

1 or 2 Dks., ~~R.O.Dk.~~,
and Pt. Awng. Dk.

IRON OR STEEL STEAMER.

No. 44321.

State if Report is also sent on the Machinery of the Vessel. *Yes.*

Received at London Office *MUN. 27 OCT 1902*

Date of completion of Report *25th Oct 1902*

Port of *Newcastle-on-Tyne.*

Date, First Survey *17th Feb. 1902*

Last Survey *Oct 16th 1902*

Survey held at *Newcastle-on-Tyne*

Rig *Schooner*

Master *Mr. Bowie*

On the

ONE OR TWO DECKED VESSEL.

CLASS *7-100 A1*

TONNAGE under

Tonnage Deck...

Do. of Poop

Do. of Raised Or.

Do. of Bridge House

Do. of Forecastle

Do. of Houses on Deck

Do. of excess of Hatchways

Do. above Crown of

Engine Room

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Half Breadth (moulded) *21.42*

Depth from upper part of Keel to top of Main Deck Bms. *23.89*

Girth of Half Midship Frame (as per Rule) *42.00*

1st Number *87.31*

Length on deck from after part of stem to fore part of stern post *308.21*

2nd Number *26908.94*

Proportions—Breadths to Length *7.2*

Depths to Length—Main Deck to top of Keel *12.8*

Destined Voyage *Genoa*

If Surveyed while Building, Afloat, or in Dry Dock *Yes.*

Deck as	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Feet.	Inches.	No. of Decks with Flat laid
	308	2 1/2	Moulded	42	10	Top of Floors to top of Main Deck Beams	20	6 1/2	One

Ship per Register, Length, *310.0* breadth, *42.1* depth, *20.5* Moulded Depth, *23* ft. *0* ins. Round of Beam, Actual *10 1/2* ins.

