

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

IRON OR STEEL STEAMER.

No. 14028

State if Report is also sent on the Machinery of the Vessel: *From Glasgow.* Received at London Office
Date of completion of Report *24th August 1904.* Port of *GREENOCK*
Date, First Survey, *30th March 1904.* Last Survey *18th August 1904.*
Survey held at *PORT GLASGOW.* Date, First Survey, *30th March 1904.* Last Survey *18th August 1904.*
On the *STEEL SCREW STEAMER* **EMERALD** Rig *SCHOONER*

TONNAGE under Tonnage Deck... 532.33

Do. of Raised Qr. 114.75

Do. of Bridge House 19.89

Do. of Forecastle St. House 1.26

Do. of Houses on Deck 9.16

Do. of excess of Hatchways 22.29

Do. above Crown of Engine Room 36.32

Gross Tonnage 736.00

Less Crew Space 61.76

Less above Crown of Engine Room 36.32

TONNAGE FOR FEES 637.92

Less Engine Room 349.28

Less Navigation Spaces 20.21

Register Tonnage as cut on Beam 304.75

ONE ~~OR TWO~~ DECKED VESSEL.

CLASS ~~100~~ A.1 WELL DECK

Hull Breadth (moulded) 14.96

Depth from upper part of Keel to top of Main Deck Bms. 14.12

Girth of Half Midship Frame (as per Rule) 26.24

1st Number 55.32

Length on deck from after part of stem to fore part of stern post 193.87

2nd Number 10724

Proportions—Breadths to Length 6.48

Depths to Length—Main Deck to top of Keel 13.73

Destined Voyage *HAVRE* Surveyed while Building, Afloat, or in Dry Dock

Master *A. LEITCH*

Year of appointment (1) As master in service of owner of present vessel—1890 (2) As master of this vessel—1904

Built at *PORT GLASGOW.*

When built *1904* Launched *2nd Aug 1904*

By whom built *A. RODGER & CO.*

Owners *WILLIAM ROBERTSON*

Managers (Where necessary to be entered in Reg. Book).

Residence *15 GORDON STREET, GLASGOW.*

Port belonging to *GLASGOW*

LENGTH on Deck as per Rule 193 Feet. 10 1/2 Inches. BREADTH—Moulded 29 Feet. 11 Inches. DEPTH, ACTUAL—Top of Floors to top of Main Deck Beams 11 Feet. 5 1/2 Inches. No. of Decks with Flat laid ONE No. of Tiers of Beams ONE

Dimensions of Ship per Register, Length, 195.05 breadth, 30.1 depth, 11.25. Moulded Depth, 13 ft. 6 ins. Round of Beam, Actual 7 1/2 ins.

