

# With or Without Disconnected Erections.

## STEEL STEAMER.

Received at London Office. **WHIL 27 APR 1910**

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

Date of completion of report *23rd April 1910* Port of *Glasgow* No. *28811*

Survey held at *LOCH ETIVE* Date, First Survey *30th Nov 1909* Last Survey *15th April 1910*

On the *Steel S/S* Rig *Schooner*

**TONNAGE under Tonnage Deck** *176.75* **CLASS** *100 A1* **FEET.**

Do. between Tonnage Dk. and 3rd and 4th Dk. *29.18* **Breadth** (greatest moulded) *21.5*

**Total under Upper Dk.** *12.93* **Depth**, at middle of length from top of keel to top of upper deck beams at side *10.25*

Do. of Poop *29.18* **Transverse Number** *31.75*

Do. of R. Dk. *12.93* **Length** on deck from fore part of stem to after part of stern post *122.25*

Do. of Bridge House *12.93* **Longitudinal Number** *3881.43*

Do. of Forecastle *96* **Depth "d,"** at middle of length (See Secs. 2 & 18) *9.08*

Do. of Houses on Dk. *2.62* **Proportions—Depths to Length—Upper Deck Beam at side to top of keel** *11.92*

Do. of excess of Hatchways *14.07* **" " Long Bridge Deck Beam at side to top of keel** *11.92*

Do. above Crown of Engine Room *236.57* **Destined Voyage** *Coasting* **If Surveyed while Building, Afloat, or in Dry Dock** *Yes*

**Gross Tonnage** *22.31* **Less Crew Space** *22.31* **Less above Crown of Engine Room** *214.20*

**TONNAGE FOR FEES..** *108.27* **Navigation Spaces** *17.35*

**Master Tonnage** *88.58* **cut on Beam** *88.58*

**Master** *Hugh Montgomery* **Year of appointment** *(1) As Master in service of owner of present vessel: 19 (2) As Master of this vessel: 19*

**Built at** *Bowling* **When built** *1910* **Launched** *24.3.10*

**By whom built** *Scott & Son* **Owners** *John G. Stewart*

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

**Port belonging to** *Glasgow*

**1** **LENGTH** on Deck *122* **BREADTH** *21* **DEPTH, ACTUAL** *9.45* **No. of Decks with flat laid** *one*

**as per Rule** *122* **Moulded** *21* **Do.** *9.45* **No. of Tiers of Beams** *1*

**Dimensions of Ship per Register, Length** *122.3* **breadth** *21.6* **depth** *9.45* **Moulded depth, ft.** *10.3* **To Bridge Dk.** *7* **Round of Upper Dk. Beam, Actual** *7* **ins.**

