

PLATING.										RIVETING.									
AS IN SHIP.					PER RULE OR AS APPROVED.					EDGES.					BUTTS.				
STRAKES.		AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		Single or Double.		RIVETS.		STRAPS.		IF LAPPED.			
Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Diam.	Spacing.	Diam.	Spacing.	Breadth.	Thickness.	Breadth.	Thickness.		
FLAT PLATE KEEL	36	16	12	12	36	16	12	36	16	Double	5/8	1 1/2	3/8	19	14	9	14		
GARBOARD OR A STRAKE	46	12	11	11	46	12	11	46	12	Double	5/8	1 1/2	3/8	19	14	9	14		
B	60	11	9	9	60	11	9	60	11	Double	5/8	1 1/2	3/8	19	14	9	14		
C	60	11	9	9	60	11	9	60	11	Double	5/8	1 1/2	3/8	19	14	9	14		
D	54 1/2	12	10	10	54 1/2	12	10	54 1/2	12	Double	5/8	1 1/2	3/8	19	14	9	14		
E	46 1/2	12	10	10	46 1/2	12	10	46 1/2	12	Double	5/8	1 1/2	3/8	19	14	9	14		
F	60	11	9	9	60	11	9	60	11	Double	5/8	1 1/2	3/8	19	14	9	14		
G	54 1/2	11	9	9	54 1/2	11	9	54 1/2	11	Double	5/8	1 1/2	3/8	19	14	9	14		
H	54	11	9	9	54	11	9	54	11	Double	5/8	1 1/2	3/8	19	14	9	14		
I	44	13	9	9	44	13	9	44	13	Double	5/8	1 1/2	3/8	19	14	9	14		
J	44	13	9	9	44	13	9	44	13	Double	5/8	1 1/2	3/8	19	14	9	14		
K	44	15	10	10	44	15	10	44	15	Double	5/8	1 1/2	3/8	19	14	9	14		
L										Double	5/8	1 1/2	3/8	19	14	9	14		
M										Double	5/8	1 1/2	3/8	19	14	9	14		
N										Double	5/8	1 1/2	3/8	19	14	9	14		
O										Double	5/8	1 1/2	3/8	19	14	9	14		
DOUBLING OF PLATE KEEL										Double	5/8	1 1/2	3/8	19	14	9	14		
Length of BILGE										Double	5/8	1 1/2	3/8	19	14	9	14		
Length of SHEERSTRAKE										Double	5/8	1 1/2	3/8	19	14	9	14		
Length of STRAKE BELOW										Double	5/8	1 1/2	3/8	19	14	9	14		
POOP SIDES										Double	5/8	1 1/2	3/8	19	14	9	14		
RAISED QUARTER DECK SIDES										Double	5/8	1 1/2	3/8	19	14	9	14		
BRIDGE SIDES										Double	5/8	1 1/2	3/8	19	14	9	14		
FORECASTLE SIDES										Double	5/8	1 1/2	3/8	19	14	9	14		
LENGTHS OF PLATING	8 and 4 frame spaces.																		
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.										Main Stringer Plate Butts, treble riveted for half length amidship.									
Plates, outside Plating, &c.										Butts, single, double or overlapped for full length amidship.									
Butts of Bilge & Side Stringers, and Tie Plates, treble or double riveted.										Butts of Bilge & Side Stringers, and Tie Plates, treble or double riveted.									
Inner Bottom Plating, riveting of Edges.										Inner Bottom Plating, riveting of Edges.									
Centre Girder Butts, riveted.										Centre Girder Butts, riveted.									
Frames, riveted through Plates with 7/8 in. Rivets, about 6 3/4 apart.										Frames, riveted through Plates with 7/8 in. Rivets, about 6 3/4 apart.									
Rivets, state whether of Iron or Steel.										Rivets, state whether of Iron or Steel.									
FRAMES extend in one length from Centre line to margin plate thence to gunwale state if ordinary or jogged.										FRAMES extend in one length from Centre line to margin plate thence to gunwale state if ordinary or jogged.									
REVERSED FRAMES on floors and frames extend from Centre line to margin plate thence to gunwale state if ordinary or jogged.										REVERSED FRAMES on floors and frames extend from Centre line to margin plate thence to gunwale state if ordinary or jogged.									
Main deck, alternate frames to forecastle deck, double in E & B spaces to upper turn of bilge.										Main deck, alternate frames to forecastle deck, double in E & B spaces to upper turn of bilge.									
MASTS, SPARS, &c.										MASTS, SPARS, &c.									
LOWER MASTS										LOWER MASTS									
Fore										Fore									
Main										Main									
Mizzen										Mizzen									
BOWSPITE										BOWSPITE									
