

1 or 2 Dks., R.Q.Dk.,  
and Pt. Awng. Dk.

# IRON OR STEEL STEAMER.

State if Report is also sent on the Machinery of the Vessel

No. 5708

Received at London Office

MUN. 21 MAR 1904

Date of completion of Report

Date, First Survey

Port of

Last Survey

Rig

Survey held at

On the

TONNAGE under

Tonnage Deck...

Do. of Hoop

Do. of Raised Qr.

Do. of Break...

Do. of Forecastle

Do. of Houses on Deck

Do. of excess of Hatchways

Do. above Crown of

Engine Room

Engine Tonnage

Do. of

Do. of

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Londonerry

PEARL

ONE OR TWO DECKED VESSEL.

CLASS 100 A.1.

Half Breadth (moulded)

Depth from upper part of Keel to top of Main Deck Bms.

Girth of Half Midship Frame (as per Rule)

1st Number

Length on deck from after part of stem to fore part of

stern post

2nd Number

Proportions—Breadths to Length

Depths to Length—Main Deck to top of Keel

Destined Voyage

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PLATING.										RIVETING.														
STRAKES.					AS IN SHIP.					PER RULE OR AS APPROVED.					EDGES.					BUTTS.				
					AMIDSHIP.					AMIDSHIP.					Ordinary or Joggled?									
					Breadth. Thickness. Thickness. Thickness.					Breadth. Thickness. Thickness. Thickness.					Single or Double. Breadth of Lap. Rivets.					Double or Treble. Rivets.				
FLAT PLATE KEEL (If Bar Keel, state Riveting)					32	12	9	10	32	12-9	32	12-9	32	12-9	32	12-9	32	12-9	32	12-9	32	12-9		
GARBOARD OR A STRAKE					32	12	9	10	32	12-9	32	12-9	32	12-9	32	12-9	32	12-9	32	12-9	32	12-9		
State actual thickness in way of Double Bottom.					32	12	9	10	32	12-9	32	12-9	32	12-9	32	12-9	32	12-9	32	12-9	32	12-9		
Doubling of Flat Plate Keel					32	12	9	10	32	12-9	32	12-9	32	12-9	32	12-9	32	12-9	32	12-9	32	12-9		
Length and thickness of Bilges					32	12	9	10	32	12-9	32	12-9	32	12-9	32	12-9	32	12-9	32	12-9	32	12-9		
Length and thickness of Sheerstrakes					32	12	9	10	32	12-9	32	12-9	32	12-9	32	12-9	32	12-9	32	12-9	32	12-9		
POOP SIDES					32	12	9	10	32	12-9	32	12-9	32	12-9	32	12-9	32	12-9	32	12-9	32	12-9		
RAISED QUARTER DECK SIDES					32	12	9	10	32	12-9	32	12-9	32	12-9	32	12-9	32	12-9	32	12-9	32	12-9		
BRIDGE SIDES					32	12	9	10	32	12-9	32	12-9	32	12-9	32	12-9	32	12-9	32	12-9	32	12-9		
FORECASTLE SIDES					32	12	9	10	32	12-9	32	12-9	32	12-9	32	12-9	32	12-9	32	12-9	32	12-9		
LENGTHS OF PLATING					32	12	9	10	32	12-9	32	12-9	32	12-9	32	12-9	32	12-9	32	12-9	32	12-9		
<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, outside Plating, &amp;c. <i>Siemens Martin</i></p> <p><i>Edinburgh Steel Co. Ltd. Glasgow</i></p> <p><i>Edinburgh Steel Co. Ltd. Glasgow</i></p> <p><i>Edinburgh Steel Co. Ltd. Glasgow</i></p> <p>Has the Steel been tested as required by the Rules <i>Yes</i></p>																								
<p>FRAMES extend in one length from <i>Centre girder to margin plate &amp; to Gunwale</i></p> <p>REVERSED FRAMES on floors and frames extend from <i>Centre girder to margin plate &amp; to Gunwale</i> state if ordinary or joggled <i>Ordinary</i></p>																								
<p>MASTS, SPARS, &amp;c.</p> <p>LOWER MASTS: Fore <i>Pine</i> 48, Main <i>48-6</i>, Mizzen <i>10</i></p> <p>Bowsprit <i>10</i></p> <p>Topmasts, Yards and Remainder of Spars <i>See sketch Pine</i></p> <p>Rigging, Material and Size, Shrouds <i>1/2" 2/2" steel wire</i></p> <p>Sails <i>one</i> Suit of <i>fore &amp; aft</i> Stays <i>1/2" 1/4" 1/8" 2" 2 1/4" Steel wire</i></p> <p>Equipment No. <i>10962</i> Letter <i>J</i></p>																								
