

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

IRON OR STEEL STEAMER.

No. 21457

Received at London Office, 1904

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

Date of completion of Report

14. 1. 04

Port of

Glasgow

Date, First Survey

25 Aug 03

Last Survey

1904

Rig

Schooner, 2 Masts

Survey held at

Glasgow

On the

LADY TENNANT

ONE DECKED VESSEL.

CLASS 10071

FEET.

Master

H. Anderson

Year of appointment

1903

Built at

Glasgow

When built

1904 Launched 7 Dec 03

By whom built

Napier & Miller Ltd

Owners

Nobel's Explosives Co Ltd

Managers

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

Residence

Port belonging to

Glasgow

TONNAGE under Tonnage Deck	321.46
Do. of Poop	
Do. of Raised Or.	63.73
Do. of Breakers	
Do. of Bridge House	24.31
Do. of Forecastle	
Do. of Houses on Deck	1.86
Do. of excess of Hatchways	14.43
Do. above Crown of	25.82
Engine Room	
Gross Tonnage	451.61
Less Crew Space	35.81
Less above Crown of	25.82
Engine Room	
Net Tonnage	389.98
Engine Room	283.76
Navigation Spaces	14.22
Register Tonnage	117.70
cut on Beam	

Half Breadth (moulded)	13.0
Depth (from upper part of Keel to top of Main Deck Bms. (with the normal round-up of beam) per section)	13.16
Girth of Half Midship Frame (as per Rule)	28.80
1st Number	49.96
Length on deck from after part of stem to fore part of stern post	163.58
2nd Number	8172.45
Proportions—Breadths to Length	6.3
Depths to Length—Main Deck to top of Keel	12.45

Destined Voyage

Surveyed while Building, Afloat, or in Dry Dock

LENGTH on Deck as per Rule	163	Feet.	7	BREADTH—Moulded	26	Feet.	0	DEPTH, ACTUAL—Top of Floors to top of Main Deck Beams	10	Feet.	6	No. of Decks with Flat laid	One	No. of Tiers of Beams	One
Dimensions of Ship per Register, Length, 165.0 breadth, 26.17 depth, 10.1 Moulded Depth, 12 ft. 6 ins. Round of Beam, Actual 8 ins.															

