

PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.								
	AMIDSHIP.		FORWARD.	AFT.	AMIDSHIP.		Single or Double.	Breadth of Lap.	Diam.	Spacing cr. to cr.	Double or Treble and for what Length.	RIVETS.		STRAPS.		IF LAPPED.			
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.						Diam.	Spacing cr. to cr.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.
FLAT PLATE KEEL	48	20	14	14	48	20	DOUBLE	6	1	3 3/4	1/2 L.	1	3 3/4			14	WHOLE		
(If Bar Keel, state Riveting)	60	13	13	13	60	13	"	6-5/4	1-7/8	3 3/4-3 3/4	"	1/2 L.	7/8			12	"		
GARBOARD OR A STRAKE	60	.64	.48	.48	60	.64	"	5 1/2	7/8	3 3/4	"	"	"			"	"		
State actual thickness in way of Double Bottom.	B	61	.64	.48	.48	61	.64	"	"	"	"	"	"			"	"		
	C	61	.64	.48	.48	61	.64	"	"	"	"	"	"			"	"		
	D	61	.64	.48	.48	61	.64	"	"	"	"	"	"			"	"		
	E	58 1/2	.66	.48	.48	58 1/2	.66	"	"	"	"	"	"			"	"		
	F	60	.64	.46	.46	60	.64	"	"	"	"	"	"			"	"		
	G	64	.67	.49	.49	64	.64	"	"	"	"	"	"			"	"		
	H	64 1/2	.67	.49	.49	64 1/2	.64	"	"	"	"	"	"			"	"		
	J	64	.64	.46	.46	64	.64	"	5 1/2-6	7/8-1	3 3/4-3 3/4	"	"			"	"		
MAIN SHEER	K	63	.64	.46	.46	63	.64	"	6-5/4	1-7/8	3 3/4-3 3/4	"	"	19	6-5/8	DOUBLE BUTT STRAPS 3 R. 1	"		
	L	48	.64	.46	.46	48	.64	"	5 1/2-6	7/8-1	3 3/4-3 3/4	"	"	19	7/8-6/8	DOUBLE BUTT STRAPS 3 R. 1	"		
SPAR SHEER	M	47	.66			47	.66	"	6	1	3 3/4	QUADRUPLE	1	4		14	WHOLE		
BRIDGE SHEER	O	56 1/2	.70			56 1/2	.70	"	6	1	"	"	1	"		"	"		
STRONG	P	L. STRAKE	.82	FROM WITHIN BRIDGE TO HALE LENGTH.								DOUBLE BUTT STRAPS 3 R. 1							
	Q	M.	1.08									"	3 R. 1						
	R	MIDSHIP THICKNESS OF B, AND C.										STRAKES MAINTAINED TO COLLISION BULKHEAD.							
	S	FRAMES IN DOUBLE BOTTOM DOUBLED FROM 3/8" LENGTH FORWARD TO COLLISION BULKHEAD.																	
DOUBLING OF FLAT PLATE KEEL																			
Length and thickness of Bilges																			
of Sheerstrakes																			
of Strake below																			
POOP SIDES				.38		.38	SINGLE	3	3/4	2 7/8	DOUBLE	3/4	2 7/8			5	WHOLE		
BRIDGE SIDES		SEE ABOVE																	
FORECASTLE SIDES			.42			.42	SINGLE	3	3/4	2 7/8	"	3/4	2 7/8			5	"		

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 MARTIN PROCESS FROM BEARDMORE STEEL COY OF SCOTLAND, CLYDESDALE GLENGARNOCK, GLASGOW ITS. COY, LANARKSHIRE, DALZELL & CALDERBANK.

Has the Steel been tested as required by the Rules? YES

Butts, treble riveted for HALE length amidship.

Stringer Plate Straps, single, double or overlapped for FULL length amidship.

Main Stringer Plate Butts, treble riveted for FULL length amidship.

Straps, single, double or overlapped for FULL length amidship.