FRAMING.				FORGINGS or 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.
<b>FRAME, Angles, or E or L Bars amidships</b> <i>4 2 1/2</i>	<i>3 4</i>	<i>4 2 1/2</i>	<i>3 4</i>	<b>KEEL, Bar, depth and thickness</b> <i>7 x 1 1/4</i>	<i>7 x 1 1/4</i>	<b>STEM, moulding and thickness</b> <i>7 x 1 1/4</i>	<i>7 x 1 1/4</i>
<b>Do. in peaks</b> <i>4 2 1/2</i>	<i>3 4</i>	<i>4 2 1/2</i>	<i>3 4</i>	<b>STERN-POST for Rudder do. do.</b> <i>5 1/2 x 2 3/4</i>	<i>5 1/2 x 2 3/4</i>	<b>RUDDER—A x D* Table 22</b> <i>55 x 64</i>	<i>55 x 64</i>
<b>Do. in way of Double Bottoms at Solid Floors</b> <i>21</i>	<i>21</i>	<i>21</i>	<i>21</i>	<b>" for Propeller</b> <i>5 1/2 x 2 3/4</i>	<i>5 1/2 x 2 3/4</i>	<b>" Main-Piece, diameter at head</b> <i>4</i>	<i>4</i>
<b>Spacing of Frames from centre to centre amidships</b> <i>21</i>	<i>21</i>	<i>21</i>	<i>21</i>	<b>" at heel</b> <i>3</i>	<i>3</i>	<b>RUDDER, how constructed</b> <i>Forging and single plate</i>	<i>Yes</i>
<b>" " length to Collision bulkhead</b> <i>21</i>	<i>21</i>	<i>21</i>	<i>21</i>	<b>Can the Rudder be unshipped afloat?</b> <i>Yes</i>			
<b>" " in peaks</b> <i>21</i>	<i>21</i>	<i>21</i>	<i>21</i>				
<b>REVERSED FRAME, Angles</b> <i>2 1/2</i>	<i>3 4</i>	<i>2 1/2</i>	<i>3 4</i>	<b>KEELSONS &amp; STRINGERS.</b>			
<b>FRAMING, depth of girder</b> <i>14</i>	<i>33</i>	<i>14</i>	<i>3</i>	<b>CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate</b>			
<b>FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships</b> <i>14</i>	<i>33</i>	<i>14</i>	<i>3</i>	<b>" Rider Plate</b>			
<b>" in way of Engine and Boiler Spaces</b> <i>14</i>	<i>33</i>	<i>14</i>	<i>3</i>	<b>" Flat Plate Keel Angles</b>			
<b>" thickness at the ends of vessel</b> <i>14</i>	<i>33</i>	<i>14</i>	<i>3</i>	<b>" Horizontal Plates on Floors</b>			
<b>" depth at 1/2 the half breadth, as per Rule</b> <i>14</i>	<i>33</i>	<i>14</i>	<i>3</i>	<b>" Angles or Bulb Angles</b> <i>double</i>	<i>9 3 1/2</i>	<i>48</i>	<i>9 3 1/2</i>
<b>" height extended at the Bilges</b> <i>18</i>	<i>24</i>	<i>18</i>	<i>3</i>	<b>" SIDE KEELSONS, Number</b> <i>one</i>	<i>6</i>	<i>3</i>	<i>34</i>
<b>FLOORS &amp; BRACKETS in Cell Dble Bottoms</b>				<b>" Angles or Bulb Angles</b>			
<b>" state if flanged (top &amp; bottom)</b>				<b>" Plate above floors, for length</b>			
<b>" Spacing</b>				<b>" Intercoastal Plate, for 3/5 length</b>	<i>3</i>	<i>3</i>	<i>28</i>
<b>CENTRE GIRDER, in Dbl. bottom, dpth. &amp; thcknss.</b>				<b>" Attached to outside Plating with Angle</b>	<i>3</i>	<i>3</i>	<i>28</i>
<b>" Angles, Top</b>				<b>" BILGE KEELSON, Angles</b> <i>3/5</i>	<i>6</i>	<i>3</i>	<i>34</i>
<b>" Bottom</b>				<b>" Intercoastal Plate for 3/5 length</b>	<i>3</i>	<i>3</i>	<i>28</i>
<b>" to Floors</b>				<b>" Attached to outside Plating with Angle</b>	<i>3</i>	<i>3</i>	<i>28</i>
<b>SIDE GIRDERS, number on each side &amp; thickness</b>				<b>" SIDE STRINGERS, Number</b> <i>11</i>	<i>3</i>	<i>3</i>	<i>28</i>
<b>" state if flanged (top and bottom)</b>				<b>" Angle</b>	<i>3</i>	<i>3</i>	<i>28</i>
<b>" Angles</b>				<b>" Intercoastal Plate, for full length</b>	<i>3</i>	<i>3</i>	<i>28</i>
<b>MARGIN PLATE, depth (exclusive of flange) and thickness</b>				<b>" Attached to outside plating with Angle</b>	<i>3</i>	<i>3</i>	<i>28</i>
<b>" Angles to Outside Plating</b>							
<b>" Floors</b>				<b>Upper Deck Stringer Plate, br'dth &amp; thickness (clear of Bridge)</b>	<i>55</i>	<i>4</i>	<i>55</i>
<b>" Height of Brackets above at bilge</b>				<b>" " " (in way of Bridge)</b>	<i>55</i>	<i>4</i>	<i>55</i>
<b>INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake</b>				<b>" " Angle (clear of Bridge)</b>	<i>3 x 3</i>	<i>32</i>	<i>3 x 3</i>
