathoms and Size per Table 22.</th> </tr> </thead> <tbody> <tr> <td>7321</td> <td>1st Bower</td> <td>49</td> <td>1</td> <td>0</td> <td>Stockless</td> <td>41</td> <td>18</td> <td>0</td> <td>14</td> <td>48</td> <td>3</td> <td>0</td> <td>Reliance</td> <td>Byers</td> <td>Sla 22/12/05</td> <td>Self</td> </tr> <tr> <td>7347</td> <td>2nd "</td> <td>48</td> <td>2</td> <td>14</td> <td>"</td> <td>41</td> <td>10</td> <td>0</td> <td>7</td> <td>48</td> <td>3</td> <td>0</td> <td>Patent</td> <td>"</td> <td>" 29/12/05</td> <td>"</td> </tr> <tr> <td>7304</td> <td>3rd "</td> <td>42</td> <td>3</td> <td>21</td> <td>"</td> <td>37</td> <td>17</td> <td>2</td> <td>0</td> <td>41</td> <td>02</td> <td>0</td> <td>"</td> <td>"</td> <td>" 19/12/05</td> <td>"</td> </tr> <tr> <td></td> <td>4th "</td> <td colspan="10">Last steel heads certified by Koch & Campbell</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>Collective weight</td> <td>140</td> <td>3</td> <td>7</td> <td></td> <td>138</td> <td>2</td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>7273</td> <td>Stream</td> <td>13</td> <td>2</td> <td>0</td> <td>3</td> <td>1</td> <td>14</td> <td>15</td> <td>3</td> <td>3</td> <td>0</td> <td>13</td> <td>0</td> <td>0</td> <td>Common</td> <td>Taylor</td> <td>Sla 14/12/05</td> <td>Self</td> </tr> <tr> <td>7274</td> <td>Kedge</td> <td>5</td> <td>3</td> <td>7</td> <td>1</td> <td>2</td> <td>0</td> <td>8</td> <td>2</td> <td>3</td> <td>7</td> <td>5</td> <td>3</td> <td>0</td> <td>"</td> <td>"</td> <td>"</td> </tr> </tbody> </table>																						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.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Test of Steel Wire Towline.	Fathoms and Size per Table 22.	7321	1st Bower	49	1	0	Stockless	41	18	0	14	48	3	0	Reliance	Byers	Sla 22/12/05	Self	7347	2nd "	48	2	14	"	41	10	0	7	48	3	0	Patent	"	" 29/12/05	"	7304	3rd "	42	3	21	"	37	17	2	0	41	02	0	"	"	" 19/12/05	"		4th "	Last steel heads certified by Koch & Campbell															Collective weight	140	3	7		138	2	0									7273	Stream	13	2	0	3	1	14	15	3	3	0	13	0	0	Common	Taylor	Sla 14/12/05	Self	7274	Kedge	5	3	7	1	2	0	8	2	3	7	5	3	0	"	"	"
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.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.			lbs.	Test of Steel Wire Towline.	Fathoms and Size per Table 22.																																																																																																																																																													
7321	1st Bower	49	1	0	Stockless	41	18	0	14	48	3	0	Reliance	Byers	Sla 22/12/05	Self																																																																																																																																																															
7347	2nd "	48	2	14	"	41	10	0	7	48	3	0	Patent	"	" 29/12/05	"																																																																																																																																																															
7304	3rd "	42	3	21	"	37	17	2	0	41	02	0	"	"	" 19/12/05	"																																																																																																																																																															
	4th "	Last steel heads certified by Koch & Campbell																																																																																																																																																																													
	Collective weight	140	3	7		138	2	0																																																																																																																																																																							
7273	Stream	13	2	0	3	1	14	15	3	3	0	13	0	0	Common	Taylor	Sla 14/12/05	Self																																																																																																																																																													
7274	Kedge	5	3	7	1	2	0	8	2	3	7	5	3	0	"	"	"																																																																																																																																																														
CHAIN CABLES.																																																																																																																																																																															
<table border="1"> <thead> <tr> <th rowspan="2">Number of Certificate.</th> <th rowspan="2">Fathoms.</th> <th rowspan="2">Size.</th> <th colspan="2">Test per Certificate.</th> <th colspan="2">WEIGHT OF CHAIN CABLE.</th> <th rowspan="2">Fathoms and Size per Table 22.</th> <th rowspan="2">Description.</th> <th rowspan="2">Makers of Cables.</th> <th rowspan="2">When and where tested, and Superintendent.</th> <th colspan="2">HAWERS AND WARPS.</th> </tr> <tr> <th>Tons</th></tr></thead></table>																						Number of Certificate.	Fathoms.	Size.	Test per Certificate.		WEIGHT OF CHAIN CABLE.		Fathoms and Size per Table 22.	Description.	Makers of Cables.	When and where tested, and Superintendent.	HAWERS AND WARPS.		Tons	Per Table 22.	Supplied.	Per Table 22.	Material.	Fathoms.	Size.																																																																																																																																						
Number of Certificate.	Fathoms.	Size.	Test per Certificate.		WEIGHT OF CHAIN CABLE.		Fathoms and Size per Table 22.	Description.	Makers of Cables.	When and where tested, and Superintendent.	HAWERS AND WARPS.																																																																																																																																																																				
			Tons																																																																																																																																																																												
2689	270	2	100 5/10	72	539-2-3	535-3-0	270-2	Stud	Taylor	Sla 15/12/05	Self	POWLINE SW 120 4 33 120-4																																																																																																																																																																			
												HAWSER SW 29 90 2 1/2 12 1/2 29 90-2 1/2																																																																																																																																																																			
												WARP SW 29 90 2 1/2 12 1/2 29 90-2 1/2																																																																																																																																																																			
												Manilla 29 90 6 1/2 29 90-6																																																																																																																																																																			

