

With or Without  
Disconnected Erections.

STEEL STEAMER.

WED. 23 JAN. 1916  
Received at London Office

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

Date of completion of report *Glasgow* Port of *GLASGOW* No. *34424*  
Survey held at *Glasgow* Date, First Survey *3rd June 1916* Last Survey *12th January 1918*  
On the (State if Single, Twin, or Triple Screw) *Single Screw Steamer* "SHERIDAN"  
Tonnage under Deck *4330.07* CLASS *+ 100 A.3* Rig *Schooner*  
Do. between Tonnage Dk. and 3rd and 4th Dk. *60.63* Breadth (greatest moulded) *52.0* Master *J. E. Turner*  
Total under Upper Dk. *4330.07* Depth, at middle of length from top of keel to top of upper deck beams at side *29.67* Year of appointment *1918*  
Do. of Poop *60.63* Transverse Number *81.67* Built at *Dumbarton*  
Do. of R.Q.Dk. *88.33* Length on deck from fore part of stem to after part of stern post *385.0* When built *1913* Launched *16 Oct 1917*  
Do. of Forecastle *156.67* Longitudinal Number *31442* By whom built *A. McMillan & Son*  
Do. of Houses on Dk. *29.58* Depth "d," at middle of length (See Secs. 2 & 13) *17.9 1/2* Owners *Parapool Brazil & River Plate S.N.C.*  
Do. of excess of Hatchways *4665.28* Proportions—Depths to Length—Upper Deck Beam at side to top of keel *12.98* Managers *Lampson & Kolt*  
Do. above Crown of Engine Room *198.86* " " Long Bridge Deck Beam at side to top of keel *10.22* Residence *Liverpool*  
Gross Tonnage *4466.43* Destined Voyage *✓* If Surveyed while Building, Afloat, or in Dry Dock *Yes*  
Less Crew Space *1492.89*  
Less above Crown of Engine Room *98.02*  
Tonnage for Fees *2875.52*

Length on Deck as per Rule		Feet.		Inches.		BREADTH—Moulded		Feet.		Inches.		DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams		Feet.		Inches.		No. of Decks with flat laid		No. of Tiers of Beams	
385		0				52		0				Do. do. do. do. Second Dk. Beams		27		2 1/2		2		2	
Moulded depth, ft. 37 ins. 8 To Bridge Dk. Round of Upper 12 1/2 ins.																					
Moulded depth, ft. 29 ins. 8 To Upper Dk. Dk. Beam, Actual																					
Dimensions of Ship per Register, Length 385.6 breadth 52.2 depth 29.2																					
FRAMING.												PILLARS.									
FRAME, Angles, or E or L Bars amidships												PILLARS, In 'tween Deck, size and spacing									
Do. in peaks												" " Hold									
Do. in way of Double Bottoms at Solid Floors												" " Quarter 'tween Dks.,									
" " at intermdt. Bkts.												" " in Hold									
Spacing of Frames from centre to centre amidships												KEELSONS & STRINGERS.									
" " " " " " " " " " " "												CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or intercostal Plate									
" " " " " " " " " " " "												" " Rider Plate									
" " " " " " " " " " " "												" " Flat Plate Keel Angles									
" " " " " " " " " " " "												" " Horizontal Plates on Floors									
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WEB FRAMES.				Inches in Ship.	Inches per Rule, Or as Approved.
WEB-FRAMES, In Fore Body, No. and spacing					
brdth. & thickness					
No. of Side Stringers					
WEB-FRAMES, In E. & B. Space, No. and spacing					
brdth. & thickness					
WEB-FRAMES, In After Body, No. and spacing					
brdth. & thickness					
No. of Side Stringers					
Size of Face Angle to Web-Frames					
BRACKET PLATES to Stringers between Web Frames, depth and thickness					

BULKHEADS.				STIFFENERS.	Single or Double Frames.	Height up, state deck.
Number.	Thickness.	Horizontal.	Vertical.	Size.	Spacing.	
W.T. BULKHEADS						
8-13	7	6	38	38 x 38 x 1/4	6-0	18 x 18 x 1/4
30			36	✓	✓	10 x 32 x 3/4
50			36	✓	✓	12 x 32 x 3/4
64			36	✓	✓	12 x 32 x 3/4
80			36	✓	✓	12 x 32 x 3/4
COLLISION 106			38	✓	✓	10 x 32 x 3/4
PARTITION 129			40	38 x 38 x 1/4	6-6	10 x 32 x 3/4
LONGITUDINAL.						