<b>" in Engine and Boiler space</b>				<b>" Tie Plate at sides of Hatchways</b>			
<b>" Remainder in Holds</b>				<b>" Deck * Iron or Steel, for 1/2 length</b>			
<b>BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel</b>	<i>4</i>	<i>3</i>	<i>3</i>	<b>" Thickness (clear of Bridge)</b>			
<b>" Angles on upper edge</b>	<i>3 1/2</i>	<i>2 1/2</i>	<i>3 1/2</i>	<b>" (in way of Bridge)</b>	<i>3 x P.P. under 7/8 3"</i>		
<b>" Spacing</b>	<i>21</i>		<i>21</i>	<b>" Wood Deck. Material &amp; thcknss</b>			
<b>BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel</b>				<b>Second Deck Stringer Plate, br'dth &amp; thickness</b>			
<b>" Angles on upper edge</b>				<b>" Angles on ditto, No.</b>			
<b>" Spacing</b>				<b>" Tie Plates outside Hatchways</b>			
<b>BEAMS, Third or Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel</b>				<b>" Deck * Iron or Steel, for length</b>			
<b>" Angles on upper edge</b>				<b>" Wood Deck. Material &amp; thickness</b>			
<b>" Spacing</b>				<b>Third Deck Stringer Plate, br'dth &amp; thickness</b>			
<b>BEAMS, Fourth or Fifth Deck, Plate, Tee Bulb, or Channel</b>				<b>" Angles on ditto, No.</b>			
<b>" Angles on upper edge</b>				<b>" Tie Plates outside Hatchways</b>			
<b>" Spacing</b>				<b>" Deck * Material and thickness</b>			
<b>BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel</b>				<b>Fourth and Fifth Deck Stringer Plate, breadth &amp; thickness</b>			
<b>" Angles on upper edge</b>				<b>" Angles on ditto, No.</b>			
<b>" Spacing</b>				<b>" Tie Plates outside Hatchways</b>			
<b>BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel</b>	<i>4</i>	<i>3</i>	<i>3</i>	<b>" Deck. Material &amp; thickness</b>			
<b>" Angles on upper edge</b>	<i>4 1/2</i>	<i>3</i>	<i>4 1/2</i>	<b>Poop Deck Stringer Plate, breadth &amp; thickness</b>			
<b>" Spacing</b>	<i>42</i>		<i>42</i>	<b>" Angle on ditto</b>			
<b>BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel</b>	<i>4 1/2</i>	<i>3</i>	<i>4 1/2</i>	<b>" Tie Plates</b>	<i>24</i>	<i>25</i>	<i>24</i>
<b>" Angles on upper edge</b>	<i>4 1/2</i>	<i>3</i>	<i>4 1/2</i>	<b>" Deck. Material and thickness</b>	<i>3 x 3</i>	<i>3</i>	<i>3 x 3</i>
<b>" Spacing</b>	<i>42</i>		<i>42</i>	<b>" Deck. Material and thickness</b>	<i>30</i>	<i>25</i>	<i>30</i>
<b>PILLARS, In 'tween Deck, size and spacing</b>				<b>" Deck. Material and thickness</b>	<i>2 1/2 P.P.</i>		<i>2 1/2 P.P.</i>
<b>" Hold</b>	<i>2 3/8</i>	<i>4 1/2</i>	<i>2 3/8</i>	<b>Forecastle Deck Stringer Plate, b'dth &amp; th'kns</b>	<i>2 1/2</i>	<i>5</i>	<i>2 1/2</i>
<b>" Quarter 'tween Dks., " "</b>	<i>2 3/8</i>	<i>4 1/2</i>	<i>2 3/8</i>	<b>" Angle on ditto</b>	<i>3 x 3</i>	<i>3</i>	<i>3 x 3</i>
<b>" in Hold</b>	<i>2 3/8</i>	<i>4 1/2</i>	<i>2 3/8</i>	<b>" Tie Plates</b>	<i>54</i>	<i>3</i>	<i>54</i>
<b>WEB-FRAMES, In Fore Body, No. and spacing</b>				<b>" Deck. Material and thickness</b>	<i>2 1/2 P.P.</i>		<i>2 1/2 P.P.</i>
<b>" No. of Side Stringers</b>							
<b>WEB-FRAMES, In E. &amp; B. Space, No. and spacing</b>				<b>BULKHEADS.</b>			
<b>" br'dth. &amp; thickness</b>				<b>Number.</b>			
<b>" " "</b>				<b>Vessel.</b>			
<b>WEB-FRAMES, In After Body, No. and spacing</b>				<b>Per Rule.</b>			
<b>" br'dth. &amp; thickness</b>				<b>Thickness.</b>			
<b>" " "</b>				<b>STIFFENERS.</b>			
<b>WEB-FRAMES, In After Body, No. and spacing</b>				<b>Horizontal.</b>			
<b>" br'dth. &amp; thickness</b>				<b>Vertical.</b>			
<b>" " "</b>				<b>Size.</b>			
<b>BRACKET PLATES to Stringers between Web Frames, depth and thickness</b>				<b>Spacing.</b>			