Topmasts, Yards and Remainder of Spars										Topmasts, Yards and Remainder of Spars									
Rigging, Material and Size, Shrouds										Rigging, Material and Size, Shrouds									
Sails, Suit of										Sails, Suit of									
EQUIPMENT No. 24865 LETTER S.										EQUIPMENT No. 24865 LETTER S.									
ANCHORS.										ANCHORS.									
Number of Certificate.										Number of Certificate.									
Anchors.										Anchors.									
Weight, Ex Stock										Weight, Ex Stock									
Weight of Stock										Weight of Stock									
Test, per Certificate.										Test, per Certificate.									
Description of Anchor.										Description of Anchor.									
Makers.										Makers.									
Where and when tested and Superintendent.										Where and when tested and Superintendent.									
CHAIN CABLES.										CHAIN CABLES.									
Number of Certificate.										Number of Certificate.									
Fathoms.										Fathoms.									
Size.										Size.									
Test per Certificate.										Test per Certificate.									
Weight of Chain Cable.										Weight of Chain Cable.									
Fathoms and Size per Table 22.										Fathoms and Size per Table 22.									
Description.										Description.									
Makers of Cables.										Makers of Cables.									
When and where tested and Superintendent.										When and where tested and Superintendent.									
HAWERS AND WARPS.										HAWERS AND WARPS.									
Number of Certificate.										Number of Certificate.									
Fathoms.										Fathoms.									
Size.										Size.									
Test per Certificate.										Test per Certificate.									
Weight of Hawsers and Warps.										Weight of Hawsers and Warps.									
Fathoms and Size per Table 22.										Fathoms and Size per Table 22.									
Description.										Description.									
Makers of Cables.										Makers of Cables.									
When and where tested and Superintendent.										When and where tested and Superintendent.									
Boats										Boats									
Pumps, Number										Pumps, Number									
Windlass is										Windlass is									
Engine Room Skylights, How constructed?										Engine Room Skylights, How constructed?									
What arrangements for deadlights in bad weather?										What arrangements for deadlights in bad weather?									
Coal Bunker Openings. How constructed?										Coal Bunker Openings. How constructed?									
Number of Scuppers, and number and dimensions of Freeing Ports, &c.										Number of Scuppers, and number and dimensions of Freeing Ports, &c.									
Ceiling in Holds, thickness and material										Ceiling in Holds, thickness and material									
Cargo Hatchways. How formed?										Cargo Hatchways. How formed?									
State size No. 1 Hatch (Forward)										State size No. 1 Hatch (Forward)									
No. 2 Hatch										No. 2 Hatch									
No. 3 Hatch										No. 3 Hatch									
No. 4 Hatch										No. 4 Hatch									
Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch										Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch									
Hatchways, State size of plates (studs) to each hatchway										Hatchways, State size of plates (studs) to each hatchway									
No. of Breasthooks, two & deep floors No. of Crutches										No. of Breasthooks, two & deep floors No. of Crutches									
Bulwarks, height above deck and description										Bulwarks, height above deck and description									
The above is a correct description.										The above is a correct description.									
Builder's Signature										Builder's Signature									
Surveyor's Signature										Surveyor's Signature									
GRANGEMOUTH AND GREENOCK DOCKYARD CO.										GRANGEMOUTH AND GREENOCK DOCKYARD CO.									

