

PLATING.										RIVETING.									
AS IN SHIP.										PER RULE OR AS APPROVED.									
STRAKES.										EDGES.									
AMIDSHIP.										BUTTS.									
Breadth.										Breadth.									
Thickness.										Thickness.									
Forward.										Aft.									
Aft.										Aft.									
FLAT PLATE KEEL.....										Dbl.									
GARBOARD OR A STRAKE.....										Dbl.									
State actual thickness in way of Double Bottom.										Dbl.									
B										Dbl.									
C										Dbl.									
D										Dbl.									
E										Dbl.									
F										Dbl.									
G										Dbl.									
H										Dbl.									
J										Dbl.									
K										Dbl.									
L										Dbl.									
M										Dbl.									
N										Dbl.									
O										Dbl.									
P										Dbl.									
Q										Dbl.									
R										Dbl.									
DOUBLING OF FLAT PLATE KEEL										Dbl.									
Length and thickness of Bilges										Dbl.									
of Sheerstrakes										Dbl.									
of Strake below										Dbl.									
POOP SIDES										Dbl.									
BRIDGE SIDES										Dbl.									
FORECASTLE SIDES										Dbl.									

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. *Siemens. South Durham, Palmers. Lanarkshire. Steel Company, Scotland. Dowlais Cardiff, Glasgow, Iron & Steel Co.*

Has the Steel been tested as required by the Rules? *Yes.*

Upper Deck (Butts, treble riveted for whole length amidship.)
Stringer Plate (Straps, single, double or overlapped for whole length amidship.)
Middle Deck (Butts, treble riveted for whole length amidship.)
Stringer Plate (Straps, single, double or overlapped for whole length amidship.)
Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted?
Inner Bottom Plating, riveting of Edges *Dbl & Spl.* Butts *Dbl.*
Centre Girder Butts, *Treble* riveted Keelson Butts, *—* riveted.
Frames, riveted through Plates with *7/8* in. Rivets, about *5 1/4* apart.
Rivets, state whether Iron or Steel. *Iron.*

FRAMES extend in one length from *centre girder* to *margin plate* & from *margin plate* to *gunwale*.
REVERSED FRAMES on floors and frames extend from *centre girder* to *margin plate* and from *margin plate* to *Main & Upper Decks alternately. All to Upper Deck for 1/2 L amidships & abaft after peak bulkhead. Ultimately to F & A.*

MASTS, SPARS, &c.

LOWER MASTS.....	Material.	Total Length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		Seams.	RIVETING.
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.		
Fore	<i>Steel</i>	<i>94.6</i>	<i>25 x 9/20</i>	<i>22 x 7/20</i>	<i>23 x 1/20</i>	<i>19 1/2 x 7/20</i>	<i>3</i>	<i>3</i>	<i>3 1/2 x 3 x 9/20</i>	<i>Spl.</i>	<i>Dbl & Spl.</i>
Main	<i>"</i>	<i>89.6</i>	<i>26 x 8/20</i>	<i>20 x 7/20</i>	<i>21 x 1/20</i>	<i>20 x 7/20</i>	<i>2</i>	<i>1 1/2</i>	<i>"</i>	<i>"</i>	<i>"</i>
Mizen.....	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>

Bowspit.....
Topmasts, Yards and Remainder of Spars *Fore yard steel 15.0 x 18" x 9/20 to 3/16. Remainder of spars Pitch Pine.*
Rigging, Material and Size, Shrouds *Steel wire 4 1/2 - 4 - 3/4.*
Sails. *One Suit of Square & fore & aft Sails, and the following spare sails*

Sails.													Sails.													Sails.												
EQUIPMENT No. <i>51949</i> LETTER <i>A</i> <i>Approved.</i> ANCHORS.													EQUIPMENT No. <i>51949</i> LETTER <i>A</i> <i>Approved.</i> ANCHORS.													EQUIPMENT No. <i>51949</i> LETTER <i>A</i> <i>Approved.</i> ANCHORS.												
Number of Certificate.													Number of Certificate.													Number of Certificate.												
Anchors.													Anchors.													Anchors.												
WEIGHT, EX. STOCK.													WEIGHT, EX. STOCK.													WEIGHT, EX. STOCK.												
WEIGHT OF STOCK.													WEIGHT OF STOCK.													WEIGHT OF STOCK.												
TEST, PER CERTIFICATE.													TEST, PER CERTIFICATE.													TEST, PER CERTIFICATE.												
Cwts. qrs. lbs.													Cwts. qrs. lbs.													Cwts. qrs. lbs.												
Tons. cwts. qrs. lbs.													Tons. cwts. qrs. lbs.													Tons. cwts. qrs. lbs.												
<i>51949</i> 1st Bower ...													<i>51949</i> 1st Bower ...													<i>51949</i> 1st Bower ...												
<i>51944</i> 2nd " ...													<i>51944</i> 2nd " ...													<i>51944</i> 2nd " ...												
<i>52017</i> 3rd " ...													<i>52017</i> 3rd " ...													<i>52017</i> 3rd " ...												
<i>51933</i> 4th " ...													<i>51933</i> 4th " ...													<i>51933</i> 4th " ...												
<i>51973</i> Collective weight ...													<i>51973</i> Collective weight ...													<i>51973</i> Collective weight ...												
<i>51933</i> Stream													<i>51933</i> Stream													<i>51933</i> Stream												
<i>51973</i> Kedge.....													<i>51973</i> Kedge.....													<i>51973</i> Kedge.....												
HAWSERS AND WARPS.													HAWSERS AND WARPS.													HAWSERS AND WARPS.												
Breaking													Breaking													Breaking												
Fathoms													Fathoms													Fathoms												