FRAMING.				FORGINGS AND CASTINGS.			
	Inches in Ship.	Inches in Ship.	Inches in Ship.		Inches in Ship.	Inches in Ship.	Inches in Ship.
FRAME, Angles, <i>as per Rule</i> (Bars, for 1/2 length) amidships	6	3	8	KEEL, Bar or Side Plates, depth and thickness	7 x 2 1/2	7 x 2 1/2	7 x 2 1/2
Do. for 1/2 at each end	6	3	10	STEM, moulding and thickness	7 x 2 1/2	7 x 2 1/2	7 x 2 1/2
Do. in way of Double Bottoms at Solid Floors	6	3	7	STERN-POST for Rudder do. do.	6 1/2 x 4 1/2	6 1/2 x 4 1/2	6 1/2 x 4 1/2
Spacing of Frames from centre to centre	22	22	22	MAIN PIECE of Rudder, diameter at head...	4 1/2	4 1/2	4 1/2
REVERSED FRAME, Angles, <i>as per Rule</i>	3	2 1/2	5/16	do. at heel...	3 1/2	3 1/2	3 1/2
DEEP FRAMING, depth of girder	45	8	5/16	RUDDER, how constructed <i>BUILT IN FRAME & SINGLE PLATE 7/2</i>			
FLOORS, depth and thickness of Floor Plate at midline for 1/2 length amidships	45	8	5/16	Can the Rudder be unshipped afloat? <i>YES</i>			
in way of Engines and Boilers	45	8	5/16	KEELSONS AND STRINGERS.			
thickness at the ends of vessel	32	5/16	32	CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate			
height extended at the Bilges	32	5/16	32	Rider Plate			
FLOORS & BRACKETS, in Cell Dble Bottoms	32	5/16	32	Bulk Plate to Intercoastal Keelson			
state if flanged (top & bottom)	22	22	22	Horizontal Plates on Floors			
CENTRE GIRDER, in Double Bottom, depth and thickness	32	8.7	32	Angles			
Angles, Top	3 1/2	3 1/2	7/16	SIDE KEELSON, Angles			
Bottom	3 1/2	3 1/2	7/16	Bulk or Plate above floors for ing.			
ONE <i>as per Rule</i>	ONE	ONE	ONE	Intercoastal Plate for length			
SIDE GIRDERS, number on each side & thickness	3	2 1/2	6	Attached to outside plating with Angle			
Angles, <i>as per Rule</i>	3	2 1/2	6	BILGE KEELSON, Angles, <i>as per Rule</i>	6 1/2	4 1/2	10
MARGIN PLATE, depth (exclusive of flange) and thickness	25	6	25	Bulk or Plate above floors for ing.			
Angles to Outside Plating	3	2 1/2	5/16	Intercoastal Plate for length			
Floors	3	2 1/2	5/16	Attached to outside plating with Angle			
Height of Floors at the Bilges	40	40	40	BILGE STRINGER Angles, <i>as per Rule</i>	5	3	7
INNER BOTTOM PLATING, breadth and thickness in Engine and Boiler space	32	7.6	32	Bulk Plate for length			
Remainder in Holds	10	10	10	Intercoastal Plate for WHOLE length	3	9	7
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulk Angle, Plate or Tee Bulb	5 1/2	3	7	Attached to outside plating with Angle	3	3	6
Angles on Upper Edge	22	22	22	SIDE STRINGER Angles	5	3	7
Spacing	44	44	44	Bulk or Intercoastal Plate for WHOLE lng.	9	7	7
BEAMS, Lower Deck, Single Angle, Bulk Angle, Plate or Tee Bulb	5	3	6	Attached to outside plating with Angle	3	3	6
Angles on Upper Edge	22	22	22	Main and Raised Quarter Deck Stringer Plate, breadth and thickness	28	8/16	28
Spacing	44	44	44	Angle on ditto	3 1/2 x 3 1/2	7/16	3 1/2 x 3 1/2
BEAMS, Forecastle Deck, Angle, Bulk Angle, Plate or Tee Bulb	5	3	6	Tie Plates, outside Hatchways			
Angles on Upper Edge	22	22	22	Diagonal Tie Plates on Bms. No. of Pairs			
Spacing	44	44	44	Main Dk° Iron or Steel for WHOLE lng.	7/16 x 7/16	7/16 x 7/16	7/16 x 7/16
PILLARS, in between Decks, Size and Spacing	2 1/2	44	2 1/2	R.Q.Dk° Iron or Steel for WHOLE lng.	7/16 x 7/16	7/16 x 7/16	7/16 x 7/16
Hold	2 1/2	44	2 1/2	Wood Deck, Material & thickness			
Quarter, between Dks.	2 1/2	44	2 1/2	LOWER DECK STRINGER PLATE, breadth and thickness			
in Hold	2 1/2	44	2 1/2	Angles on ditto, No.			
WEB FRAMES, in Fore Body, No. and Spacing	ONE	ONE	ONE	Tie Plates, outside Hatchways			
No. of Side Stringers	18	18	18	Deck Material and thickness			
WEB FRAMES, in E. & B. Space, No. & Spacing	ONE	ONE	ONE	Hold Stringer Plate			
Brdth. & Thickness	18	18	18	Angles on ditto, No.			
WEB FRAMES, in After Body, No. and Spacing	ONE	ONE	ONE	POOP DECK STRINGER PLATE, breadth & thickness			
Brdth. & Thickness	18	18	18	Angle on ditto			
No. of Side Stringers	18	18	18	Tie Plates			
Size of Angles or Tee Bars to Web Frames	5	3	7	Deck, Material and thickness			
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness	5	3	7	Forecastle Deck Stringer Plate, brdth & thckns	24	5	24

