

~~1 or 2 Dks., R.O.Dk.,
and Pt. Awng. Dk.~~

IRON OR STEEL STEAMER.

No. 23614

State if Report is also sent on the Machinery of the Vessel No.

Received at London Office, **MAR 20 1965**

Date of completion of Report 13th May 1906. Port of Glasgow

Date, First Survey 20th August Last Survey 24th February 1906

Rig Ketik

Master (not yet appointed)

Year of appointment { (1) As master in service of
owner of present vessel :—1
(2) As master of this
vessel 1

Built at *Pentherglen*

When built 1906 Launched 13th February 1906

By whom built W. Chalmer & Co. Ltd.

Owners Bailey & Leatham (Humber Iron Works)

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

Residence _____

Port belonging to Hull

Building, Afloat, or in Dry Dock *yes*

CH on Deck as le.....	Feet. 97	Inches. 0	BREADTH— Moulded	Feet. 18	Inches. 11	DEPTH, ACTUAL— Top of Floors to top of Main Deck Beams	Feet. 9	Inches. 8½	No. of Decks with Flat laid No. of Tiers of Beams	one one
ons of Ship per Register, Length, 98.1 breadth, 19.9 depth, 9.5. Moulded Depth, 10 ft. 6 ins. Round of Beam, Actual 4½ ins.										

FRAMING.							FORGINGS AND CASTINGS.							Inches in Ship.				Inches in Ship.				Inches in Ship.			
														Inches in Ship.				Inches in Ship.				Inches in Ship.			
E, Angles, 7 ¹ / ₂ or 1 ¹ / ₂ Bars, for $\frac{3}{4}$ length amidships							2 ¹ / ₂	2 ¹ / ₂	5	2 ¹ / ₂	2 ¹ / ₂	5													
for $\frac{1}{2}$ at each end							2 ¹ / ₂	2 ¹ / ₂	5	2 ¹ / ₂	2 ¹ / ₂	5													
in way of Double Bottoms at Solid Floors																									
" " at intermdt. Bkts.																									
" Frames from centre to centre																									
RAISED FRAME, Angles							2 ¹ / ₄	2 ¹ / ₄	5	2 ¹ / ₄	2 ¹ / ₄	5													
FRAMING, depth of girder																									
RS, depth and thickness of Floor Plate							14		5	14		5													
at mid-line for $\frac{3}{4}$ length amidships																									
in way of Engines and Boilers							(13 under)	61	13	(under)	61	13													
thickness at the ends of vessel																									
depth at $\frac{3}{4}$ the half breadth, as per Rule																									
height extended at the Bilges																									
RS & BRACKETS, in Cell Dble Bottoms																									
" state if flanged (top & bottom)																									
" Spacing																									
IE GIRDER, in Double Bottom, depth																									
and thickness																									
" Angles, Top																									
" Bottom																									
GIRDERS, number on each side & thickness																									
" state if flanged (top & bottom)																									
Angles																									
IN PLATE, depth (exclusive of flange)																									
and thickness																									
Angles to Outside Plating																									
" Floors																									
Height of Floors at the Bilges																									
BOTTOM PLATING, breadth and																									
thickness of Middle Line Strake																									
thickness in Engine and Boiler space																									
" Remainder in Holds																									
S, Main and Raised Quarter Deck, Angle							5	3	7	5	3	7													
Angle, Bulb Angle, Plate or Tee Bulb																									
Angles on Upper Edge																									
Spacing																									
S, Lower Deck, Single Angle, Bulb							2 ¹ / ₂	2 ¹ / ₂	4	2 ¹ / ₂	2 ¹ / ₂	4													
Angle, Plate or Tee Bulb																									
Angles on Upper Edge																									
Spacing																									
S, Hold, Plate or Tee Bulb																									
Angles on Upper Edge																									
Spacing																									
S, Poop Deck, Angle, Bulb Angle, Plate																									
or Tee Bulb																									
Angles on Upper Edge																									
Spacing																									
S, Bridge or Pt. Awng. Deck, Angle,							2 ¹ / ₂	2 ¹ / ₂	5	2 ¹ / ₂	2 ¹ / ₂	5													
Bulb Angle, Plate, or Tee Bulb																									
Angles on Upper Edge																									
Spacing																									
MS, Forecastle Deck, Angle, Bulb Angle,																									
Plate or Tee Bulb																									
Angles on Upper Edge																									
Spacing																									
ARS, In 'tween Decks, Size and Spacing																									
" Hold																									
Quarter, 'tween Dks., " "							2 ³ / ₈	40		2 ³ / ₈	40														
" in Hold " "																									
FRAMES, In Fore Body, No. and Spacing																									
" " Brdth. & Thickness																									
No. of Side Stringers " "																									
FRAMES, In E. & B. Space, No. & Spacing																									
" " Brdth. & Thickness																									
FRAMES, In After Body, No. and Spacing																									
" " Brdth. & Thickness																									
No. of Side Stringers " "																									
Size of Angles or Tee Bars to Web Frames																									
KET PLATES to Stringers between																									
Frames, Depth and Thickness																									

