

With ~~or Without~~ Disconnected Erections.

STEEL STEAMER.

Received at London Office 10 FEB. 1921

Date of completion of report 14th February 1921. Port of GLASGOW. No. 40871.  
Survey held at CLYDEBANK. Date, First Survey 5th Nov. 1919. Last Survey 2nd FEB. 1921

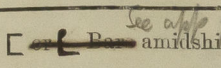
On the (State if Single, Twin, or Triple Screw) SINGLE SCREW  
TONNAGE under 6581.84  
Tonnage Deck... 6581.84  
Do. between Tonnage Dk. and 3rd and 4th Dk. 56.66  
Total under Upper Dk. 52.16  
Do. of Poop 100.84  
Do. of R.Q.Dk. 337.09  
Bridge House 26.50  
... 50.81  
... 7206.20  
... 2306.98  
... 119.74  
... 294.61  
... 4485.87

CLASS + 100 A1.  
Breadth (greatest moulded) 59' 0"  
Depth, at middle of length from top of keel to top of upper deck beams at side 33.92'  
Transverse Number 92.92'  
Length on deck from fore part of stem to after part of stern post 440.0'  
Longitudinal Number 40885.  
Depth "d," at middle of length (See Secs. 2 & 13) 19.92'  
Proportions—Depths to Length—Upper Deck Beam at side to top of keel 12.97'  
Long Bridge Deck Beam at side to top of keel 10.31'  
Destined Voyage

Master  
Year of appointment (1) As Master in service of owner of present vessel—19 (2) As Master of this vessel—19  
Built at CLYDEBANK.  
When built 1920. Launched 27th AUGUST 1920.  
By whom built JOHN BROWN & COY. LTD.  
Owners ELDER, DEMPFSTER & COY. LTD.  
Managers  
(Where necessary to be entered in Reg. Book.)  
Residence LIVERPOOL.  
Port belonging to LIVERPOOL.  
If Surveyed while Building, Afloat, or in Dry Dock YES

Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Feet.	Inches.	No. of Decks with flat laid
440	0	Moulded	59	0	Top of Floors to top of Upper Dk. Beams	31	7	Two
					Do. do. do. do. Second Dk. Beams	20	7	Two

Length 440.1 breadth 59.2 depth 31.1 Moulded depth, ft. 42 ins. 8 To Bridge Dk. Round of Upper 12 ins.  
Moulded depth, ft. 33 ins. 11 To Upper Dk. Dk. Beam, Actual