PLATING.										RIVETING:																																																																																																																																																		
AS IN SHIP.				PER RULE OR AS APPROVED.				EDGES.				BUTTS.																																																																																																																																																
STRAKES.		AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		Ordinary.		Double or Treble.		RIVETS.		STRAFS.		IF LAPPED.																																																																																																																																										
Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Single or Double.	Breadth of Lap.	Diam.	Spacing cr. to cr.	Diam.	Spacing cr. to cr.	Breadth.	Thick-ness.	Breadth.	For what Length.																																																																																																																																									
Inches.	$\frac{1}{16}$ ths.	$\frac{1}{16}$ ths.	$\frac{1}{16}$ ths.	Inches.	$\frac{1}{16}$ ths.	Inches.	$\frac{1}{16}$ ths.	Inches.	$\frac{1}{16}$ ths.		Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	$\frac{1}{16}$ ths.	Inches.	Feet.																																																																																																																																									
<p>Flat Plate KEEL BARK. (If Bar Keel, state Riveting) GARBOARD OF A Strake ... 43½ 11 11 11 43½ 11</p> <p>State actual thickness in way of Double Bottom.</p> <p>B " 54 9 9 8 54 9</p> <p>C " 54 9 9 8 54 9</p> <p>D " 54 9 9 7 54 9</p> <p>E " 54 8 7 7 54 8</p> <p>F " 54 8 7 7 54 8</p> <p>G " 46 13 8 8 46 13</p> <p>H " "</p> <p>I " "</p> <p>J " "</p> <p>K " "</p> <p>L " "</p> <p>M " "</p> <p>N " "</p> <p>O " "</p> <p>P " "</p>																																																																																																																																																												
<p>DOUBLING of Flat Plate Keel</p> <p>Length and thickness { of Ditties IN WAY OF BREAK OF BRIDGE & R.A.D.K. DOUBLED FOR 44'-0"</p> <p>of Sheerstrakes</p> <p>of Strake below Peer Sides</p> <p>RAISED QUARTER DECK SIDES 7 - 7 7</p> <p>BRIDGE SIDES 5 5 5</p> <p>FORECASTLE SIDES 5 5</p> <p>LENGTHS OF PLATING..... TEN SPACES</p>																																																																																																																																																												
<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, &c.? SIEMENS MARTIN PROCESS EMPLOYED</p> <p>LANARKSHIRE, DALZELL, CLYDEBRIDGE, AND SOUTH DURHAM.</p> <p>Has the Steel been tested as required by the Rules? YES</p>										<p>Main Stringer Plate Butts, treble riveted for HALF length amidship.</p> <p>Butts of Bilge & Side Stringers, and Tie Plates, treble double riveted?</p> <p>Inner Bottom Plating, riveting of Edges SINGLE Butts SINGLE DOUBLE</p> <p>Centre Girder Butts, INTERCOSTAL riveted. Keelson Butts, TREBLE riveted.</p> <p>Frames, riveted through Plates with ¾ in. Rivets, about 54 apart.</p> <p>Rivets, state whether of Iron or Steel IRON</p>																																																																																																																																																		
<p>FRAMES extend in one length from MARGIN PLATE to MARGIN PLATE THREE TO GUNWALE. state if ordinary or joggled JOGGLED</p> <p>REVERSED FRAMES on floors extend from MARGIN PLATE to MARGIN PLATE DOUBLE IN ENGINE state if ordinary or joggled JOGGLED</p> <p>AND BOILER SPACE BOLD ANGLE FRAMING</p> <p>MASTS, SPARS, &c.</p>																																																																																																																																																												
<table border="1"> <thead> <tr> <th rowspan="2"></th> <th rowspan="2">Material.</th> <th rowspan="2">Total length.</th> <th colspan="3">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 & Head.</th> <th>Number.</th> <th>Size.</th> <th>Soams.</th> <th>Butts.</th> </tr> </thead> <tbody> <tr> <td>LOWER MASTS.... Fore</td> <td>STEEL</td> <td>40-6</td> <td>14 ¼ x ¾</td> <td>13 x ¾</td> <td>11 ½ x ¾</td> <td>TWO</td> <td>✓</td> <td>✓</td> <td>SINGLE</td> <td>TREBLE</td> </tr> <tr> <td>Main</td> <td>STEEL</td> <td>47-6</td> <td>15 x ¾</td> <td>15 x ¾</td> <td>11 ½ x ¾</td> <td>TWO</td> <td>✓</td> <td>✓</td> <td>SINGLE</td> <td>TREBLE</td> </tr> <tr> <td>Mizen</td> <td>PITCH PINE</td> <td>37-6</td> <td>10 ¼ x 5</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table> <p>Remainspit</p> <p>Topmasts, Yards and Remainder of Spars PITCH PINE</p> <p>Rigging, Material and Size, Shrouds G.S.W. 2 ¾ Stays G.S.W. 3.</p> <p>Sails. ONE COMPLETE Suit of FORE & AFT SCHOONER Sails and the following spare sails.</p>																					Material.	Total length.	DIAMETER AND THICKNESS.			No. of Plates in round.	ANGLES.		RIVETING.		At Partners.	Heel.	Hounds & Head.	Number.	Size.	Soams.	Butts.	LOWER MASTS.... Fore	STEEL	40-6	14 ¼ x ¾	13 x ¾	11 ½ x ¾	TWO	✓	✓	SINGLE	TREBLE	Main	STEEL	47-6	15 x ¾	15 x ¾	11 ½ x ¾	TWO	✓	✓	SINGLE	TREBLE	Mizen	PITCH PINE	37-6	10 ¼ x 5																																																																																													