FRAMING.				FORGINGS AND CASTINGS.			
Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.
Angles, <i>7</i> , <i>E</i> or <i>L</i> Bars, for $\frac{1}{2}$ length amidships	<i>6 1/2</i>	<i>3 1/2</i>	<i>11</i>	KEEL, Bar or Side Plates depth and thickness	<i>Flat</i>	<i>Plate</i>	
at each end	<i>10</i>	<i>10</i>	<i>10</i>	STEM, moulding and thickness	<i>10 1/2 x 2 3/4</i>	<i>10 1/2 x 2 3/4</i>	
of Double Bottoms at Solid Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>8 7/8</i>	STERN-POST for Rudder do. do.	<i>11 x 6</i>	<i>11 x 6</i>	
at intermdt. Rlts.	<i>24</i>	<i>24</i>	<i>8 7/8</i>	for Propeller	<i>11 x 6</i>	<i>11 x 6</i>	
Frames from centre to centre	<i>24</i>	<i>24</i>	<i>8 7/8</i>	MAIN PIECE of Rudder, diameter at head	<i>8</i>	<i>8</i>	
D-FRAME, Angles	<i>40</i>	<i>9</i>	<i>40</i>	do. at heel	<i>6</i>	<i>6</i>	
AMING, depth of girder	<i>40</i>	<i>9</i>	<i>40</i>	RUDDER, how constructed <i>Cast. Sub-Built. Coupled. Single plate</i>			
depth and thickness of Floor Plate	<i>40</i>	<i>9</i>	<i>40</i>	Can the Rudder be unshipped afloat? <i>Yes.</i>			
mid-line for $\frac{1}{2}$ length amidships	<i>40</i>	<i>9</i>	<i>40</i>	KEELSONS AND STRINGERS.			
ray of Engines and Boilers	<i>40</i>	<i>9</i>	<i>40</i>	CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate			
kness at the ends of vessel	<i>40</i>	<i>9</i>	<i>40</i>	„ Rider Plate			
at $\frac{1}{2}$ the half breadth, as per Rule	<i>40</i>	<i>9</i>	<i>40</i>	„ Bulb Plate to Intercoastal Keelson			
ht extended at the Bilges	<i>40</i>	<i>9</i>	<i>40</i>	„ Horizontal Plates on Floors			
& BRACKETS, in Cell Dble Bottoms	<i>40</i>	<i>9</i>	<i>40</i>	„ Angles			
state if flanged (top & bottom)	<i>Yes</i>	<i>Yes</i>	<i>Yes</i>	SIDE KEELSON, Angles			
Spacing	<i>24</i>	<i>24</i>	<i>24</i>	„ Bulb or Plate above floors for lng.			
GIRDER, in Double Bottom, depth and thickness	<i>40</i>	<i>10.9</i>	<i>40</i>	„ Intercoastal Plate for length			
Angles, Top	<i>4</i>	<i>4</i>	<i>9.8</i>	„ Attached to outside plating with Angle			
Bottom	<i>4 1/2</i>	<i>4 1/2</i>	<i>11.10</i>	BILGE KEELSON, Angles			
RDERS, number on each side & thickness	<i>One</i>	<i>9</i>	<i>One</i>	„ Bulb or Plate above floors for lng.			
state if flanged (top & bottom)	<i>Yes</i>	<i>Yes</i>	<i>Yes</i>	„ Intercoastal Plate for length			
Angles	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>	„ Attached to outside plating with Angle			
PLATE, depth (exclusive of flange) and thickness	<i>33</i>	<i>9</i>	<i>30</i>	BILGE STRINGER Angles			
Angles to Outside Plating	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	„ Bulb Plate for length			
Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>	„ Intercoastal Plate for length			
Height of Floors at the Bilges	<i>50</i>	<i>50</i>	<i>50</i>	„ Attached to outside plating with Angle			
BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>56</i>	<i>9.8</i>	<i>36</i>	3/SIDE STRINGER Angles <i>One in 1/2</i>	<i>4</i>	<i>3 1/2</i>	<i>8.7</i>
thickness in Engine and Boiler space	<i>9 3/8</i>	<i>9 3/8</i>	<i>9 3/8</i>	„ Bulb or Intercoastal Plate for full lng.	<i>18</i>	<i>11.10</i>	<i>18</i>
Remainder in Holds	<i>7</i>	<i>7</i>	<i>7</i>	„ Attached to outside plating with Angle	<i>4</i>	<i>3 1/2</i>	<i>8.7</i>
Main and Raised Quarter Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>1 1/2</i>	<i>3</i>	<i>10 7/2</i>	Main and Raised Quarter Deck Stringer Plate, breadth and thickness	<i>45</i>	<i>37</i>	<i>12.8</i>
Angles on Upper Edge	<i>8</i>	<i>as per Section</i>	<i>10</i>	„ Angle on ditto	<i>4 1/2</i>	<i>4 1/2</i>	<i>10.9</i>
Spacing	<i>24</i>	<i>24</i>	<i>24</i>	„ Tie Plates, outside Hatchways	<i>4</i>	<i>4</i>	<i>9.8</i>
Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb				„ Diagonal Tie Plates on Bms, No. of Pairs			
Angles on Upper Edge				„ Main Dk* Iron or Steel for full lng.		<i>7.6</i>	<i>7.6</i>
Spacing				„ R.O.Dk* Iron or Steel for full lng.			
Hold, Plate or Tee Bulb				„ Wood Deck, Material & thickness			
Angles on Upper Edge				Lower Deck Stringer Plate, breadth and thickness			
Spacing				„ Angles on ditto, No.			
Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>5 1/2</i>	<i>3</i>	<i>8</i>	„ Tie Plates, outside Hatchways			
Angles on Upper Edge	<i>5 1/2</i>	<i>3</i>	<i>8</i>	„ Deck* Material and thickness			
Spacing	<i>24</i>	<i>24</i>	<i>24</i>	Hold Stringer Plate			
Bridge or Pt. Awng. Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>5 1/2</i>	<i>3</i>	<i>8</i>	„ Angles on ditto, No.			
Angles on Upper Edge	<i>5 1/2</i>	<i>3</i>	<i>8</i>	Poop Deck Stringer Plate, breadth & thickness	<i>28</i>	<i>6</i>	<i>28</i>
Spacing	<i>24</i>	<i>24</i>	<i>24</i>	„ Angle on ditto	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>
Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>8</i>	<i>5</i>	<i>9</i>	„ Tie Plates			
Angles on Upper Edge	<i>8</i>	<i>5</i>	<i>9</i>	„ Deck, Material and thickness	<i>Steel</i>	<i>5</i>	<i>5</i>
Spacing	<i>48</i>	<i>48</i>	<i>48</i>	Bridge or Pt. Awng. Deck Stringer Plate, breadth and thickness	<i>44</i>	<i>8</i>	<i>44</i>
RS, In 'tween Decks, Size and Spacing				„ Angle on ditto	<i>3 1/2</i>	<i>3 1/2</i>	<i>9</i>
„ Hold				„ Tie Plates			
„ Quarter, 'tween Dks.				„ Deck, Material and thickness	<i>Steel</i>	<i>5</i>	<i>5</i>
„ in Hold				Forecastle Deck Stringer Plate, brdth & thcknss	<i>28</i>	<i>6</i>	<i>28</i>
WEB FRAMES, In Fore Body, No. and Spacing	<i>11</i>	<i>6</i>	<i>11</i>	„ Angle on ditto	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>
„ Brdth. & Thickness	<i>18</i>	<i>8.7</i>	<i>18</i>	„ Tie Plates	<i>16</i>	<i>16</i>	<i>8</i>
„ No. of Side Stringers	<i>Three</i>	<i>Three</i>	<i>Three</i>	„ Deck, Material and thickness	<i>P.P.M.E</i>	<i>5 x 3</i>	<i>5 x 3</i>
WEB FRAMES, In E. & B. Space, No. & Spacing	<i>4</i>	<i>4</i>	<i>4</i>	BULKHEADS.			
„ Brdth. & Thickness	<i>18</i>	<i>8</i>	<i>18</i>	In Vessel.			
WEB FRAMES, In After Body, No. and Spacing	<i>7</i>	<i>6</i>	<i>7</i>	Per Rule.			
„ Brdth. & Thickness	<i>18</i>	<i>8.7</i>	<i>18</i>	Thickness.			
„ No. of Side Stringers	<i>21</i>	<i>Three</i>	<i>Three</i>	Horizontal.			
„ Size of Angles or Tee Bars to Web Frames	<i>4</i>	<i>3 1/2</i>	<i>8.7</i>	Size.			
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness	<i>15</i>	<i>8.7</i>	<i>15</i>	Spacing.			