FRAMING.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	PILLARS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Angles, or  amidships	11	3 1/2	3 1/2	48	11	3 1/2	PILLARS In 'tween Deck, size and spacing	2	ROWS OF	WIDE SPACED	
peaks	8	3 1/2	46	8	3 1/2	46	" " Hold	"	"	"	"
way of Double Bottoms at Solid Floors	3 1/2	3 1/2	44	3 1/2	3 1/2	44	" Quarter 'tween Dks.,	"	"	"	"
" at intermdt. Bkts.	27 1/2			27 1/2			" in Hold	"	"	"	"
of Frames from centre to centre amidships	27			27							
" length to Collision bulkhead	24			24							
" in peaks											
SED FRAME, Angles	3 1/2	3 1/2	44	3 1/2	3 1/2	44					
way of Double Bottoms at Solid Floors											
" at intermdt. Bkts.	11"			11"							
NG, depth of girder											
IS, depth and thickness of Floor Plate											
at mid-line for 1/2 length amidships											
n way of Engine and Boiler Spaces											
thickness at the ends of vessel											
depth at 1/2 the half breadth, as per Rule											
height extended at the Bilges											
RS in Cell. Double Bottoms	42	38		42	38						
state if flanged (top & bottom)	No			No							
Spacing of Solid floors	27 1/2			27 1/2							
RE GIRDER, in Dbl. bottom, dpth. & thcknss.	46	56	46	46	56	46					
" Angles, Top	5	5	60	5	5	60					
" " Bottom	5	5	60	5	5	60					
" " to Floors	3 1/2	3 1/2	44	3 1/2	3 1/2	44					
Brackets at intermdt. frmg., wdth & thcknss											
GIRDERS, number on each side & thickness	Two	42	38	Two	42	38					
state if flanged (top and bottom)	No			No							
" Angles (top and bottom)	3 1/2	3 1/2	44	3 1/2	3 1/2	44					
" " to Floors	3	3	42	3	3	42					
IN PLATE, depth (exclusive of flange)	38	50		38	50						
and thickness	4	4	50	4	4	50					
" Angle to Outside Plating	3 1/2	3 1/2	44	3 1/2	3 1/2	44					
" " Floors											
Brackets at intermdt. frmg., wdth & thcknss											
Height of Outside Brackets above at bilge	46			46							
BOTTOM PLATING, breadth and thickness of Middle Line Strake	46	54		46	54						
" in Engine and Boiler space	58			58							
" Remainder in Holds	42	38		42	38						
S. Upper Deck, Single Angle, Bulb	8	3	38	8	3	38					
Angle, Plate, Tee Bulb, or Channel	8	3	38	8	3	38					
In way of Long Bridge	27 1/2			27 1/2							
Spacing	8	3 1/2	54	8	3 1/2	54					
S. Second Deck, Single Angle, Bulb	27 1/2			27 1/2							
Angle, Plate, Tee Bulb, or Channel											
Spacing											
S. Third and Fourth Deck, Single Angle, Bulb											
Angle, Plate, Tee Bulb, or Channel											
Angles on upper edge											
Spacing											
S. Poop Deck, Angle, Bulb Angle, Plate,	8	3	42	8	3	42					
Angle, Plate, Tee Bulb, or Channel											
Angles on upper edge	27 1/2			27 1/2							
Spacing											
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate,	8	3	38	8	3	38					
Angle, Plate, Tee Bulb, or Channel											
Angles on upper edge	27 1/2			27 1/2							
Spacing											
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate,	8	3	38	8	3	38					
Angle, Plate, Tee Bulb, or Channel											
Angles on upper edge	27 1/2			27 1/2							



WEB FRAMES.				FORGINGS AND CASTINGS.			
WEB FRAMES, In Fore Body, No. and spacing (PANTING).				KEEL, Bar, depth and thickness			
No. of Side Stringers				STEM, moulding and thickness			
WEB FRAMES, In E. & B. Space, No. & spacing				STERN-POST for Rudder do. do.			
brdth. & thickness				for Propeller			
WEB FRAMES, In After Body, No. and spacing				RUDDER - A x D Table 22. Speed			
brdth. & thickness				Main-Piece, diameter at head			
No. of Side Stringers				at heel			
Size of Face Angles to Web-Frames				BRACKET PLATES to Stringers between Web Frames, depth and thickness			
BULKHEADS.				STIFFENERS.			
Number, Thickness, Vessel, Per Rule				Horizontal, Vertical, Size, Spacing, Size, Spacing			
W.T. BULKHEADS				Can the Rudder be unshipped afloat?			
for 9, 12, 15, 18, 21, 24, 27, 30, 33, 36, 39, 42, 45, 48, 51, 54, 57, 60, 63, 66, 69, 72, 75, 78, 81, 84, 87, 90, 93, 96, 99, 102, 105, 108, 111, 114, 117, 120, 123, 126, 129, 132, 135, 138, 141, 144, 147, 150				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.?			
COLLISION PARTITION				D. COLVILLE & SONS; CONSETT IRON COY. LTD.; STEEL COY. OF SCOTLAND; THE LAMARKSHIRE STEEL COY; GLASGOW IRON AND STEEL COY.			
Are the outside Plates doubled two spaces of Frames in length?				Has the Steel been tested as required by the Rules?			
Are the Side Valves and Watertight Doors in efficient working order?							
PLATING.				RIVETING.			
AS IN SHIP.				EDGES.			
STRAKES.				Ordinary or jogged?			
AMIDSHIP, FORWARD, AFT.				Ordinary.			
Breadth, Thickness, Thickness, Thickness				Butts.			
FLAT PLATE KEEL				DOUBLE			
GARBOARD OF A STRAKE				TREBLE			
B				QUAD			
C							
D							
E							
F							
G							
H							
J							
K							
L							
M							
N							
O							
P							
Q							
R							
S							
T							
U							
V							
W							
THICKNESS OF STRAKE				QUIN			
CLEAR OF LONG BRIDGE				QUAD			
DO. OF STRAKE BELOW				TREBLE			
DELT. of Flat Plate Keel							
Sheerstrakes							
Length and thickness							
POOP SIDES							
SHEER PLATE SIDES							
FORECASTLE SIDES							
Upper Deck				Butts of Side Stringers			
Stringer Plate				Tie Plates			
Second Deck				Inner Bottom Plating			
Stringer Plate				Centre Girder Butts			
				Keelson Butts			
				Frames, riveted through Plates with			
				Rivets, state whether Iron or Steel			
FRAMES extend in one length from				State if ordinary or jogged			
REVERSED FRAMES on floors and frames extend from				State if ordinary or jogged			
MASTS, SPARS, &c.				RIVETING.			
Material, Total Length				Butts.			
Fore				DOUBLE			
Main				TREBLE			
Mizen							
Lower Masts							
Gowsprit							
Opinions, Yards and Remainder of Space							
Rigging, Material and Size, Shrouds							
Sails							