KEEL, Bar or Side Plates (depth and thickness)				6 ¹ / ₂ x 1 ¹ / ₈	6 ¹ / ₂ x 1 ¹ / ₈
STEM, moulding and thickness				6 ¹ / ₂ x 1 ¹ / ₈	6 ¹ / ₂ x 1 ¹ / ₈
STERN-POST for Rudder do. do.				5 ³ / ₄ x 2 ¹ / ₂	5 ³ / ₄ x 2 ¹ / ₂
" for Propeller				5 ³ / ₄ x 2 ¹ / ₂	5 ³ / ₄ x 2 ¹ / ₂
MAIN PIECE of Rudder, diameter at head				3 ¹ / ₂	3 ¹ / ₂
do. at heel				2 ¹ / ₂ x 2 ³ / ₄	2 ¹ / ₂ x 2 ³ / ₄
RUDDER, how constructed				for a frame Single plate 10"	
Can the Rudder be unshipped afloat?				yes	

KEELSONS AND STRINGERS.				Inches in Ship.	Inches in Ship.	16ths or 20ths in Ship.	Inches per Rule Or as	Inches per Rule Or as	16ths or 20ths per Rule
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate				for details in way of boilers are approved plan of midship section					
" Rider Plate									
" Bulb Plate to Intercoastal Keelson									
" Horizontal Plates on Floors									
" Angles				5	4	9-8	5	4	9-8
SIDE KEELSON, Angles									
" Bulb or Plate above floors for				lng.					
" Intercoastal Plate for				length					
" Attached to outside plating with Angle									
BILGE KEELSON, Angles				5	4	8-7	5	4	8-7
" Bulb or Plate above floors for				lng.					
" Intercoastal Plate for				length					
" Attached to outside plating with Angle									
BILGE STRINGER Angles									
" Bulb Plate for				length					
" Intercoastal Plate for				length					
" Attached to outside plating with Angle									
SIDE STRINGER Angles				5	4	8-7	5	4	8-7
" Bulb or Intercoastal Plate for				lng.					
" Attached to outside plating with Angle									

Main and Raised Quarter Deck Stringer				20	6	20	6	
" Plate, breadth and thickness								
" Angle on ditto				3 x 3	6	3 x 3	6	
" Tie Plates, outside Hatchways				6	6-5	6	6-5	
" Diagonal Tie Plates on Bms., No. of Pairs								
" Main Dk* Iron or Steel for Bulkhead				6				
" R. Q. Dk* Iron or Steel for				lng.				
" Wood Deck, Material & thickness				5 x 3		5 x 3		
Lower Deck Stringer Plate, breadth and thickness								
" Angles on ditto, No.								
" Tie Plates, outside Hatchways								
" Deck* Material and thickness								
Hold Stringer Plate								
" Angles on ditto, No.								
Poop Deck Stringer Plate, breadth & thickness								
" Angle on ditto								
" Tie Plates								
" Deck, Material and thickness								
Bridge or Pt. Awning Deck Stringer Plate, breadth and thickness								
" Angle on ditto				2 ¹ / ₂ x 2 ¹ / ₂	4	2 ¹ / ₂ x 2 ¹ / ₂	4	
" Tie Plates				6	4	6	4	
" Deck, Material and thickness				2 ¹ / ₄ Ribbed Pine		2 ¹ / ₄ Ribbed Pine		
Forecastle Deck Stringer Plate, breadth & thickness								
" Angle on ditto				4		4		
" Tie Plates								
" Deck, Material and thickness								

* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.

