

3 Decks.

IRON OR STEEL STEAMER.

1888 12 MAY 1903

Received at London Office

Date of completion of report

8th May 1903

Port of

Gruenock

No. 13608

Survey held at

Gruenock

Date, First Survey

25th July 1901

Last Survey

5th Aug 1902

On the

S.S. NARRAGANSETT

Rig

Schooner

TONNAGE under

Do. between Tonnage Dk. and 3rd and 4th Dk.

Total under Upper Dk.

Do. of Poop

Do. of Bridge House

Do. of Forecastle

Do. of Houses on Dk.

Do. of excess of Hatchways

Do. above Crown of

Engine Room

Gross Tonnage

Less Crew Space

Room of

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THREE DECKED VESSEL.

CLASS F100 A1 SHELTER DECK

CARRYING PETROLEUM IN BULK

FEET.

Half Breadth

(moulded)

31.62

Depth

from upper part of Keel to top of Upper Deck Beams

35.49

Cirth of Half

Midship Frame (as per Rule)

63.12

1st Number

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

128.51

2nd Number

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

630.24

Proportions—Breadth to Length

8.063

Depth to Length—Upper Deck to top of Keel

14.23

Main Deck ditto

14.23

Destined Voyage

New York

Master

J. C. Payne

Year of appointment

1903

Built at

Gruenock

When built

1903

By whom built

Scallan & Co.

Owners

Anglo American Oil Co. Ltd.

Managers

J. W. Donald

Residence

Gruenock

Port belonging to

Gruenock

of Ship per Register, Length 512.0 breadth 63.4 depth 32.6. Moulded depth, ft. 34 ins. 6 To Upper Dk. Round of Upper Dk. Beam, Actual 15 1/4 ins.

FRAMING.				FORGINGS & CASTINGS.			
Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	KEEL, Bar or Side Plates, depth and thickness	12 x 3 3/4	12 x 3 3/4	
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	STEM, moulding and thickness	13 x 9	13 x 9	
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	STERN-POST for Rudder do. do.	13 x 9	13 x 9	
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	for Propeller	11 1/4	11 1/4	
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	MAIN PIECE of Rudder, diameter at head	11 x 8 1/2	11 x 8 1/2	
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	do. at heel	11 x 8 1/2	11 x 8 1/2	
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	RUDDER, how constructed	Cast steel, single plate	1 1/8	
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Can the Rudder be unshipped afloat?	Yes		
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	KEELSONS & STRINGERS.			
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	CENTRE LINE KEELSON, Vertical Plate above	80	12.10	80
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	floors, Through Plate, or Intercoastal Plate	45	10.8	45
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Rider Plate	45	10.8	45
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Bulb Plate to Intercoastal Keelson	45	10.8	45
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Horizontal Plates on Floors	18	11	18
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Angles	5	10	5
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	SIDE KEELSON, Angles	6 1/2	10.9	6 1/2
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Bulb or Plate above floors, for FULL lng.	2 1/4	15.3	2 1/4
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Intercoastal Plate, for FULL length	15.3	15.3	15.3
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Attached to outside Plating with Angles	3 1/2	10.9	3 1/2
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	BILGE KEELSON, Angles	6 1/2	10.9	6 1/2
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Bulb or Plate above floors, for FULL lng.	2 1/4	15.3	2 1/4
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Intercoastal Plate for FULL length	15.3	15.3	15.3
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Attached to outside Plating with Angles	3 1/2	10.9	3 1/2
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	BILGE STRINGER Angles	6 1/2	10.9	6 1/2
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Bulb Plate for FULL length	36.33	12.10	36.33
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Intercoastal Plate for FULL length	12.10	12.10	12.10
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Attached to outside Plating with Angle	4	10.9	4
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	SIDE STRINGER Angles	49.54	14.10	49.54
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Bulb or Intercoastal Plate, for FULL lng.	51.5	12.10	51.5
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Attached to outside plating with Angle	9.8	9.8	9.8
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Upper Deck Stringer Plates, br'dth & thickness	49.54	14.10	49.54
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Angle on ditto	51.5	12.10	51.5
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Tie Plates fore and aft, outside Hatchways	9.8	9.8	9.8
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Deck, Iron or Steel, for FULL lng.	9.8	9.8	9.8
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Wood Deck, Material & thickness	PORTLAND CEMENT, 1 1/2" THICK		
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Middle Deck Stringer Plate, br'dth & thickness	49.54	11.9	49.54
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Angles on ditto, No. ONE	6 x 6	12.11	6 x 6
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Tie Plates outside Hatchways	9.8	9.8	9.8
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Diagonal Tie Plates on Bms, No. of pre.	9.8	9.8	9.8
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Deck, Iron or Steel, for FULL lng.	9.8	9.8	9.8
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Wood Deck, Material & thickness	52.38	14.9	52.38
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Lower Deck Stringer Plate, br'dth & thickness	82.82	15	82.82
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Angles on ditto, No. ONE	3 x 3	9.8	3 x 3
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Tie Plates outside Hatchways	9.8	9.8	9.8
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Deck, Material and thickness	52.38	14.9	52.38
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Hold, or Orlop, Stringer Plate, br'dth & thickness	9.8	9.8	9.8
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Angles on ditto, No.	9.8	9.8	9.8
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Tie Plates outside Hatchways	9.8	9.8	9.8
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Deck, Material and thickness	9.8	9.8	9.8
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Poop Deck Stringer Plate, breadth & thickness	9.8	9.8	9.8
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Angle on ditto	9.8	9.8	9.8
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Tie Plates	9.8	9.8	9.8
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Deck, Material and thickness	9.8	9.8	9.8
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Forecastle Deck Stringer Plate, br'dth & thickness	9.8	9.8	9.8
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Angle on ditto	9.8	9.8	9.8
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Tie Plates	9.8	9.8	9.8
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Deck, Material and thickness	9.8	9.8	9.8
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	BULKHEADS.			
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Number, In Per Rule	8	8	8
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Thickness	11-98	11-98	11-98
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	W. T. BULKHEADS	8	8	8
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	PARTITIONS	26.10	26.10	26.10
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	LONGITUDINAL	ONE	ONE	ONE
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Are the outside Plates doubled two spaces of Frames in length?	AS APPROVED		
MAINS TO SHELTER DECK ANGLES	9 3/2	11	9 3/2	Are the Stairs, Valves and Watertight Doors in efficient working order?	Yes		

Form No. 1B.

[illegible]

Damage

Ex named vessel in iron dry dock on the 22^d April 1903 for the purpose of ascertaining damage to hull and rudder caused by colliding with quay wall of Victoria Harbour Grunock on the 12th & 23^d February 1903, respectively.

Found one plate in strakes J & K on port side of oil tank $\frac{1}{2}$ " (from fore) slightly indented; bottom arm of rudder fractured through rivet holes at eleven inches from end, and back of rudder plate twisted in way of same.

Recommended. That rivets be cut out of shell plates at indentation; plates be faired in place; rivet holes be countersunk where necessary; full plug ^{metal} rick be used in reuniting damaged part and tank be retisted.

Bottom rudder arm be doubled by fitting forged arm or, arm be dressed off where fractured and, an additional rivet be put through the end, subject to owners approval; rudder plate be faired in place.

These recommendations have now been satisfactorily carried out, and the rudder arm dressed off and riveted at end, with owners approval.

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4/5/03