FRAMING.						FORGINGS AND CASTINGS.					
NAME.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or a	Inches per Rule or Rule	NAME.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or a	Inches per Rule Or as Approved.
AME. Angles, 7, E or L Bars, for 1/2 length amidships	3	3	6	3	3	KEEL, Bar or Side Plates depth and thickness	6	2	6	2	6
Do. for 1/2 at each end	3	3	5	3	3	STEM, moulding and thickness	6	2	6	2	6 1/2 x 1 1/4
Do. in way of Double Bottoms at Solid Floors	3	3	6	3	3	STERN-POST for Rudder do. do.	6 1/2 x 3 1/2	6 1/2 x 3 1/2	6 1/2 x 3 1/2	6 1/2 x 3 1/2	6 1/2 x 3 1/2
Do. at intermdt. Bms.	3	3	6	3	3	for Propeller	6 1/2 x 3 1/2	6 1/2 x 3 1/2	6 1/2 x 3 1/2	6 1/2 x 3 1/2	6 1/2 x 3 1/2
ing of Frames from centre to centre		21			21	MAIN PIECE of Rudder, diameter at head	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
do. at heel		3 1/2			3 1/2	do. at heel	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
VERSED FRAME, Angles	2 1/2	2 1/2	5	2 1/2	2 1/2	RUDDER, how constructed	Forged frame. Single Plate 7/16				
EP FRAMING, depth of girder						Can the Rudder be unshipped afloat?	Yes.				
DOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	17	7 1/8	17	7 1/8		KEELSONS AND STRINGERS.					
in way of Engines and Boilers	12 1/2		12 1/2			CENTRE LINE KEELSON, Vertical Plate above floor, Through Plate, or Intercoastal Plate	20 1/2	8 7	20 1/2	8 7	8 7
thickness at the ends of vessel	28		28			do. Intercoastal Plate					
depth at 1/2 the half breadth, as per Rule						Bulb Plate to Intercoastal Keelson					
height extended at the Bilges						Horizontal Plates on Floors	10 1/2	8 7	10 1/2	8 7	8 7
DOORS & BRACKETS, in Cell Dble Bottoms			7		7	Angles	3 1/2	3	6	3 1/2	3
state if flanged (top & bottom)						SIDE KEELSON, Angles					
Spacing		42		42		Bulb or Plate above floors for lng.					
TRE GIRDER, in Double Bottom, depth and thickness	32	8	32	8		Intercoastal Plate for length					
Angles, Top	3 1/2	3 1/2	7	3 1/2	7	Attached to outside plating with Angle					
Bottom						BILGE KEELSON, Angles	6	3 1/2	8	6	3 1/2
E GIRDERS, number on each side & thickness	Two	6	Two	6		Bulb or Plate above floors for lng.	3 1/2	3 1/2	7		
state if flanged (top & bottom)						Intercoastal Plate for length					
Angles	3	2 1/2	6	3	2 1/2	Attached to outside plating with Angle					
GIN PLATE, depth (exclusive of flange) and thickness	20	6	20	6		BILGE STRINGER Angles	4 1/2	3	7	4 1/2	3
Angles to Outside Plating	3	3	7	3	7	Half Plate for length					
Floors	8	2 1/2	6	3	2 1/2	Intercoastal Plate for full length	15	6 5	15	6 5	6 5
Height of Floors at the Bilges	32		32			Attached to outside plating with Angle	3	3	5	3	5
ER BOTTOM PLATING, breadth and thickness of Middle Line Strake	31	7	31	7		SIDE STRINGER Angles	4 1/2	3	7	4 1/2	3
thickness in Engine and Boiler space						Bulb or Intercoastal Plate for full lng.	15	6 5	15	6 5	6 5
Remainder in Holds						Attached to outside plating with Angle	3	3	5	3	5
MS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	7	3	7	6 1/2	3	Main and Raised Quarter Deck Stringer Plate, breadth and thickness	24	8	24	8	
Angles on Upper Edge						Angle on ditto	3 x 5	7	3 x 3	7	
Spacing		42		42		Tie Plates, outside Hatchways					
MS, 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.		5		5	
Spacing						R. Q. Dk* Iron or Steel for full lng.		5		5	
MS, Hold, Plate or Tee Bulb						Wood Deck, Material & thickness	PP	3		3	
Angles on Upper Edge						Lower Deck Stringer Plate, breadth and thickness					
Spacing						Angles on ditto, No.					
MS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb						Tie Plates, outside Hatchways					
Angles on Upper Edge						Deck* Material and thickness					
Spacing						Hold Stringer Plate					
MS, Bridge or Pt. Awng. Deck, Angle, Bulb Angle, Plate or Tee Bulb	4 1/2	3	7	4 1/2	3	Angles on ditto, No.					
Angles on Upper Edge						Poop Deck Stringer Plate, breadth & thickness					
Spacing		42		42		Angle on ditto					
MS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	6	3	7	5 1/2	3	Tie Plates					
Angles on Upper Edge						Deck, Material and thickness					
Spacing		42		42		Bridge or Pt. Awng. Deck Stringer Plate, breadth and thickness	20	6	20	6	
MS, In 'tween Decks, Size and Spacing						Angle on ditto	3 x 2 1/2	6	3 x 2 1/2	6	
Hold						Tie Plates	8	6	8	6	
Quarter, 'tween Dks.,						Deck, Material and thickness	PP	3		3	
in Hold						Forecastle Deck Stringer Plate, brdth & thcknss	20	6	18	6	
WEB FRAMES, In Fore Body, No. and Spacing	5	4 1/2	6	5	4 1/2	Angle on ditto	3 x 2 1/2	6	3 x 2 1/2	6	
Brdth. & Thickness	15	6 5	15	6 5		Tie Plates	8	6	8	6	
No. of Side Stringers	Two	15	6 5	Two	15	Deck, Material and thickness	PP	3		3	
WEB FRAMES, In E. & B. Space, No. & Spacing	2	8	6	2	8	Are the outside Plates doubled two spaces of Frames in length?	Diamond plates				
Brdth. & Thickness	15	6	15	6		Are the Sluice Valves and Watertight Doors in efficient working order?	Yes				
WEB FRAMES, In After Body, No. and Spacing	1	6 1/2	8	1	6 1/2	BULKHEADS.	In Vessel	Per Rule	Thickness	Horizontal	Vertical
Brdth. & Thickness	18	6	18	6		W.T. BULKHEADS	4	4	5	9	8
No. of Side Stringers	Two	18	6	Two	18	PARTITION					
Size of Angles or Tee Bars to Web Frames	4	1/2	3	4	1/2	LONGITUDINAL					
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness	4	solid	4	solid	4	Are the outside Plates doubled two spaces of Frames in length? Diamond plates.					
						Are the Sluice Valves and Watertight Doors in efficient working order? Yes					