**W. T. BULKHEADS** *2 - 2 - 26* **COLLISION** *1 - 1 - 26* **PARTITION** *1 - 1 - 26* **LONGITUDINAL** *1 - 1 - 26*

**Are the outside Plates doubled two spaces of Frames in length?** *Bracket*

**Are the Sluice Valves and Watertight Doors in efficient working order?** *none*



PLATING.										RIVETING.									
AS IN SHIP.					PER RULE OR AS APPROVED.					EDGES.					BUTTS.				
STRAKES.		AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		Single or Double.		Ordinary or Joggled?		RIVETS.		STRAPS.		IF LAPPED.	
Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.
<p><b>FLAT PLATE KEEL</b> ..... 1" Rivets spaced 5" apart.</p> <p><b>GABBOARD OR A Strake</b> ..... 3 1/2" x 3/16" Double 3/4" 2 1/2" 9 1/4" 4 1/2"</p> <p><b>B</b> ..... 3 1/2" x 3/16" Double 3/4" 2 1/2" 9 1/4" 4 1/2"</p> <p><b>C</b> ..... 3 1/2" x 3/16" Double 3/4" 2 1/2" 9 1/4" 4 1/2"</p> <p><b>D</b> ..... 3 1/2" x 3/16" Double 3/4" 2 1/2" 9 1/4" 4 1/2"</p> <p><b>E</b> ..... 3 1/2" x 3/16" Double 3/4" 2 1/2" 9 1/4" 4 1/2"</p> <p><b>F</b> ..... 3 1/2" x 3/16" Double 3/4" 2 1/2" 9 1/4" 4 1/2"</p> <p><b>G</b> ..... 3 1/2" x 3/16" Double 3/4" 2 1/2" 9 1/4" 4 1/2"</p> <p><b>H</b> ..... 3 1/2" x 3/16" Double 3/4" 2 1/2" 9 1/4" 4 1/2"</p> <p><b>J</b> ..... 3 1/2" x 3/16" Double 3/4" 2 1/2" 9 1/4" 4 1/2"</p> <p><b>K</b> ..... 3 1/2" x 3/16" Double 3/4" 2 1/2" 9 1/4" 4 1/2"</p> <p><b>L</b> ..... 3 1/2" x 3/16" Double 3/4" 2 1/2" 9 1/4" 4 1/2"</p> <p><b>M</b> ..... 3 1/2" x 3/16" Double 3/4" 2 1/2" 9 1/4" 4 1/2"</p> <p><b>N</b> ..... 3 1/2" x 3/16" Double 3/4" 2 1/2" 9 1/4" 4 1/2"</p> <p><b>O</b> ..... 3 1/2" x 3/16" Double 3/4" 2 1/2" 9 1/4" 4 1/2"</p> <p><b>P</b> ..... 3 1/2" x 3/16" Double 3/4" 2 1/2" 9 1/4" 4 1/2"</p> <p><b>Q</b> ..... 3 1/2" x 3/16" Double 3/4" 2 1/2" 9 1/4" 4 1/2"</p> <p><b>R</b> ..... 3 1/2" x 3/16" Double 3/4" 2 1/2" 9 1/4" 4 1/2"</p> <p><b>S</b> ..... 3 1/2" x 3/16" Double 3/4" 2 1/2" 9 1/4" 4 1/2"</p> <p><b>DOUBLING OF Flat Plate Keel</b> ..... at end of bulkhead</p> <p><b>Peer Sides</b> ..... 3 1/2" x 3/16" Double 3/4" 2 1/2" 9 1/4" 4 1/2"</p> <p><b>SHORT BRIDGE SIDES</b> ..... 3 1/2" x 3/16" Double 3/4" 2 1/2" 9 1/4" 4 1/2"</p> <p><b>FORECASTLE SIDES</b> ..... 3 1/2" x 3/16" Double 3/4" 2 1/2" 9 1/4" 4 1/2"</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, Plating, &amp;c.? <i>Open heart process</i></p> <p><i>Stochairn, Canarkshore, Hallside Glenfarnmoor</i></p> <p><i>Belgich, Glasgow</i></p> <p>Has the Steel been tested as required by the Rules? <i>Yes</i></p> <p><b>FRAMES</b> extend in one length from <i>Keel</i> to <i>funnel</i> State if ordinary or joggled <i>Ordinary</i></p> <p><b>REVERSED FRAMES</b> on floors and frames extend from <i>across top of floor</i> State if ordinary or joggled <i>Ordinary</i></p>																			
<p><b>MASTS, SPARS, &amp;c.</b></p> <p><b>Fore Mast</b> ..... <i>P.P.</i> 42-0 13 13 9</p> <p><b>Main Mast</b> ..... <i>P.P.</i> 29-0 9 9 6</p> <p><b>Mizen Mast</b> ..... <i>P.P.</i> 14-0 9 9 6</p> <p><b>Top Mast</b> ..... <i>P.P.</i> 14-0 9 9 6</p> <p><b>Yards and Remainder of Spars</b> ..... <i>P.P.</i> 14-0 9 9 6</p> <p><b>Rigging, Material and Size, Shrouds</b> ..... <i>Steel wire 3/4" 2 1/2"</i></p> <p><b>Sails</b> ..... <i>One</i> Suit of <i>Stays</i> <i>Steel wire 2 1/2" 2"</i></p>																			