BULKHEADS.				STIFFENERS.				Single or Double Frames.		Height up	

PLATING.										RIVETING.									
AS IN SHIP.				PER RULE OR AS APPROVED.				EDGES.				BUTTS.							
STRAKES.				AMIDSHIP.				Single or Double.				Double or Treble.							
Breadth. Thickness. Thickness. Thickness.				Breadth. Thickness. Thickness. Thickness.				Breadth. Thickness. Thickness. Thickness.				Breadth. Thickness. Thickness. Thickness.							
Inches. 16ths. 16ths. 16ths.				Inches. 16ths. 16ths. 16ths.				Inches. 16ths. 16ths. 16ths.				Inches. 16ths. 16ths. 16ths.							
Flat Plate Keel				30 7				Reeled				30 7							
Garboard of A Strake				30 7				Single 2 1/2				30 7							
State actual thickness in way of Double Bottom.				30 7				Double 4 1/2				30 7							
B				30 7				Double 4 1/2				30 7							
C				30 7				Double 4 1/2				30 7							
D				30 7				Double 4 1/2				30 7							
E				30 7				Double 4 1/2				30 7							
F				30 7				Double 4 1/2				30 7							
G				30 7				Double 4 1/2				30 7							
H				30 7				Double 4 1/2				30 7							
I				30 7				Double 4 1/2				30 7							
J				30 7				Double 4 1/2				30 7							
K				30 7				Double 4 1/2				30 7							
L				30 7				Double 4 1/2				30 7							
M				30 7				Double 4 1/2				30 7							
N				30 7				Double 4 1/2				30 7							
O				30 7				Double 4 1/2				30 7							
P				30 7				Double 4 1/2				30 7							
Doubling of Flat Plate Keel				30 7				Double 4 1/2				30 7							
Length and thickness of Bilge				30 7				Double 4 1/2				30 7							
Length and thickness of Strake below				30 7				Double 4 1/2				30 7							
Poor Sides				30 7				Double 4 1/2				30 7							
Raised Quarter Deck Sides				30 7				Double 4 1/2				30 7							
Bridge Sides				30 7				Double 4 1/2				30 7							
Forecastle Sides				30 7				Double 4 1/2				30 7							
Lengths of Plating				30 7				Double 4 1/2				30 7							
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, outside Plating, &c.?										Main Stringer Plate									
Lanarkshire Steel Co. (Lim). Stewarts & Lloyd's (Lim).										Butts, treble riveted for full length amidship.									
Steel Company of Scotland (Lim).										Straps, single, double or overlapped for full length amidship.									
Glasgow Iron & Steel Co. (Lim).										Butts of Bilge & Side Stringers, and Tie Plates, treble or double riveted? T. S. D.									
Has the Steel been tested as required by the Rules?										Inner Bottom Plating, riveting of Edges									
yes										Butts									
										Centre Girder Butts, riveted. Keelson Butts, treble riveted.									
										Frames, riveted through Plates with 3/4 in. Rivets, about 5 1/4 apart.									
										Rivets, state whether of Iron or Steel									
										Iron									
FRAMES extend in one length from Keel to Gunwale										state if ordinary or joggled ordinary									
REVERSED FRAMES on floors and frames extend from centre line to bilge, double in E.B. space										state if ordinary or joggled ordinary									
MASTS, SPARS, &c.										MASTS, SPARS, &c.									
Masts										Masts									
Fore Mast										Fore Mast									
Main Mast										Main Mast									
Mizen Mast										Mizen Mast									
Bowsprit										Bowsprit									
Topmasts, Yards and Remainder of Spars										Topmasts, Yards and Remainder of Spars									
Rigging, Material and Size, Shrouds, Gally, lower fore 2 main 1 1/2										Rigging, Material and Size, Shrouds, Gally, lower fore 2 main 1 1/2									
Sails, one										Sails, one									
Equipment No. Letter										Equipment No. Letter									
ANCHORS.										ANCHORS.									
Number of Certificate										Number of Certificate									
1st Bower										1st Bower									
2nd "										2nd "									
3rd "										3rd "									
Collective weight										Collective weight									
54 908										54 908									
Stream										Stream									
Keel										Keel									
Certificate of cast steel anchor heads produced										Certificate of cast steel anchor heads produced									
CHAIN CABLES.										CHAIN CABLES.									
Number of Certificate										Number of Certificate									
Length and size supplied										Length and size supplied									
177										177									
Iron Stream Chain or Steel Wire										Iron Stream Chain or Steel Wire									
HAWSELS AND WARPS.										HAWSELS AND WARPS.									
Number of Certificate										Number of Certificate									
Length and size supplied										Length and size supplied									
177										177									
Boats										Boats									
Pumps, Number										Pumps, Number									
Windlass is										Windlass is									
Engine Room Skylights—How constructed?										Engine Room Skylights—How constructed?									
What arrangements for deadlights in bad weather?										What arrangements for deadlights in bad weather?									
Coal Bunker Openings—How constructed?										Coal Bunker Openings—How constructed?									
Number of Scuppers, and number and dimensions of Freeing Ports, &c.										Number of Scuppers, and number and dimensions of Freeing Ports, &c.									
Ceiling in Holds, thickness and material										Ceiling in Holds, thickness and material									
Cargo Hatchways—How formed?										Cargo Hatchways—How formed?									
State size No. 1 Hatch (Forward)										State size No. 1 Hatch (Forward)									
No. 2 Hatch										No. 2 Hatch									
No. 3 Hatch										No. 3 Hatch									
No. 4 Hatch										No. 4 Hatch									
Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch										Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch									
No. of Breasthooks										No. of Breasthooks									
No. of Crutches										No. of Crutches									
Bulwarks, height above deck and description										Bulwarks, height above deck and description									
The above is a correct description										The above is a correct description									
Builder's Signature										Builder's Signature									
FOR WM. CHALMERS & COY., LTD.										FOR WM. CHALMERS & COY., LTD.									
Surveyor's Signature										Surveyor's Signature									
Surveyor to Lloyd's Register of British and Foreign Shipping.										Surveyor to Lloyd's Register of British and Foreign Shipping.									