EQUIPMENT No. 43133.		LETTER 67.		ANCHORS.		TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS	
Number of Certificate		Weight of Stock		Test per Certificate		Description of Anchor	
83320	1st Bower	73	2 21	55	15 0 0	72	2 0
83299	2nd "	73	0 8	55	10 0 0	72	2 0
83393	3rd "	63	1 2	50	5 0 0	62	0 0
84129	4th "	210	0 3	21	5 3 21	207	0 0
84128	Stream	20	2 6	5	1 18	20	2 0
	Kedge	9	0 6	2	1 26	11	4 2 21
Particulars of Drop Test of Cast Steel Anchors, viz.:-		1st Bower					
Weight, Surveyor's Initials,		2nd "					
Number of Certificate, Date of Test.		3rd "					
		4th "					
CHAIN CABLES.		HAWSERS AND WARPS.					
Number of Certificate		Length and size supplied		Length and size supplied		Breaking Test of Steel Wire Towing	
69387	150	2 3/8	10 1/2	142 1/2	422 0 24	300	2 3/8
69377	150	2 3/8	10 1/2	142 1/2	422 1 15	300	2 3/8
	120	5	73			120	5
Boats FOUR LIFEBOATS: TWO GIGS.		Steering Gear, Steam WILSON: ARIE.		Steering Gear, Hand HASTIE.		State whether they are in efficient working order	
Pumps, Number TWO.		Diameter of Barrel 3"		Capstan		YES.	
Windlass is WILSON (LNERPOOL)		What arrangements for deadlights in bad weather?		ANGED FLAPS.		YES.	
Engine Room Skylights.—How constructed? STEEL		How are lids secured? BATTENS AND CLEATS		Height above deck? 48"		YES.	
Coal Bunker Openings.—How constructed? PLATES AND ANGLES.		Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. SIX EACH SIDE; EIGHT EACH SIDE (5 AT 2 1/2" x 1 1/2" AND 3 AT 2 1/2" x 1 1/2")		Cargo Batts, thickness and material		6" x 2" W.F.	
Ceiling in Holds, thickness and material		Cargo Hatchways.—How formed? PLATES AND ANGLES.		Hatches, If strong and efficient? YES.		YES.	
State size No. 1 Hatch (Forward) 24' 9" x 16' 0".		No. 2 Hatch 27' 6" x 16' 0".		No. 3 Hatch 13' 9" x 16' 0".		No. 4 Hatch 20' 7" x 16' 0".	
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch		NOS 1, 2, 4, 5 AND 6. FIVE.		No. of Breasthooks FIVE.		No. of Crutches NO 2A TYZACK.	
Bulwarks, height above deck and description 44" x 30". STAYS 2 1/2" DIA. 70' APART.		Main Rail, material and size		No. of Crutches		NO 2A TYZACK.	
The foregoing is a correct description of the vessel.		Builder's Signature (here only) J. J. Anderson		Surveyor's Signature J. J. Anderson		Surveyor to Lloyd's Register of Shipping.	
Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case)		M/21-VIII-19; M/26-1-20; M/15-10-20; M/15-12-20.					
Workmanship. Are the butts of plating planed or otherwise fitted? YES.		Is the riveted work properly closed? 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.	
Are the liners between the frames and plates solid single pieces? 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.		State results of tests SATISFACTORY.	
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 gaterways been tested as required by the Rules (Sec. 26, par. 20)? YES		State results of tests SATISFACTORY.	
General Remarks (State quality of workmanship, &c.)		THE WORKMANSHIP IS GOOD. THIS VESSEL HAS BEEN BUILT IN ACCORDANCE WITH THE APPROVED PLANS THE SECRETARY'S. LETTERS OF VARIOUS DATES. AND OTHERWISE IN ACCORDANCE WITH THE SOCIETY'S RULES FOR THE CLASS CONTEMPLATED.					
THREE CASTING AND THREE FORGING REPORTS HEREWITH; ALSO 12 APPROVED PLANS; WHICH PLEASE RETURN FOR REFERENCE IN SISTER VESSELS NOW BUILDING.							
The amount of Entry Fee £ 10 : 0 : 0		Fees applied for, 14/2/1921.		Special Survey Fee £ 380 : 3 : 0		Received by me, J. J. Anderson	
State whether the Vessel has been built under Special Survey YES		I am of opinion this Vessel should be Classed 100 A.1.		With or without Freeboard, as condition of Class WITHOUT.		Committee's Minute	
Character assigned 100 A.1		15 FEB 1921					
Lloyd's Register							



PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 37.12 ft., R.Q.D. ✓ ft., Bridge 187.91 ft., Forecastle 48.87 ft. (in feet and tenths). ~~When the Poop is joined to the B.D., this should be distinctly stated~~ ✓

Official No. 143707 ; Signal Letters \_\_\_\_\_ State if Machinery is fitted aft NO  
How are the surfaces preserved from oxidation ? Inside CEMENT AND PAINT Outside PAINT.

Where Fitted.	*Length. Feet.	Water Capacity Tons.	Where Fitted.	*Length. Feet.	Water Cap Ton
Double bottom, aft, (TANKS NOS 6, 7, AND 8)	135	479	Fore peak tank,	25	14 1/2
Double bottom, under Engines and Boilers,			After peak tank,	19	40
Double bottom, if under Engines only, (NOS)	29.25	131	Deep tank, aft,		-
Double bottom, if under Boilers only, NO 4 (DRY).	38.25	176	Deep tank, forward,		-
Double bottom, forward, (NOS 1, 2 AND 3)	175	689	Other tanks, if fitted.		-
	Total capacity of double bottom	1475 ✓	(If necessary, furnish further information by sketch.)		182

<sup>22</sup> The wells are not to be included in the lengths of the tanks. 77.60 ✓ 17 State whether the above have been tested as required by the Rules YES

Order to Special Survey No. ~~5307~~

Date 19.12.1919

No. 596 in builder's yard

### DATE of Surveys held while building

(1919) Nov 5, 7, 11, 14, 17, 20, 24 Dec 2, 9, 11, 17, 29 (1920) Jan 16, 21, 27, Feb 3, 18, 23, Mar 1 Apr 7, 14, 26 May 6, 10, 17  
26, 28 June 2, 8, 18, 23 July 2, 12, Aug 3, 9, 16, 20, 24, 25 Sep 2, 9, Oct 1, 12, 13, 24 Nov 4, 8, 9, 25 Dec 1, 4  
28 (1921) Jan 12, 21, 25, Feb 2

Total No. of Visits 58

Surveyor's Signature

Lloyd's Register  
Foundation