<p><b>EQUIPMENT No. 4500 - LETTER d -</b></p> <p><b>ANCHORS.</b> <b>TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS</b></p> <p><b>Number of Certificate.</b> <b>Anchor.</b> <b>Weight, E.K. Stock.</b> <b>Weight of Stock.</b> <b>Test, per Certificate.</b> <b>Weight required by Table 31.</b> <b>Description of Anchor.</b> <b>Makers.</b> <b>Where and when tested and Superintendent.</b></p> <p>12599 1st Bower ... 7 1 14 2 10 4 15 0 0 2 1 0 <i>Byron Stockless</i> <i>Not tested</i> <i>Sunderland 2-12-09 Relf</i></p> <p>12602 2nd " ... 7 1 14 2 10 4 15 0 0 2 1 0 <i>do</i> <i>do</i> <i>do</i></p> <p>63566 3rd " ... 2 1 0 2 10 4 15 0 0 2 1 0 <i>Ordinary</i> <i>J.P. Jones &amp; Co</i> <i>Leith 10-2-10 Green</i></p> <p>4th " ... 14 3 0 14 1 0 <i>do</i> <i>do</i> <i>do</i></p> <p>63566 Collecting weight ... 14 3 0 14 1 0 <i>do</i> <i>do</i> <i>do</i></p> <p>Stream ... 2 1 0 2 10 4 15 0 0 2 1 0 <i>Ordinary</i> <i>J.P. Jones &amp; Co</i> <i>Leith 10-2-10 Green</i></p> <p>Kedge ... 3 0 2 10 4 15 0 0 2 1 0 <i>Ordinary</i> <i>J.P. Jones &amp; Co</i> <i>Leith 10-2-10 Green</i></p>																			
<p><b>CHAIN CABLES.</b> <b>HAWERS AND WARPS.</b></p> <p><b>Number of Certificate.</b> <b>Length and size supplied.</b> <b>Test per Certificate.</b> <b>Weight of Chain Cable.</b> <b>Length and size per Table 31.</b> <b>Description.</b> <b>Makers of Cables.</b> <b>Where and when tested, and Superintendent.</b> <b>Material.</b> <b>Length and size supplied.</b> <b>Breaking Test of Steel Wire Towline.</b> <b>Length and size per Table 31.</b></p> <p>44709 90 7/8 13 1/4 20 3/4 36 2-7 64-1-11 165 7/8 <i>Steel</i> <i>J.P. Jones &amp; Co</i> <i>Leith 10-2-10 Green</i> <i>TOWLINE</i> <i>man</i> <i>75-6 1/2</i> <i>75-6 1/2</i></p> <p>44710 78 7/8 13 1/4 20 3/4 36 2-7 64-1-11 165 7/8 <i>Steel</i> <i>do</i> <i>do</i> <i>do</i> <i>HAWERS &amp; WARPS</i> <i>90-4</i> <i>90-4</i></p> <p>Iron Stream Chain or Steel Wire 45 2 1/2 9 1/2 45 2 1/2 <i>Steel</i> <i>Glenholme &amp; Robson</i> <i>5-3-10</i> <i>"</i> <i>"</i> <i>"</i> <i>"</i></p>																			
<p><b>Boats</b> <i>Two</i> <b>Steering Gear, Steam</b> <i>by Fisher 16</i> <b>Steering Gear, Hand</b> <i>✓</i></p> <p><b>Pumps, Number</b> <i>Two</i> <b>Diameter of Barrel</b> <i>4</i> <b>State whether they are in efficient working order</b> <i>Yes</i></p> <p><b>Windlass</b> <i>Man by Blake Chapman</i> <b>Capstan</b> <i>Steam fitted aft</i></p> <p><b>Engine Room Skylights</b> <i>How constructed?</i> <i>Teak</i></p> <p><b>What arrangements for deadlights in bad weather? <i>Teak flaps &amp; bulk eyes</i></b></p> <p><b>Coal Bunker Openings</b> <i>How constructed?</i> <i>Steel</i> <b>How are lids secured? <i>hinged steel covers</i> <b>Height above deck? <i>7-0</i></b></b></p> <p><b>Number of Scuppers, and numbers and dimensions of Freeing Ports, &amp;c.</b> <i>3-3/4 2-6 x 4-6 at mid. 1 at 8 ft 2-5 x 1-2 1 at 10 ft 2-5 x 1-2 1 at 12 ft 2-5 x 1-2</i></p> <p><b>Ceiling in Holds, thickness and material</b> <i>2 1/2 P.P.</i> <b>Cargo Battens, thickness and material</b> <i>2" wood</i></p> <p><b>Cargo Hatchways</b> <i>How formed?</i> <i>Steel plates and angles</i> <b>Hatches, If strong and efficient?</b> <i>Yes</i></p> <p><b>State size No. 1 Hatch (Forward)</b> <i>33-3 x 12-0</i> <b>No. 2 Hatch</b> <i>6 web</i> <b>No. 3 Hatch</b> <i>no frame and afters</i> <b>No. 4 Hatch</b> <i>no frame and afters</i></p> <p><b>Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch</b> <i>6 web</i> <b>No. of Breasthooks</b> <i>four</i> <b>No. of Crutches</b> <i>deck floor</i></p> <p><b>Bulwarks, height above deck and description</b> <i>Steel 3-9 at mid. 2-9 at 8 ft 5 ft</i> <b>Main Rail, material and size</b> <i>6" 2 1/2" x 1 1/2"</i></p> <p><b>The above is a correct description.</b> <i>Scott Ship</i> <b>Surveyor's Signature</b> <i>J.M. McIlwenna</i> <b>Surveyor to Lloyd's Register of British and Foreign Shipping.</b></p>																			