	Material.	Total length.	DIAMETER AND THICKNESS.			No. of Plates in round.	ANGLES.		RIVETING.																																																																																																																																																			
			At Partners.	Heel.	Hounds & Head.		Number.	Size.	Soams.	Butts.																																																																																																																																																		
LOWER MASTS.... Fore	STEEL	40-6	14 ¼ x ¾	13 x ¾	11 ½ x ¾	TWO	✓	✓	SINGLE	TREBLE																																																																																																																																																		
Main	STEEL	47-6	15 x ¾	15 x ¾	11 ½ x ¾	TWO	✓	✓	SINGLE	TREBLE																																																																																																																																																		
Mizen	PITCH PINE	37-6	10 ¼ x 5																																																																																																																																																									
<p>Equipment No. 12023 Letter K</p> <p>ANCHORS. Tonnage U.D.R. or Plating No. for Trawlers</p>																																																																																																																																																												
<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></th> <th></th> <th></th> </tr> </thead> <tbody> <tr> <td>5559</td> <td>1st Bower ..</td> <td>19</td> <td>1</td> <td>19</td> <td>STOCKLESS</td> <td>20</td> <td>4</td> <td>0</td> <td>7</td> <td>19</td> <td>0</td> <td>0</td> <td>TAYLOR PATENT</td> <td>S.TAYLOR & SONS GLS</td> <td>28/4</td> <td>E. GREENHOUSE</td> </tr> <tr> <td>5558</td> <td>2nd " ..</td> <td>19</td> <td>1</td> <td>8</td> <td>Do</td> <td>20</td> <td>4</td> <td>0</td> <td>7</td> <td>19</td> <td>0</td> <td>0</td> <td>Do</td> <td>Do</td> <td>28/4</td> <td>Do</td> </tr> <tr> <td>5560</td> <td>3rd " ..</td> <td>16</td> <td>2</td> <td>1</td> <td>Do</td> <td>17</td> <td>16</td> <td>1</td> <td>0</td> <td>16</td> <td>1</td> <td>0</td> <td>Do</td> <td>Do</td> <td>28/4</td> <td>Do</td> </tr> <tr> <td></td> <td>Collective weight</td> <td>55</td> <td>1</td> <td>0</td> <td></td> <td>54</td> <td>1</td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>5561</td> <td>Stream</td> <td>5</td> <td>0</td> <td>22</td> <td>1</td> <td>1</td> <td>16</td> <td>7</td> <td>9</td> <td>2</td> <td>21</td> <td>5</td> <td>1</td> <td>0</td> <td>COMPANION</td> <td>GLS 28/4</td> <td>Do</td> </tr> <tr> <td>5562</td> <td>Kedge</td> <td>2</td> <td>2</td> <td>21</td> <td>2</td> <td>17</td> <td>5</td> <td>5</td> <td></td> <td>2</td> <td>2</td> <td>0</td> <td>Do</td> <td>Do</td> <td>28/4</td> <td>Do</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.				5559	1st Bower ..	19	1	19	STOCKLESS	20	4	0	7	19	0	0	TAYLOR PATENT	S.TAYLOR & SONS GLS	28/4	E. GREENHOUSE	5558	2nd " ..	19	1	8	Do	20	4	0	7	19	0	0	Do	Do	28/4	Do	5560	3rd " ..	16	2	1	Do	17	16	1	0	16	1	0	Do	Do	28/4	Do		Collective weight	55	1	0		54	1	0									5561	Stream	5	0	22	1	1	16	7	9	2	21	5	1	0	COMPANION	GLS 28/4	Do	5562	Kedge	2	2	21	2	17	5	5		2	2	0	Do	Do	28/4	Do
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.																																																																																																																																												
5559	1st Bower ..	19	1	19	STOCKLESS	20	4	0	7	19	0	0	TAYLOR PATENT	S.TAYLOR & SONS GLS	28/4	E. GREENHOUSE																																																																																																																																												
5558	2nd " ..	19	1	8	Do	20	4	0	7	19	0	0	Do	Do	28/4	Do																																																																																																																																												
5560	3rd " ..	16	2	1	Do	17	16	1	0	16	1	0	Do	Do	28/4	Do																																																																																																																																												