PLATING.										RIVETING.										
AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.										
STRAKES.						Ordinary or Logged?														
FLAT PLATE KEEL (If Bar Keel, state Riveting)																				
GARBOARD OR A STRAKE	31	9	8	8	31	9	8	8	31	9	8	8	31	9	8	8	31	9	8	8
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 KEEL																				
Length and thickness of Sheerstrakes.																				
RAISED QUARTER DECK SIDES																				
BRIDGE SIDES																				
FORECASTLE SIDES																				
LENGTHS OF PLATING																				
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.?																				
Main Stringer Plate Butts, treble riveted for <i>Half</i> length amidship.																				
Butts of Bilge & Side Stringers, and Tie Plates, treble or double riveted? <i>Single</i> .																				
Inner Bottom Plating, riveting of Edges <i>Double</i> Butts <i>Single</i> .																				
Centre Girder Butts, <i>Single</i> riveted. Keelson Butts, <i>Single</i> riveted.																				
Frames, riveted through Plates with <i>4 1/2</i> in. Rivets, about <i>6 1/4</i> apart.																				
Rivets, state whether of Iron or Steel <i>Iron</i> .																				
Has the Steel been tested as required by the Rules <i>Yes</i> .																				
FRAMES extend in one length from <i>Centre line to margin & from margin to main edge & from edge to main edge</i> if ordinary or joggled <i>Ordinary</i> .																				
REVERSED FRAMES on floors and frames extend from <i>Centre line to margin & from margin to main edge</i> if ordinary or joggled <i>Ordinary</i> .																				
MASTS, SPARS, &c.																				
LOWER MASTS																				
Bowsprit																				
Topmasts, Yards and Remainder of Spars																				
Rigging, Material and Size, Shrouds																				
Sails																				
Equipment No. <i>8976</i> Letter <i>R</i>																				
ANCHORS.																				
Tonnage U.D.K. or Plating No. for Trawlers																				
CHAIN CABLES.																				
HAWSEARS AND WARPS.																				
Boats																				
Pumps																				
Windlass																				
Engine Room Skylights																				
What arrangements for deadlights in bad weather?																				
Coal Bunker Openings																				
Number of Scuppers, and number and dimensions of Freeing Ports, &c.																				
Ceiling in Holds, thickness and material																				
Cargo Hatchways																				
State size No. 1 Hatch (Forward)																				
Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch																				
Bulwarks, height above deck and description																				
The above is a correct description.																				
Builder's Signature																				
Surveyor's Signature																				
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 the case)

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

Is the riveted work properly closed? *Yes*

Are the ligers 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 only*

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.)

The workmanship throughout is good, the vessel has been built in accordance with the approved plan, the Secretary's Letter referred to and in general conformity with the requirements of the Rules for the class contemplated.

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 *24 1/2* ft., Bridge Dk. *1 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)

Official No. *1 Deck (5th-205)*

Signal Letters

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 *Cellular*

Where fitted.	*Length. Feet.	Water Capacity. Tons.	Where fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	<i>31 1/2</i>	<i>45</i>	Fore peak tank,		<i>35</i>
Double bottom, under Engines and Boilers,			After peak tank,		<i>6</i>
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward		
Double bottom, forward,	<i>59 1/2</i>	<i>77</i>	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. *3657*

Date *8.8.03*

No. *132* in builder's yard

DATES OF SURVEYS held while building

1903: Aug 25, Sept 13, 16, 21, 25, 30, Oct 2, 7, 13, 16, 19, 23, 28, Nov 2, 4, 9, 12, 16, 19, 23, 24, Dec 1, 4, 9, 11, 14, 16, 18, 21, 23, 29, 1904: January 4.

Total No. of Visits *34*

The amount of Entry Fee£ *15.1.1904*

Special£ *19.10.1904*

Traveling Expenses, if any £ *19.1.1904*

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

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

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

Committee's Minute

Character assigned *+ 100A1 (Steel) 100A1 & 100A2*

When fee is paid

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

George Miller
Director

Form No. 1A.