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

*17 30-10-09*

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

Is the riveted work properly closed? *Yes*

Are the liners 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*

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. 26, par. 20)? *Yes* State results of tests *Satisfactory*

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? *Yes* State results of tests *Satisfactory*

**General Remarks** (State quality of workmanship, &c.) *workmanship Good*

*This vessel has been built in accordance with the approved plan, the Secretary's letter of the above date, and in general conformity with the Rules for the class contemplated.*

*Sister vessel S/S Saint Modan (S. Rept. No. 28545)*

*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. 44' 2 ft.,* Bridge *7 ft.,* Forecastle *23-2 ft.* (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *Bridge joined to main quarter deck*

**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) *One dk part steel*

**Official No.** *220* **Signal Letters** *None* **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 *✓*

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft.			Fore peak tank.		18
Double bottom, under Engines and Boilers.			After peak tank.		3
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. 4442** *1909. Nov 30 Dec 7. 13. 15. 20. 23. 27. 30 1910. Jan 11. 13. 17. 19. 20. 24. 26. Feb 1. 4. 10. 17. 18. March 3. 8. 9. 11. 17. 21. 22. 24. April 15.*

**Date** *3. 11. 09.* **in builder's yard.** *220.* **Total No. of Visits** *29*

**The amount of Entry Fee** *£ 2* **Fees applied for,** *19/4 19/10*

**Special Survey Fee** *£ 10 14/-* **Received by me,** *20/4 19/10*

**Travelling Expenses, if any** *£* **and** *and*

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

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

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

**Committee's Minute** *GLASGOW 26 APR 1910*

**Character assigned** *+ 100 A1*

*4. 10.*

*Lloyd's A+C*

*+ LMC 4. 10.*

*803*

*Perls issued 29/4/10.*

**Surveyor's Signature** *J.M. McIlwenna* **Surveyor to Lloyd's Register of British and Foreign Shipping.**

**Builder's Signature (here only)** *Scott Ship*