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

(M) 3rd August, 1905. (E) 23rd August 1905.

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

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. 23, par. 24)? *yes*

State results of tests. *satisfactory*

Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? *yes*

State results of tests. *satisfactory*

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

This is a sister vessel to the *Screw Lug Douglas* (Glasgow Report No. 22404) excepting the aft peak tank which is larger and the bridge deck longer. This vessel so far as advanced has been built in accordance with the approved plans the Secretary's Letter of the above dates and in general conformity to the Rules for the class contemplated.

The vessel has left this Port in tow for Hull where the engines and boilers are to be fitted on board, the plumbwork in the engine and boiler space fitted, and the casings and loose work at main and bridge decks closed in, where left loose for chipping machinery. The Hull Surveyors have been advised accordingly and the plumping plan has been forwarded to them. Enclosed herewith are the approved midship section, profile, and stem and rudder frame plans, also forging report.

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. or Break *—* ft., Bridge Dk. *29.25* ft., Forecastle *—* ft. (in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. 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 as it should appear in the Register Book) *1 D.K.*

Official No. *—*; Signal Letters *—*

State if Machinery is fitted aft *no*

How are the surfaces preserved from oxidation? Inside *Portland cement and 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.	Water Capacity.	Where fitted.	Length.	Water Capacity.
Feet.	Tons.	Feet.	Feet.	Tons.	
Double bottom, aft.			Fore peak tank.		
Double bottom, under Engines and Boilers.			After peak tank.		
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.		
Total capacity <i>10 tons</i>				(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 <i>yes</i>					
Order for Special Survey No. <i>4012</i>					
Date <i>29.9.05</i>					
No. <i>144</i> in builder's yard.					
Fees applied for, <i>19 MAR 1906</i>					
Received by me, <i>24.10.06</i>					
Travelling Expenses, if any £ <i>—</i>					
State whether the Vessel has been built under Special Survey <i>yes</i>					
I am of opinion this Vessel should be Classed <i>100 A.1. for towing purposes.</i>					
With, or without Freeboard, as condition of Class <i>without</i>					
Glasgow 19 MAR 1906					
FRI. 12 OCT 1906					
Committee's Minute					
Character assigned <i>Deferred for completion</i>					
Lloyd's Register of British and Foreign Shipping.					