Butts of Bilge & Side Stringers and Tie Plates, treble double riveted? YES

Inner Bottom Plating, riveting of Edges DOUBLE SINGLE BUTTS DOUBLE

Centre Girder Butts, TREBLE riveted **Keelson Butts,** TREBLE 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 LINE to MARGIN PLATE, THENCE TO GUNWALE state if ordinary or joggled? JOGGLED

REVERSED FRAMES on floors and frames extend from CENTRE LINE to MARGIN PLATE, THENCE TO MAIN YSPAR DECK state if ordinary or joggled? JOGGLED

ALTERNATELY, ALTERNATELY TO FLOOR, ALT. UPPER DECK IN AFTER PEAK, DOUBLE ON FLOORS IN ENGINE SPACE & UNDER BOILER STOPS.

MASTS, SPARS, &C.											
	Material.	Total Length	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
LOWER MASTS....	Fore	STEEL	51-0	22 x 7/20	20 x 7/20	18 1/2 x 6/20	TWO	✓	✓	SINGLE	TREBLE
	Main	"	54-6	"	"	"	"	✓	✓	"	"
	Mizen	"	"	"	"	"	"	"	"	"	"
Bowsprit											
Topmasts, Yards and Remainder of Spars <u>PITCH PINE</u>											
Rigging, Material and Size, Shrouds <u>G.S.W. 3/4</u> Stays <u>G.S.W. 4</u>											
Sails. <u>ONE.</u> Suit of Sails, and the following spare sails											

EQUIPMENT No. <u>50199</u> LETTER <u>Z</u> ANCHORS.																
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQ. 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.			
63150	1st Bower	63	3	26	STOCKLESS	50	10	0	0	63	3	0	HAIR CAST STEEL HOOK	P. HOSLEY & CO	NETN 26/09. H. GREEN	
35492	2nd "	50	2	21	13	0	0	42	15	1	7	51	0	0	RODGERS	EARL & DUDLEY TOTTEN 7/09. C.E. PARRINS
35491	3rd "	43	2	0	11	0	10	38	5	0	0	43	2	0	-DO-	ROUND ONK WORKS " 3/09 -DO-
	Collective weight	158	0	19				158	1	0						
35497	Stream	17	3	21	4	2	7	18	18	0	14	17	2	0	ORDINARY	DO - TOTTEN 4/09. C.E. PARRINS
35498	Kedge	7	2	0	1	3	14	9	13	3	0	7	2	0	-DO-	DO - " 9/09 -DO-
<u>DROP AND MECHANICAL TESTS APPLIED TO ANCHOR HEAD BY W. CAMPBELL 29/09 2/10/09</u>																

CHAIN CABLES.										HAWERS AND WARPS.									
Number of Certificate.	Length and Size supplied.		Test per Certificate.	WEIGHT OF CHAIN CABLE.				Fathoms and Size per Table 22.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire Towline.	Fathoms and size per Table 22.			
	Length.	Diam.		Supplied.	Per Rule.	Length.	Diam.						Length.	Cir.		Length.	Cir.		
36584	135	2 1/2	9 1/8 127 1/2	342	qrs. lbs.	342	qrs. lbs.	270	2 1/2	STAR	EARL & DUDLEY TOTTEN 30/09. C.E. PARRINS	TOWLINE	100	5 1/2	65	100	5 1/2		
36583	135	2 1/2		342	qrs. lbs.	342	qrs. lbs.	270	2 1/2	LINK	ROUND ONK WORKS " 3/09 -DO-	" MANILLA	20	15	20	20	1 1/2		
	270			684	0	12							HAWERS & WARPS	180	2 1/2	153	180	2 1/2	
Iron Stream	90	5	59					90	4 1/2	S.W.	ALAN WHITE & CO	"	90	2 1/2	18 1/2	90	2 1/2		
Chain or Steel Wire												"	90	7	-	90	7		

Boats FOUR

Pumps, Number DOWNTON Pump to Head, Hand Pump to F. Pump Diameter of Barrel 5 DOWNTON. State whether they are in efficient working order YES

Windlass is of STEAM BY CLARKE CHAPMAN & CO Capstan 10 STEAM WINCHES.

Engine Room Skylights. How constructed? OF STEEL PLATES AND ANGLES

What arrangements for deadlights in bad weather? STEEL SHUTTERS

Coal Bunker Openings. How constructed? OF STEEL How are lids secured? BATTENS & CLEATS Height above deck? 9" BULB ANGLE

Number of **Scuppers,** and number and dimensions of **Freeing Ports, &c.** SEVEN SCUPPERS & EIGHT FREEING PORTS EACH SIDE 28 x 22

Ceiling in Holds, thickness and material 2 1/2" W.P. Cargo Battens, thickness and material 2" W.P.