	Collective weight	55	1	0		54	1	0																																																																																																																																																				
5561	Stream	5	0	22	1	1	16	7	9	2	21	5	1	0	COMPANION	GLS 28/4	Do																																																																																																																																											
5562	Kedge	2	2	21	2	17	5	5		2	2	0	Do	Do	28/4	Do																																																																																																																																												
<p>CHAIN CABLES. HAWSERS AND WARPS.</p>																																																																																																																																																												
<table border="1"> <thead> <tr> <th rowspan="2">Number of Certificate.</th> <th colspan="2">Length and size supplied.</th> <th rowspan="2">Test per Certificate.</th> <th colspan="2">WEIGHT OF CHAIN CABLE.</th> <th colspan="2">Length & 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 rowspan="2">Material.</th> <th colspan="2">Length and size supplied.</th> <th rowspan="2">Breaking Test of Steel Wire Towline.</th> <th colspan="2">Length and size per Table 22.</th> </tr> <tr> <th>Length.</th> <th>Diam.</th> <th>Supplied.</th> <th>Per Table 22.</th> <th>Length.</th> <th>Diam.</th> <th>Length.</th> <th>Cir.</th> <th>Length.</th> <th>Cir.</th> </tr> </thead> <tbody> <tr> <td>2777</td> <td>106</td> <td>1 ½</td> <td>31</td> <td>46 ½</td> <td>95</td> <td>3</td> <td>13</td> <td>185</td> <td>2</td> <td>12</td> <td>210</td> <td>1 ½</td> <td>STUD</td> <td>S.TAYLOR & SONS GLS</td> <td>28/4</td> <td>E. GREENHOUSE</td> </tr> <tr> <td>2778</td> <td>104</td> <td>1 ½</td> <td>31</td> <td>46 ½</td> <td>93</td> <td>2</td> <td>2</td> <td></td> <td></td> <td></td> <td>210</td> <td>1 ½</td> <td>LINK</td> <td>Do</td> <td>28/4</td> <td>Do</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td>89</td> <td>1</td> <td>16</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Iron Stream Chain on Steel Wire.....</td> <td>60</td> <td>¾</td> <td>22</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>60</td> <td>¾</td> <td>S.W. OF THE WHITE CROSS CO LTD</td> <td></td> <td></td> </tr> </tbody> </table>																				Number of Certificate.	Length and size supplied.		Test per Certificate.	WEIGHT OF CHAIN CABLE.		Length & Size per Table 22.		Description.	Makers of Cables.	When and where tested and Superintendent.	Material.	Length and size supplied.		Breaking Test of Steel Wire Towline.	Length and size per Table 22.		Length.	Diam.	Supplied.	Per Table 22.	Length.	Diam.	Length.	Cir.	Length.	Cir.	2777	106	1 ½	31	46 ½	95	3	13	185	2	12	210	1 ½	STUD	S.TAYLOR & SONS GLS	28/4	E. GREENHOUSE	2778	104	1 ½	31	46 ½	93	2	2				210	1 ½	LINK	Do	28/4	Do						89	1	16										Iron Stream Chain on Steel Wire.....	60	¾	22									60	¾	S.W. OF THE WHITE CROSS CO LTD																																												
Number of Certificate.	Length and size supplied.		Test per Certificate.	WEIGHT OF CHAIN CABLE.		Length & Size per Table 22.		Description.	Makers of Cables.	When and where tested and Superintendent.	Material.	Length and size supplied.		Breaking Test of Steel Wire Towline.	Length and size per Table 22.																																																																																																																																													
	Length.	Diam.		Supplied.	Per Table 22.	Length.	Diam.					Length.	Cir.		Length.	Cir.																																																																																																																																												
2777	106	1 ½	31	46 ½	95	3	13	185	2	12	210	1 ½	STUD	S.TAYLOR & SONS GLS	28/4	E. GREENHOUSE																																																																																																																																												
2778	104	1 ½	31	46 ½	93	2	2				210	1 ½	LINK	Do	28/4	Do																																																																																																																																												
					89	1	16																																																																																																																																																					
Iron Stream Chain on Steel Wire.....	60	¾	22									60	¾	S.W. OF THE WHITE CROSS CO LTD																																																																																																																																														