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case) M. 5th March 1900.
29th March 1900 6th April 1900 20th April 1900 2nd May 1900 21st June 1900 19th Sept 1900 27th Nov 1900

Workmanship. Are the butts of plating planed or otherwise fitted? Planed where practicable

Is the riveted work properly closed? No

Are the liners between the frames and plates solid single pieces? No

to plate, &c., conform well to each other? No

from the faying surfaces? No

Are the butts of Plating, Stringers, &c., properly shifted and strapped? No

Have all the upper and weather decks been tested as required by the Rules (Sec. 23, par 24)? No

Have all the gutterways been tested as required by the Rules (Sec. 23, par 25)? No

General Remarks (State quality of workmanship, &c.) This vessel has been built in accordance with the Rules and approved plans. The workmanship and materials are of good quality. The plates are embedded in the cement under the sounding pipes. The vessel has been built with a camber in the keel of one half inch. The foremast reports are appended hereto. The double bottom forward has been strengthened in accordance with Circular No. 1012. The available space under the bridge is intended for the carrying of coal only and cargo battens are not fitted thereon.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 24 1/2 ft., R.Q.D. or Break — ft., Bridge Dk. 5 1/2 ft., F'castle 2 1/2 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.

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 Deck (Stl-P-WS) 7 Deep framing

Official No. ; Signal Letters

How are the surfaces preserved from oxidation? Inside Prof Portland cement & Paint Outside Prof Paint

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

Where fitted.	*Length.	Water Capacity.	Where fitted.	*Length.	Water Capacity.
Feet.	Tons.	Feet.	Tons.	Feet.	Tons.
Double bottom, aft,	88	195	Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,		
Double bottom, if under Engines only,			Midship deep tank,		120
Double bottom, if under Boilers only,			Other tanks, if fitted,		
Double bottom, forward,	110	257	(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. No

Order for Special Survey No. 2066

Date 24 May 1900.

No. 211 in builder's yard.

Dates of Surveys held while building

1900. May 17. 22. 24. 25. 29. 31. June 5. 7. 12. 15. 19. 21. 26. 28. July 4. 7. 19. 20. 24. 26. 31. August 2. 9. 14. 20. 22. 23. 24. 27. 28. 30. Sept 3. 4. 5. 6. 7. 11. 12. 14. 17. 18. 20. 24. 25. 27. Oct 1. 2. 6. 9. 11. 16. 18. 20. 23. 24. 28. 26. 29. 31. Nov 2. 6. 7. 10. 13. 15. 17. 20. 21. 22. 28. Dec 20. 26. 28. 1901. Jan 5. 10. 11.

Total No. of Visits 76.

The amount of Entry Fee ... £ 17. 1. 1901

Special ... £ 76. 9. 6

Received by me, 24. 1. 1901

State whether the Vessel has been built under Special Survey No. 100 A. 1.

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

With or without Freeboard, as condition of Class

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

Committee's Minute Glasgow. 21 JAN. 1901

Character assigned + 100 A. 1 (Steel) S.C.S.

(After inspection)

STRAKES.

FLAT PLATE KEEL
(If the keel, state riveting
GARBOARD OR A STRAKE

State actual thickness in way of Double Bottom. B " C " D " E " F " G " H " J " K " L " M " N " O " P "

DOUBLING OF PLATE

Length and thickness of Bilges of Sheerstrake of Strake

POOP SIDES

RAISED QUARTER DECK

BRIDGE SIDES

FORECASTLE SIDES

LENGTHS OF PLATING

Manufacturer's manufacture of Steel Plates, outside Plating
Calcutta
Stat. 6° S
Summer 1890
Has the Steel been tested

FRAMES extend in
REVERSED FRAMES
Main deck

LOWER MASTS.....
Bowsprit
Topmasts, Yards
Rigging, Material
Sails,

EQUIPMENT
Number of Certificate. An
39263 1st B
39265 2nd
39264 3rd
Collec
39249 Stree
39250 Ked

Number of Certificate.
15409

Stream Chain
Steel Wire...

Boats
Pumps, Number
Windlass is
Engine Room
What arrangement
Coal Bunkers
Number of
Casting in
Cargo Hatch
Hatch size N
Number of
hatch
Bulwarks
The above
Builder's

Damage.

Vessel placed in Goram Dry Dock on 20th December 1900 for the purpose of ascertaining the damage stated to have been caused by the S.S. Anson Damming breaking from her moorings and colliding with the S.S. Restormel while the latter was fitting out at her moorings in Glasgow Harbour.

On examination, found underwater body free from damage; third plate in strake (H) port bow severely indented; second plate in strake (J) port bow slightly indented on upper landing edge; the caulking sprung of two shell bulkheads on strake (J) and one on strake (G) on port side all abaft of after hatch.

Recommended that shell plate on strake (H) be removed, and replaced by a new plate; shell plate on strake (J) be fixed in place; part of the rivets in the shell bulkheads where the caulking is sprung, be removed, then re-riveted and bulkheads caulked; painting be renewed in places. And the whole to be riveted & caulked.

The above recommendations have been carried out, and the vessel is now in the same good condition as before the accident.
The bottom was also cleaned and painted.

B
14/1/01



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Foundation