Cargo Hatchways. How formed? OF STEEL PLATES AND ANGLES Hatches, If strong and efficient? YES 3" SOLID

State size No. 1 Hatch (Forward) 23-10 x 17-11 x 30 No. 2 Hatch 28-2 x 17-11 x 30 No. 3 Hatch 32-6 x 17-11 x 30 No. 4 Hatch 23-9 x 17-11 x 30

Number of **Web Plates, Shifting Beams and Fore and Afters** to each Hatch FOUR WEB PLATES NOS 1 & 4 FIVE IN NOS 2 & SIX IN NOS 3

HATCHWAYS. No. of Breasthooks FIVE No. of Crutches DEEP FLOORS

Bulwarks, height above deck and description 51 x 7/16 BULB STAYS 7 x 7/20 Main Rail and Stays material and size TYRACKS SECTION

The above is a correct description.

Builder's Signature (here only.) For Russell & R. W. L. Surveyor's Signature J. French Surveyor to Lloyd's Register of British & Foreign Shipping.

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

8/5/09 10/5/09 24/5/09 25/5/09 27/5/09 28/5/09 30/6/09 17/6/09 18/6/09 E. 4/7/09

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 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 THE MATERIAL AND WORKMANSHIP IS GOOD.

THE KEEL WAS SLIGHTLY BEFORE LAUNCHING AND FOUND TO HAVE 3/4" CAMBER.

COPIES OF DAMAGE REPORTS FORWARDED HERewith THE RECOMMENDATIONS THEREIN HAVE BEEN CARRIED OUT SATISFACTORILY.

RECOMMEND THE EQUIPMENT BE APPROVED IN VIEW OF THE SLIGHT DEFICIENCY IN WEIGHT.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 42.66 ft., R.O.D. or Break ft., Bridge Dk. 119.33 ft., F'castle 40.5 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

o. 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) & SPAR DECK (STEEL) AND DEEP FRAMING

Official No. 129465; Signal Letters

State if Machinery is fitted aft AMIDSHIPS

How are the surfaces preserved from oxidation? Inside BY PORTLAND CEMENT & 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,	136.5	453	Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,		34
Double bottom, if under Engines only,	23.83	108	Deep tank aft,	34.66	1034
Double bottom, if under Boilers only,			Deep tank forward,		
Double bottom, forward,	177.66	666	Other tanks, if fitted,		
Total capacity of double bottom	122.7		(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. 2537

Date 13th May 1909

604 in builder's yard.

DATES of Surveys held while building

1909 June 2. 4. 7. 9. 11. 15. 18. 21. 25. 28. July 13. 15. 19. 21. 23. 27. 31. Aug 5. 6. 10. 17. 19. 25. 27. 31. Sept 1. 6. 9. 14. 16. 20. 22. 24. 28. 30. Oct 4. 6. 9. 11. 14. 20. 25. 28. 30. Nov 4. 8. 10. 16. 18. 20. 24. 26. 28. 30. Dec 1. 2. 3. 6. 9. 10. 11. 13. 14. 17. 20. 21. 28. 1910 Jan 6. 8. 12. 17. 20. 21. 24. 27. 28. 31. Feb 2. 3. 4. 5. 7.

Total No. of Visits 82.

Amount of Entry Fee £ 5 : : :

Special £ 158 : 10 : :

Travelling Expenses, if any £ 1 : 18 : 0

Damage Surveyors £ 1 : 18 : 0

State whether the Vessel has been built under Special Survey YES

am of opinion this Vessel should be Classed

without Freeboard, as condition of Class

Fees applied for,

11/2/1910

Received by me,

14.2.1910

Certificate to be sent to GREENOCK

J. French

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

Committee's Minute GLASCOW 15 FEB. 1910

Character assigned - 100 M.

Spar deck.

2, 10

4 Bds to Spar Dk

Lloyd's atp.

2 Bds to Main Dk

+ LMC 210

FD

? Eght.