TUES. 30 AUG 1904

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

N. 5/3/04 E 8/4/04

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

Is the riveted work properly closed? YES

Are the liners between the frames and plates solid single pieces? FRAMES JOGGLED

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? 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 SATISFACTORY

General Remarks (State quality of workmanship, &c.) THIS VESSEL HAS BEEN BUILT IN ACCORDANCE WITH THE RULES AND APPROVED PLANS.

THE QUALITY OF MATERIAL AND WORKMANSHIP IS GOOD.

IRON PARTS ARE EMBEDDED IN THE CEMENT UNDER EACH SOUNDING PIPE

THE KEEL WAS SIGHTED BEFORE LAUNCHING AND FOUND STRAIGHT.

THIS IS A SISTER VESSEL TO THE S.S. "SPHENE" GREENOCK FIRST ENTRY REPORT No. 13467.

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 10.5 ft., Bridge Dk. 11.0 ft., F'castle 32.25 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 RAISED QUARTER DECK IS JOINED TO THE BRIDGE

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 (STEEL) AND DEEP FRAMING.

Official No. —; Signal Letters —

State if Machinery is fitted aft YES.

How are the surfaces preserved from oxidation? Inside BY PORTLAND CEMENT AND PAINT Outside BY 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. Feet.	Water Capacity. Tons.	Where fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	<u>56.83</u>	<u>86</u>	Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,		
Double bottom, if under Engines only,			Deep tank, aft,		<u>75</u>
Double bottom, if under Boilers only,			Deep tank, forward		<u>10</u>
Double bottom, forward,	<u>58.66</u>	<u>84</u>	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

Order for Special Survey No. 2235

Date 12th March 1904

No. 379 in builder's yard.

DAYS of Surveys held while building

1904. March 30. April 6. 7. 12. 19. 26. 29. 30. May 4. 9. 17. 28. 27. 30. June 1. 6. 7. 9. 13. 15. 20. 21. 24. 27. 28. July 4. 5. 19. 20. 22. 28. 27. Aug. 2. 10. 17. 18.

Total No. of Visits 36.

The amount of Entry Fee£ 3 : : : Fees applied for,

Special.....£ 31 : 18 : : Received by me,

Travelling Expenses, if any £ : : : 24/8/1904 26/8/1904

State whether the Vessel has been built under Special Survey YES.

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

With or without Freeboard, as condition of Class

Certificate to be sent to GREENOCK

J. Stenich Geo. M. Shaw
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

Glasgow 29 AUG 1904

Character assigned 100.M (Steel) Lloyd's R.C.P.

(Full Deck)

David

Certificates Issued. 1/9/04.



© 2013 Lloyd's Register Foundation