

With or Without
Disconnected Erections.

STEEL STEAMER.

Received at London Office

Date of completion of report
Survey held at *Altra*

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

Port of *Leith*

No. *15098*

Date, First Survey *Feb 2nd 1915*

Last Survey *December 1st 1916*

On the (State if Single, Twin, or Triple Screw) *Single Screw Steamer "Cargan"*

Rig *Ketch*

TONNAGE under Tonnage Deck... *193.24*

CLASS *+100 H 1*

FEET.

Master *James Menely*

Year of appointment *1916*

(1) As Master in service of owner of present vessel: *1905*
(2) As Master of this vessel: *1916*

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

Breadth (greatest moulded) *22.0*

Total under Upper Dk.

Depth, at middle of length from top of keel to top of upper deck beams at side *16.0*

Do. of Poop *29.5*

Transverse Number *32.0*

Do. of R.Q.Dk. *11.23*

Length on deck from fore part of stem to after part of stern post *120.0*

Do. of Forecastle *16.49*

Longitudinal Number *3840*

Do. of Houses on Dk. *6.67*

Depth "d," at middle of length (See Secs. 2 & 13) *8.83*

Do. of excess of Hatchways *14.65*

Proportions—Depths to Length—Upper Deck Beam at side to top of keel *12.0*

Do. above Crown of Engine Room *273.79*

" " Long Bridge Deck Beam at side to top of keel *✓*

Gross Tonnage *37.08*

Less Crew Space

Less above Crown of Engine Room *236.41*

TONNAGE FOR FEES *113.14*

Less Engine Room *24.76*

Navigation Spaces *98.81*

Destined Voyage *Larne*

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

FEET.	INCHES.	BREADTH—	FEET.	INCHES.	DEPTH, ACTUAL—	FEET.	INCHES.	No. of Decks with flat laid
120	0	Moulded	22	0	Do.	9	4	one
								No. of Tiers of Beams
								one

Moulded depth, ft. *18* ins. *0* To Bridge Dk. Round of Upper *6* ins.
Moulded depth, ft. *10* ins. *0* To Upper Dk. Dk. Beam, Actual