<p>ANCHORS. Tonnage U.D.K. or Plating No. for Trawlers</p> <p>Number of Certificate. 1st Bower <i>17 1 10</i> 2nd <i>16 2 14</i> 3rd <i>14 3 0</i></p> <p>Weight, Ex Stock. 1st Bower <i>17 1 10</i> 2nd <i>16 2 14</i> 3rd <i>14 3 0</i></p> <p>Test, Per Certificate. 1st Bower <i>17 1 10</i> 2nd <i>16 2 14</i> 3rd <i>14 3 0</i></p> <p>Description of Anchor. 1st Bower <i>Stockless</i> 2nd <i>Stockless</i> 3rd <i>Stockless</i></p> <p>Makers. 1st Bower <i>Stockless</i> 2nd <i>Stockless</i> 3rd <i>Stockless</i></p> <p>Where and when tested and Superintendent. 1st Bower <i>Stockless</i> 2nd <i>Stockless</i> 3rd <i>Stockless</i></p>																								
<p>CHAIN CABLES.</p> <p>Number of Certificate. 1st Bower <i>17 1 10</i> 2nd <i>16 2 14</i> 3rd <i>14 3 0</i></p> <p>Length and size supplied. 1st Bower <i>17 1 10</i> 2nd <i>16 2 14</i> 3rd <i>14 3 0</i></p> <p>Test, Per Certificate. 1st Bower <i>17 1 10</i> 2nd <i>16 2 14</i> 3rd <i>14 3 0</i></p> <p>Description. 1st Bower <i>Stockless</i> 2nd <i>Stockless</i> 3rd <i>Stockless</i></p> <p>Makers. 1st Bower <i>Stockless</i> 2nd <i>Stockless</i> 3rd <i>Stockless</i></p> <p>When and where tested and Superintendent. 1st Bower <i>Stockless</i> 2nd <i>Stockless</i> 3rd <i>Stockless</i></p>																								
<p>HAWSERS AND WARPS.</p> <p>Number of Certificate. 1st Bower <i>17 1 10</i> 2nd <i>16 2 14</i> 3rd <i>14 3 0</i></p> <p>Length and size supplied. 1st Bower <i>17 1 10</i> 2nd <i>16 2 14</i> 3rd <i>14 3 0</i></p> <p>Test, Per Certificate. 1st Bower <i>17 1 10</i> 2nd <i>16 2 14</i> 3rd <i>14 3 0</i></p> <p>Description. 1st Bower <i>Stockless</i> 2nd <i>Stockless</i> 3rd <i>Stockless</i></p> <p>Makers. 1st Bower <i>Stockless</i> 2nd <i>Stockless</i> 3rd <i>Stockless</i></p> <p>When and where tested and Superintendent. 1st Bower <i>Stockless</i> 2nd <i>Stockless</i> 3rd <i>Stockless</i></p>																								
<p>Boats <i>2 Life boats</i></p> <p>Pumps, Number <i>2</i> in hold <i>1</i> in forepeak Diameter of Barrel <i>4 3/2</i> State whether they are in efficient working order <i>Yes except after startboard one which to be tested in Glasgow.</i></p> <p>Windlass is <i>iron patent</i> Capstan</p> <p>Engine Room Skylights. How constructed? <i>Steel casing</i></p> <p>What arrangements for deadlights in bad weather? <i>Steel shutters &amp; deadlights</i></p> <p>Coal Bunker Openings. How constructed? <i>Steel casing</i> How are lids secured? <i>Battened down</i> Height above deck? <i>4-0</i></p> <p>Number of Scuppers, and number and dimensions of Freeing Ports, &amp;c. <i>4 scuppers &amp; 2 freeing ports 3.3 x 1.6 &amp; 3.5 x 1.8 on each side.</i></p> <p>Ceiling in Holds, thickness and material <i>2 1/2" W.P. in way of hatchways</i> Cargo Batten, thickness and material <i>2" W.P.</i></p> <p>Cargo Hatchways. How formed? <i>Steel casings</i></p> <p>State size No. 1 Hatch (Forward) <i>11-0 x 8-0</i> No. 2 Hatch <i>27-0 x 16</i> No. 3 Hatch <i>23-10 x 16</i> No. 4 Hatch <i>Companion hatch</i></p> <p>Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch <i>No. 1 - 1 fore &amp; after. No. 2 - 2 &amp; 3 fore &amp; after. No. 3 - 3 fore &amp; after. No. 4 - 2 shifting webs.</i></p> <p>Bulwarks, height above deck and description <i>Steel plate 7/16" thick 32" high. Main Rail and Stays, material and size <i>Steel 6 x 3 x 3/8</i></i></p> <p>The above is a correct description.</p> <p>Builder's Signature <i>W.D. Smith</i> Surveyor's Signature <i>C. J. Millon</i></p> <p>Surveyor to Lloyd's Register of British and Foreign Shipping.</p>																								