Are the outside Plates doubled two spaces of Frames in length? *Bracket filled*  
 Are the Staircase Valves and Watertight Doors in efficient working order? *Yes*

PLATING.							EDGES.				BUTTS.			
AS IN SHIP.							PER RULE OR AS APPROVED.				Ordinary or Jogged?			
STRAKES.							AMIDSHIP.				RIVETS.			
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GENERAL REMARKS—(continued).

On the 16<sup>th</sup> Oct 1917 after the vessel launch, and while being caulked, the vessel touched the Pier at the mouth of the River Leven at Dumbarton Light, causing the caulking and riveting in the landing at the top of D strake, between frames 92-93, and at the overlap bulk at the fore end of N<sup>o</sup> 12 plate of E strake in same frame space, all on the starboard side, causing the seams & riveting in way of damage to leak slightly.

Some time after launch & while lying alongside at Victoria Harbour Greenock, shipping machinery, & fitting out, it was found that the seam & riveting at the top of F strake, for the length of 3 frame spaces viz: between frames 41-2, 42-3, 43-4, all on Port side, was started and leaking slightly, as also the overlap bulk at the fore end of N<sup>o</sup> 4 plate of F strake, stated to have been caused by the vessel bumping against the Piers of the Quay during heavy weather.

As all this damage is under water, it was recommended, that the vessel be docked for further examination and repairs, but owing to no Dry Dock being available in this district for that purpose, within any reasonable date, as a temporary repair the seams & rivets in way of damage were caulked & set up, and thereafter covered with a cement box, and it is submitted that Owners request that permanent repairs be deferred until the first convenient opportunity may receive the favourable consideration of the Committee -

Albert Davie

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 35.75 ft., R.Q.D. ✓ ft., Bridge 117.88 ft., Forecastle 116.62 ft. (in feet and tenths). When the Poop is joined to the R.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 as should appear in the Register Book) 2 Deck Steel

Official No: 1140554; Signal Letters.

State if Machinery is fitted aft

no

How are the surfaces preserved from oxidation? Inside

N<sup>o</sup> 1-2-6-7 Sand Cement wash  
N<sup>o</sup> 3-4-5 Cemented on bottom

Outside

Paint & Compo

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,	110-10 1/2	242	Fore peak tank,	19.0	75
Double bottom, under Engines and Boilers,	84.6	120	After peak tank,	18.0	75
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	119.3	191	Other tanks, if fitted,		
Total capacity of double bottom,		853	(If necessary, furnish further information by sketch.)		150

Total length of double bottom 333.142 Total Capacity for Water = 873 Tons

Order for Special Survey No. 4979

Date 15.4.16

No. 460 in builder's yard.

DATES of Surveys held while building

1916 Jan. 3, 28 Dec. 6, 8, 14, 19, 1917 Jan. 10, 16, 30 Feb. 12, Mar. 1, 30 Apr. 23, 26 May 7, 8, 14, 17, 21, 24, 28, 31 June 11, 14, 18, 20, 22, 26 July 23, Aug. 4, 8, 10, 14, 16, 18, 19, 22, 23, 29, 31 Sep. 11, 14, 21, 25 Oct. 1, 3, 8, 12, 16, 24, 29, 31 Nov. 12, 19, 22, 28, 29 Jan. 12, 24, 1918 Jan. 12

Surveyor's Signature

Albert Davie

Total No. of Visits 61