FRAMING.				PILLARS.			
ME, Angles, or Bars amidships	Inches in Ship	Inches in Ship	Inches in Ship	PILLARS, In 'tween Deck, size and spacing	Inches in Ship	Inches in Ship	Inches in Ship
in peaks	4	2 1/2	3 1/2	" " Hold	3 1/2	4 1/2	3 1/2
in way of Double Bottoms at Solid Floors	4	2 1/2	3 1/2	" Quarter 'tween Dks.,	3 1/2	4 1/2	3 1/2
" " at intermdt. Bkts.				" in Hold E.R.	3 1/2	4 1/2	3 1/2
of Frames from centre to centre amidships	21	1	21	KEELSONS & STRINGERS.			
" " from 1/2 length to Collision bulkhead				CENTRE LINE KEELSON, Vertical Plate above			
" " in peaks	2 1/2	2 1/2	3 1/2	floors, Through Plate, or Intercoastal Plate			
PERSED FRAME, Angles	2 1/2	2 1/2	3 1/2	Rider Plate			
in way of Double Bottoms at Solid Floors				Flat Plate Keel Angles			
" " at intermdt. Bkts.				Horizontal Plates on Floors	9	3 1/2	48
of Frames from centre to centre amidships	14	26	14	Angles or Bulb Angles	9	3 1/2	48
" " length to Collision bulkhead	14	26	14	SIDE KEELSONS, Number (two each, side)	four	four	
" " in peaks	14	26	14	Angles or Bulb Angles	3 x 3 x 30	3 x 3 x 30	
ERSED FRAME, Angles	14	26	14	Plate above floors, for full length	3	3	
in way of Double Bottoms at Solid Floors	14	26	14	Intercostal Plate, for full length	3	3	
" " at intermdt. Bkts.	14	26	14	Attached to outside Plating with Angle	3	3	
of Frames from centre to centre amidships	14	26	14	BILGE KEELSON, Angles			
" " length to Collision bulkhead	14	26	14	Intercostal Plate for length			
" " in peaks	14	26	14	Attached to outside Plating with Angle			
ERSED FRAME, Angles	14	26	14	SIDE STRINGERS, Number (in way of Collision bulkhead)	100	100	
in way of Double Bottoms at Solid Floors	14	26	14	Angles	4	3	
" " at intermdt. Bkts.	14	26	14	Intercostal Plate, for length	4	3	
of Frames from centre to centre amidships	14	26	14	Attached to outside plating with Angle	4	3	
" " length to Collision bulkhead	14	26	14	Upper Deck Stringer Plate, br'dth & thickness	48 x 40 x 3/8	48 x 40 x 3/8	
" " in peaks	14	26	14	(clear of Bridge)	48 x 3/8	48 x 3/8	
ERSED FRAME, Angles	14	26	14	br'dth & thickness	48 x 3/8	48 x 3/8	
in way of Double Bottoms at Solid Floors	14	26	14	(in way of Bridge)	3 x 3 x 40	3 x 3 x 40	
" " at intermdt. Bkts.	14	26	14	Angle (clear of Bridge)	✓	✓	
of Frames from centre to centre amidships	14	26	14	Tie Plate at sides of Hatchways	✓	✓	
" " length to Collision bulkhead	14	26	14	Deck. * Iron or Steel, for full lng.	5/16	5/16	
" " in peaks	14	26	14	Thickness (clear of Bridge)	✓	✓	
ERSED FRAME, Angles	14	26	14	(in way of Bridge)	✓	✓	
in way of Double Bottoms at Solid Floors	14	26	14	Wood Deck. Material & thickness			
" " at intermdt. Bkts.	14	26	14	Second Deck Stringer Plate, br'dth & thickness			
of Frames from centre to centre amidships	14	26	14	Angles on ditto, No.			
" " length to Collision bulkhead	14	26	14	Tie Plates outside Hatchways			
" " in peaks	14	26	14	Deck. * Iron or Steel, for lng.			
ERSED FRAME, Angles	14	26	14	Wood Deck. Material & thickness			
in way of Double Bottoms at Solid Floors	14	26	14	Third Deck Stringer Plate, br'dth & thickness			
" " at intermdt. Bkts.	14	26	14	Angles on ditto, No.			
of Frames from centre to centre amidships	14	26	14	Tie Plates, outside Hatchways			
" " length to Collision bulkhead	14	26	14	Deck. * Material and thickness			
" " in peaks	14	26	14	Fourth and Fifth Deck Stringer Plate, breadth & thickness			
ERSED FRAME, Angles	14	26	14	Angles on ditto, No.			
in way of Double Bottoms at Solid Floors	14	26	14	Tie Plates outside Hatchways			
" " at intermdt. Bkts.	14	26	14	Deck. Material & thickness			
of Frames from centre to centre amidships	14	26	14	Loop Deck Stringer Plate, breadth & thickness	36 x 5/16	36 x 5/16	
" " length to Collision bulkhead	14	26	14	Angle on ditto	3 x 3 x 30	3 x 3 x 30	
" " in peaks	14	26	14	Tie Plates	✓	✓	
ERSED FRAME, Angles	14	26	14	Deck. Material and thickness	5/16	5/16	
in way of Double Bottoms at Solid Floors	14	26	14	Bridge Deck Stringer Plate, br'dth & thickness	24 x 1/4	24 x 1/4	
" " at intermdt. Bkts.	14	26	14	Angle on ditto	2 1/2 x 2 1/2 x 1/4	2 1/2 x 2 1/2 x 1/4	
of Frames from centre to centre amidships	14	26	14	Tie Plates	36 x 5/16	36 x 5/16	
" " length to Collision bulkhead	14	26	14	Deck. Material and thickness	5 x 2 1/2	5 x 2 1/2	
" " in peaks	14	26	14	Forecastle Deck Stringer Plate, br'dth & th'kns	24 x 1/4	24 x 1/4	
ERSED FRAME, Angles	14	26	14	Angle on ditto	2 1/2 x 2 1/2 x 1/4	2 1/2 x 2 1/2 x 1/4	
in way of Double Bottoms at Solid Floors	14	26	14	Tie Plates	48 x 5/16	48 x 5/16	
" " at intermdt. Bkts.	14	26	14	Deck. Material and thickness	5 x 2 1/2	5 x 2 1/2	
of Frames from centre to centre amidships	14	26	14	BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	4	2 1/2	30
" " length to Collision bulkhead	14	26	14	Angles on upper edge	✓	✓	