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

27.4.03 4.5.03 26.6.03

Workmanship. Are the butts of plating planed or otherwise fitted? *Lapped & 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)? *No*

State results of tests *To be done at Glasgow*

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

State results of tests *Do*

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the approved plans, the Rules and the Secretary's letter of above date. The workmanship and materials are good throughout. The close ceiling is fitted only over timber and under hatchways, and the Owner's letter agreeing to this is attached hereto.*

The following items remain to be completed at Glasgow, to which port the vessel has proceeded to have her machinery fitted.

Decks and waterways to test.

Pump at after end of hold starboard side to test after repair.

Web frame in machinery space, each side, to connect to engine seating.

Engine casing to complete and rivet up.

Rudder stops on deck, to fit.

The corners of all hatch rests to caulk & make watertight. The Glasgow Surveyor have been advised.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *88.5* ft., R.Q.D. or Break *88.5* ft., Bridge Dk. *12.8* ft., F'castle *20* 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

The R.Q.D. and bridge deck are joined

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) *15K (Std)*

Official No. *56* ; Signal Letters *None*

State if Machinery is fitted aft *Yes*

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 girders on floors

Where fitted. Double bottom, aft. Double bottom, under Engines and Boilers. Double bottom, if under Engines only. Double bottom, if under Boilers only. Double bottom, forward, *8 1/2" B space.*

\*Length. Feet. 113.8

Water Capacity. Tons. 156

Fore peak tank, After peak tank, Deep tank, aft. Deep tank, forward. Other tanks, if fitted, (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. *416*

Date *8 Oct 1903*

No. *56* in builder's yard

Dates of Surveys held while building *1903. June 2. 12. July 4. Aug. 5. 4. 15. Sept. 1. 16. 28. Oct. 15.*

The amount of Entry Fee *£ 3 : 0 : 0* Fees applied for, *15/3 19/4 also 1/3 0*

Special *£ 27 : 3 : 0* Received by me, *23. 5. 04 10. 6. 04*

Trafficking charges, if any *£ 16 : 15 : 6*

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

I am of opinion this Vessel should be Classed *\* 100A.1 Well deck*

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

Committee's Minute *THUR. 31 MAR 1904*

Character assigned *100A.1 Steel*

*Clarks & Co. 100A.1 Steel*

*+ sum 3.04*

Certificate signed. *W.D. Smith*

Witnessed at *Glasgow*

Witnessed at *Glasgow*