CHAIN CABLES.										HAWSERS AND WARPS.				
Number of Certificate.	Fathoms.	Size.	Test per Certificate Tons.	WEIGHT OF CHAIN CABLE.		Fathoms and Size per Table 22.	Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size per Table 22.
				Supplied.	Per Table 22.									
36469	150	2 1/16	149.58	444.3	16890.14	300 x 2 1/16	Steel	W. Hingley & Sons	L.P.H.N. 5.7.04	TOWLINE	130	5 3/4	78	130 x 5 3/4
36470	150	2 1/16	149.58	444.3	16890.14	300 x 2 1/16	"	"	5.7.04	HAWSER	2 in 130	90	3 1/2	28 1/2 100 x 8
										WARP	6 in 130	110	8	nan 4 in 130
Iron Stream Chain or Steel Wire	120	5	65			120 x 5	Steel wire							

Boats *2 Life boats and 2 Cutters* Diameter of Barrel *5 1/2* State whether they are in efficient working order *Yes.*

Pumps, Number *9* Capstan *Iron patent*

Windlass is *Steel coamings*

Engine Room Skylights.—How constructed? *Steel shutters & bulls eyes*

What arrangements for deadlights in bad weather? *Steel coamings*

Coal Bunker Openings.—How constructed? *Steel coamings*

Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. *8 scuppers each side. 2 freeing ports each side 18 x 22*

Ceiling in Holds, thickness and material *2 1/2 W.P.*

Cargo Hatchways.—How formed? *Steel coamings*

State size No. 1 Hatch (Forward) *21.6 x 15* No. 2 Hatch *26 x 15* No. 3 Hatch *19.6 x 15* No. 4 Hatch *19.6 x 13.6*

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *2 Webs and 3 fore & afters in*

each hatchway except No. 4 which is the tonnage opening No. of Breasthooks *8*

Bulwarks, height above deck and description *Open rails on shelter dk.* Main Rail, material and size *8*

The above is a correct description.

Builder's Signature (here only) *W. Hingley & Son* Surveyor's Signature *E. J. Milton* 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. 22-12-03 29-1-04. 22-3-04

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

Planed & lapped.

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

Have all the upper and weather decks been tested as required by the Rules (Sec. 23, par. 24)?

Yes

State results of tests

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.)

This vessel has been built in accordance with the Rules, the Approved Plans and the Secretary's letters quoted above.

The workmanship and materials are good throughout. But the chains of the steam steering gear require to be lengthened and the diameter of the drum increased, to avoid undue strain on the bolt securing the chains to the drums when the helm is hard over and the vessel going astern. This the Owners Representative states will be done in London. The Surveyors of which port have been advised.

It is submitted that the vessel will be eligible to be classed as stated below, when the steering chains are in order.

No. 1, 2 & 4 holds are insulated for carrying frozen meat cargoes.

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. Complete Shelter Dk.

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) 2 Dks (Stl) and deep framing and Shelter Dk (Stl - WS)

Official No. 120702 ; Signal Letters

How are the surfaces preserved from oxidation? Inside

Portland Cement & Paint

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,	110-6	290	Fore peak tank,	15	60
Double bottom, under Engines and Boilers,	69-4	289	After peak tank,		
Double bottom, if under Engines only,			Midship deep tank,		
Double bottom, if under Boilers only,			Other tanks, if fitted,		
Double bottom, forward,	199-4	721	(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. 487

Date 14 Jan 1904

No. 212 in builder's yard.

DATES of Surveys held while building

1904 Jan 5, 9, 12, 19, 21, 25, 27, 29. Feb 1, 2, 3, 5, 8, 11, 15, 16, 17, 18, 19, 23, 24, 26. Mar 3, 4, 7, 10, 11, 14, 17, 18, 21, 23, 28, 29, 30. Apr 7, 8, 11, 12, 15, 18, 19, 20, 21, 25, 26, 28. May 2, 3, 6, 9, 10, 11, 13, 16, 17, 18, 19, 20, 25, 26. June 1, 3, 7, 8, 9, 14, 16, 24, 27, 30. July 4, 6, 19, 21, 28. Aug 3, 4, 9, 16, 18, 24, 25, 26, 29. Sep 1, 2, 8, 9, 13, 15, 19, 21, 23, 26, 29, 30. Oct 3, 5, 7, 12, 18, 19, 20, 21, 24, 25, 26, 28. Total No. of Visits 109.

The amount of Entry Fee £ 5 : 0 : 0
Special Survey Fee £ 75 : 18 : 6
Travelling Expenses, if any £ :

Fees applied for, 31/10 1904
Received by me, 5-11-18 04

Certificate to be sent to

This Office.

State whether the Vessel has been built under Special Survey

I am of opinion this Vessel should be Classed With, or without Freeboard, as condition of Class

100 A 1 Shelter Dk. (Steel) With freeboard.

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

When steering chains are in order

E. J. Milton

TUES. 29 NOV 1904

TUES. 6 DEC 1904

Committee's Minute

Character assigned

100 A 1 (Steel) Shelter Dk with fbd 5.6.6 1/2

FRI. 9 DEC 1904

Amure

Lloyd's Reg. P. 1/11/04 + Lm 61004 F. D. Elec. light



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FW803-0952