" " in peaks	14	26	14	Spacing	21	21	
ERSED FRAME, Angles	14	26	14	BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	4 1/2	3	30
in way of Double Bottoms at Solid Floors	14	26	14	Angles on upper edge	✓	✓	
" " at intermdt. Bkts.	14	26	14	Spacing	42	42	
of Frames from centre to centre amidships	14	26	14	BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	5 1/2	3	34
" " length to Collision bulkhead	14	26	14	Angles on upper edge	✓	✓	
" " in peaks	14	26	14	Spacing	42	42	
ERSED FRAME, Angles	14	26	14				
in way of Double Bottoms at Solid Floors	14	26	14				
" " at intermdt. Bkts.	14	26	14				
of Frames from centre to centre amidships	14	26	14				
" " length to Collision bulkhead	14	26	14				
" " in peaks	14	26	14				
ERSED FRAME, Angles	14	26	14				
in way of Double Bottoms at Solid Floors	14	26	14				
" " at intermdt. Bkts.	14	26	14				
of Frames from centre to centre amidships	14	26	14				
" " length to Collision bulkhead	14	26	14				
" " in peaks	14	26	14				
ERSED FRAME, Angles	14	26	14				
in way of Double Bottoms at Solid Floors	14	26	14				
" " at intermdt. Bkts.	14	26	14				
of Frames from centre to centre amidships	14	26	14				
" " length to Collision bulkhead	14	26	14				
" " in peaks	14	26	14				
ERSED FRAME, Angles	14	26	14				
in way of Double Bottoms at Solid Floors	14	26	14				
" " at intermdt. Bkts.	14	26	14				
of Frames from centre to centre amidships	14	26	14				
" " length to Collision bulkhead	14	26	14				
" " in peaks	14	26	14				
ERSED FRAME, Angles	14	26	14				
in way of Double Bottoms at Solid Floors	14	26	14				
" " at intermdt. Bkts.	14	26	14				
of Frames from centre to centre amidships	14	26	14				
" " length to Collision bulkhead	14	26	14				
" " in peaks	14	26	14				
ERSED FRAME, Angles	14	26	14				
in way of Double Bottoms at Solid Floors	14	26	14				
" " at intermdt. Bkts.	14	26	14				
of Frames from centre to centre amidships	14	26	14				
" " length to Collision bulkhead	14	26	14				
" " in peaks	14	26	14				
ERSED FRAME, Angles	14	26	14				
in way of Double Bottoms at Solid Floors	14	26	14				
" " at intermdt. Bkts.	14	26	14				
of Frames from centre to centre amidships	14	26	14				
" " length to Collision bulkhead	14	26	14				
" " in peaks	14	26	14				
ERSED FRAME, Angles	14	26	14				
in way of Double Bottoms at Solid Floors	14	26	14				
" " at intermdt. Bkts.	14	26	14				
of Frames from centre to centre amidships	14	26	14				
" " length to Collision bulkhead	14	26	14				
" " in peaks	14	26	14				
ERSED FRAME, Angles	14	26	14				
in way of Double Bottoms at Solid Floors	14	26	14				
" " at intermdt. Bkts.	14	26	14				
of Frames from centre to centre amidships	14	26	14				
" " length to Collision bulkhead	14	26	14				
" " in peaks	14	26	14				
ERSED FRAME, Angles	14	26	14				
in way of Double Bottoms at Solid Floors	14	26	14				
" " at intermdt. Bkts.	14	26	14				
of Frames from centre to centre amidships	14	26	14				
" " length to Collision bulkhead	14	26	14				
" " in peaks	14	26	14				
ERSED FRAME, Angles	14	26	14				
in way of Double Bottoms at Solid Floors	14	26	14				
" " at intermdt. Bkts.	14	26	14				
of Frames from centre to centre amidships	14	26	14				
" " length to Collision bulkhead	14	26	14				
" " in peaks	14	26	14				
ERSED FRAME, Angles	14	26	14				
in way of Double Bottoms at Solid Floors	14	26	14				
" " at intermdt. Bkts.	14	26	14				
of Frames from centre to centre amidships	14	26	14				
" " length to Collision bulkhead	14	26	14				
" " in peaks	14	26	14				
ERSED FRAME, Angles	14	26	14				
in way of Double Bottoms at Solid Floors	14	26	14				
" " at intermdt. Bkts.	14	26	14				
of Frames from centre to centre amidships	14	26	14				
" " length to Collision bulkhead	14	26	14				
" " in peaks	14	26	14				
ERSED FRAME, Angles	14	26	14				
in way of Double Bottoms at Solid Floors	14	26	14				
" " at intermdt. Bkts.	14	26	14				
of Frames from centre to centre amidships	14	26	14				
" " length to Collision bulkhead	14	26	14				
" " in peaks	14	26	14				
ERSED FRAME, Angles	14	26	14				
in way of Double Bottoms at Solid Floors	14	26	14				
" " at intermdt. Bkts.	14	26	14				
of Frames from centre to centre amidships	14	26	14				
" " length to Collision bulkhead	14	26	14				
" " in peaks	14	26	14				
ERSED FRAME, Angles	14	26	14				
in way of Double Bottoms at Solid Floors	14	26	14				
" " at intermdt. Bkts.	14	26	14				
of Frames from centre to centre amidships	14	26	14				
" " length to Collision bulkhead	14	26	14				
" " in peaks	14	26	14				
ERSED FRAME, Angles	14	26	14				
in way of Double Bottoms at Solid Floors	14	26	14				
" " at intermdt. Bkts.	14	26	14				
of Frames from centre to centre amidships	14	26	14				
" " length to Collision bulkhead	14						