PLATING. RIVETING. STRAKES. AS IN SHIP. PER RULE OR AS APPROVED. EDGES. BUTTS. ... [Form content continues with various tables and sections for ship specifications, including Plating, Riveting, Anchors, Chain Cables, and more.] ...

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case) *E 8.4.02.*
MT. 14 & 15/2/02, 3 & 26/3/02;
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 the plating? *No.*
 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. *Satisfactory*
General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the Approved Plans (6 in No forwarded herewith), the Secretary's letters & in other respects in general conformity with the requirements of the Society's Rules. The materials & workmanship throughout are of good quality. Close ceiling is only fitted under hatchways & over limbers as per Owners Letter attached. Stem steering gear fitted amidships & hand gear aft.*
H.B. Midship Section forwarded 22nd October 1902
Please return plans for dealing with sister vessel.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *31* ft., R.Q.D. or Break *—* ft., Bridge Dk. *86* ft., F'castle *31* 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 Poop & Bridge deck are not 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) *One deck (Steel) & Web frames.*
Official No. *114433*; Signal Letters *✓* State if Machinery is fitted aft *No.*
How are the surfaces preserved from oxidation? Inside *Paint & Cement* Outside *Paint*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors. *Cell D. B.*

Where fitted.	*Length.	Water Capacity.	Where fitted.	*Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	92	227	Fore peak tank,		
+ Double bottom, under Engines and Boilers,	38	107	After peak tank,		28
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward		
Double bottom, forward,	134	310	Other tanks, if fitted,		

* 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. Satisfactory*

Order for Special Survey No. 3275 1900 Machine & material 2024. Apr. 31. 17.24.30. May 6. 8.16. 21. 27. 29.30. June 2. 5. 9. 11. 7. 20.
Date 26.4.02 July 3. 7. 11. 9. 24. 25. 26. 31. Aug 6. 8. 12. 15. 20. 22. 25. 27. 29. Sept. 1. 11. 16. 19. 23. 26. 29. Oct. 1. 2. 3. 16.
No. 72 in builder's yard.

Total No. of Visits **54**

The amount of Entry Fee £ 5 : 0 : 0 Fees applied for, 20/10/1902
Special..... £ 84 : 7 : 6 Received by me, 12/11/1902
Travelling Expenses, if any £ : : 13.11.02.

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

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

With ~~on~~ without Freeboard, as condition of Class

Certificate to be sent to *Newcastle-on-Tyne.*

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

Committee's Minute
Character assigned

TUES, 28 OCT 1902

Committee's Minute
Character assigned
clouds a rcp
+ Lmc 10, 02

TUES. 28 OCT 1902
100A1 Steel
LN