| Boats *Two life 22-0 One jolly 16-0* Pumps, Number *One fly wheel hand pump connected to all hold suction & one fore peak hand pump* Windlass is *Steam Emerson Walker* Capstan *✓* Engine Room Skylights.—How constructed? *Steel plates & angles* What arrangements for deadlights in bad weather? *Bulls eye* Coal Bunker Openings.—How constructed? *Plate & angle* How are lids secured? *battened* Height above deck? *15"* Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. Scuppers *11 each side Up & 2 each side Bge & 2 Freeing ports each side 3/8* Ceiling in Holds, thickness and material *2 1/2 N.W.* Ceiling 'tween Decks, thickness and material *2 N.W.* Cargo Hatchways.—How formed? *plates & angles* Hatches, If strong and efficient? *Yes 3* State size No. 1 Hatch (Forward) *20 x 16 x 3-6* No. 2 Hatch *24 x 16 x 3-6* No. 3 Hatch *8 x 10 x 1-3* No. 4 Hatch *24 x 16 x 3-6* Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch No. 1-3 *No 2-4 x 5 4* No. 3-1 *Web No fore & afters* No. of Breasthooks *8* No. of Crutches *Deep floors* Bulwarks, height above deck and description *3-9 steel plates, round iron sleep* Main Rail, material and size *5 1/2 x 3 x 2 1/2 Bull angle* The above is a correct description. *per pro. ROPNER & SON,* Surveyor's Signature *Henry C 7 Ireland.* Builder's Signature (here only) *W Smith* 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 this case)

M 31-5-05 30-6-05 31-7-05 17-8-05 7-2-06 E 17-11-05

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 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

General Remarks (State quality of workmanship, &c.) *- Good -*

This steel screw steamer has been built in accordance with the approved plans of Midship Section & Profile as amended, the Secretary's letters of the above mentioned date bearing upon the case, & in other respects as required by the Rules and particulars for the class contemplated.

A Bilge Keel has been fitted for $\frac{1}{2}$ L formed of a bulb $9 \times \frac{3}{8}$ & a tee bar $6 \times 4 \frac{1}{2} \times \frac{1}{2}$. The hand & steam steering gear & windlass seen working & found in order. Deck stops have been fitted to the tiller quadrant. Freeboards verified.

3 Reports and 6 plans attached.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *29.0* ft., R.Q.D. or Break *✓* ft., Bridge Dk. *100.0* ft., F'castle *36.0* ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

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 Sk (Iron & Steel) 1 1/2 B & deep framing.*

Official No. *120694*; 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 or with g'rders on floors *cell 873*

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	<i>104</i>	<i>284</i>	Fore peak tank,	<i>19-0</i>	<i>11.9</i>
Double bottom, under Engines and Boilers,	<i>38</i>	<i>115</i>	After peak tank,	<i>14-0</i>	<i>10.7</i>
Double bottom, if under Engines only,			Midship deep tank,		
Double bottom, if under Boilers only,			Other tanks, if fitted,		
Double bottom, forward,	<i>142</i>	<i>388</i>	(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. *705*

Date *26.10.05*

No. *425* in builder's yard.

DATES of Surveys held while building

1905 Oct 3.4.5.10.18.24.30. Nov 8.10.14.15.16.17.21.22.23.24.29.30. Dec 1.5.5.6.7.8.11.13. 14.15.18.21.22.24. 1906 Jan 4.8.11.12.15.16.19.22.23.24.24.25.26.29.29.30.31.31. Feb 1.5.6.7.8.9.12.14.19.22.26. March 1.2.5.6.9.10.13.14.19.21.29.31. April 2.3.4.4.5. 8.9.10.11.11.

Total No. of Visits *85*

The amount of Entry Fee.....£ *5: 0: 0*

Special Survey Fee ...£ *94: 2: 0*

Travelling Expenses, if any £ *7: 3: 0*

Fees applied for,

19.4.1906

Received by me, *RW2*

19.4.1906

Certificate to be sent to

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

I am of opinion this Vessel should be Classed *+100 A1*

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

Henry C 7 Ireland.

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

Committee's Minute

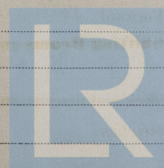
TUES. 24 APR 1906

Character assigned *100 A1 (Sk)*

Lloyd's as per

+ Lmcy 4.06

write m/s



© 2019

Lloyd's Register Foundation