Form No. 1B. WEB FRAMES. FORGINGS or CASTINGS. BULKHEADS. STIFFENERS. PLATING. RIVETING. Lower Masts. Main Mast. Mizzen Mast. Riggering, Material and Size, Shrouds. Sails. One foresail, one topsail. Sails, and the following spare sails.

Form No. 1C. EQUIPMENT No. 4255. LETTER d. ANCHORS. TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS. CHAIN CABLES. HAWSEARS AND WARPS. Boats. Steering Gear, Steam. Steering Gear, Hand. Pumps, Number. Windlass is. Engine Room Skylights. Coal Bunker Openings. Number of Scuppers. Ceiling in Holds. Cargo Hatchways. State size No. 1 Hatch. Number of Web Plates. Bulwarks, height above deck. Correspondence. Is the riveted work properly closed? Are the liners between the frames and plates solid single pieces? Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? General Remarks. This vessel has been built under special survey and in accordance with the approved plan of midship section forwarded to London on the 30th November 1916 in conformity with the Rules of the Society. Plans of Profile, pumping arrangement, forgings along with forging report herewith enclosed, also plan showing alterations to hull ends. Luth Report No. 14896 S.S. "Collin". The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans to be forwarded with F.E. Report showing vessel as built. The amount of Entry Fee. Special Survey Fee. Travelling Expenses, if any. State whether the Vessel has been built under Special Survey. I am of opinion this Vessel should be Classed. With, or without Freeboard, as condition of Class. Committee's Minute. Character assigned. 1000 1 Cargo batten suspended. Luths 296.P. + Luth 12.16

WEB-FRAM
" "
" No
WEB-FRAM
" "
WEB-FRAM
" "
" No.
Size of
BRACKET I
Web Fram
BULKHEA
V.T.BULKH
Affr
Engl
COLLISIO
PARTITION
LONGITUDE
Are the outside
Are the Sluice
STRAB
FLAT PLATE F
(If Bar Keel, stat
GARBOARD OF
State actual
thickness in
way of Double
Bottom.
Main & Sheer
Bunks
Upper Deck
Stringer Plate
Bunks
Second Deck
Stringer Plate
FRAMES extend
REVERSED FR
OWER MASTS..
owsprit
opmasts, Yards
Rigging, Materi
ails. One for

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. 42.0 ft., Bridge 8.75 ft., Forecastle 24.0 ft. (in feet and tenths). When the Poop 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 should appear in the Register Book) *One steel deck none tier of beams*
Official No. 136358 ; Signal Letters State if Machinery is fitted aft *Yes*
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 ☒

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Cap. Tons.
Double bottom, aft,			Fore peak tank,	17.0	25
Double bottom, under Engines and Boilers,			After peak tank,	5.3	5
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
			(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. 996
Date 15th January 1915.
No. 15 in builder's yard.
DATES of Surveys held while building
1915.
Feb. 2, 22. Mar. 12, 18. Apr. 9, 30. May 7, July 9. Nov. 29 Dec. 10, 24, 30. 1916. Jan. 4, 25. Feb. 18, 25. March 1, 8, 14, 23, 30 Apr. 6, 12, 26. May 1, 3, 12, 18, 23. June 2, 9, 16, 23, 28. Jul. 4, 14, 17, 31.
18, 25, Sept 1, 5, 26, Oct 6, 12, 20, 27, 30, Nov 3, 10, 17, 24, Dec 1.

Surveyor's Signature

J. M. Henderson

Total No. of Visits 53

Lloyd's Register Foundation

Rpt. 4.

Date of writing Report
No. in Surveyor's

These part
Signal Letters

Official Number	
136358	
No., Date, and Place	
Whether British or Foreign Built.	
British	
Number of Deck	
Number of Mast	
Rigged ...	
Stern ...	
Build ...	
Galleries ...	
Head ...	
Framework and vessel ...	
Number of Bulk	
Number of water and their capacity	
Total to quarter the depth to bottom of keel ...	

No. of sets of Engines.	Description
One	Inverted acting capstan
No. of Shafts.	Particulars
One	Description... Number... Iron or Steel... Loaded Press

Under Tonnage D
Space or spaces be
Turret or Trunk
Forecastle...
Bridge space
Poop or Break
Side Houses
Deck Houses
Chart House
Spaces for machin
Section 78 (2) of
1894
Excess of Hatchwa
Gross Ton
Deductions, as per
Registered

NOTE 1.—The tonnage
Deck for p
NOTE 2.—The underm

Open

Name of M

No. of Owners
Name, Residence,

M.O.W.

Dated 30th

(880) (71265) Wt. 404