

Spar, or Awning Dk. IRON OR STEEL STEAMER.

No. 12621

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

Port of *Glasgow* Date of completion of Report *15th March 1900* Received at London Office *MAR 16 1900*

Survey held at *Port Glasgow* Date, First Survey *12th April 1899* Last Survey *14th March 18 1900*

the *Steel Screw Steamer "Spirus"* Schooner Rig *2 Masts*

TONNAGE under Tonnage Deck...
Do. between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk.

Total under Upper Dk. *3042.18*
Do. of Poop *56.18*
Do. of Bridge Houses *68.00*
Do. of Forecasts *49.70*
Do. of Houses on Deck *25.19*
Do. of excess of Hatchways above Crown of *94.60*
Do. of *3335.85*
Do. of *70.62*
Do. of *94.60*
Do. of *3170.63*
Do. of *1067.47*
Do. of *24.41*

SPAR, ~~AWNING OR PART AWNING-DECKED~~ VESSEL,
or a Vessel having a continuous Shade Deck.

CLASS *+ 100 A 1. Spar or R.*

Half Breadth (moulded) *23.92*
Depth from upper part of keel to top of Main Deck Beams *19.35*
Girth of Half Midship Frame (as per Rule) *39.84*
1st Number *83.64*
Length *328.75*
2nd Number *27322*
Proportions—Breadths to Length *6.85*
Depths to Length—Main Deck to top of Keel *16.98*

Master *Henri Raoul*

Year of Appointment *(1) As Master in service of owner of present vessel:—18 (2) As Master of this vessel:—1900*

Built at *Port Glasgow*

When built *1900* Launched *12th February 1900*

By whom built *Russell & Co.*

Owners *Compagnie des Vapeurs de Charge Francais*

Managers

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

Residence *Marseilles*

Port belonging to *Marseilles*

Destined Voyage *Graveline*

If Surveyed while Building, Afloat, or in Dry Dock

Deck Feet. Inches. BREADTH—Moulded 47 10 DEPTH, top of Floors to Spar or Awn. Dk. Beams 23 5 Do. do. Main Deck Beams 15 7 Power of Engines 291 No. of Decks with flat laid 2 No. of Tiers of Beams 2

Ship per Register, Length *330.3* breadth *48.0* depth *23.5* Spar or Awn. Dk. Moulded depth, ft. *18* ins. *4* To Main Dk. Round up of Beam, Main Dk. *12* ins.

FRAMING.

Angles, or *L, E, or I* Bars, for $\frac{1}{2}$ length midships *5 3 1/2 8 1/2 3 1/2 8*
at each end *5 3 1/2 7 1/2 3 1/2 7*
of Double Bottoms at Solid Floors *3 1/2 3 1/2 8 1/2 3 1/2 8*
at intermdt. Bkts. *24 124*
Frames from moulding edge to edge, all fore and aft *5 3 1/2 8 1/2 3 1/2 8*
FRAME, Angles *5 3 1/2 8 1/2 3 1/2 8*
MING, depth of girder *5 3 1/2 8 1/2 3 1/2 8*
depth and thickness of Floor Plate *5 3 1/2 8 1/2 3 1/2 8*
aid line for $\frac{1}{2}$ length amidships *5 3 1/2 8 1/2 3 1/2 8*
ay of Engines and Boilers *5 3 1/2 8 1/2 3 1/2 8*
ness at the ends of vessel *5 3 1/2 8 1/2 3 1/2 8*
h at $\frac{1}{2}$ the half bath, as per Rule *5 3 1/2 8 1/2 3 1/2 8*
at extended at the Bilges *5 3 1/2 8 1/2 3 1/2 8*
BRACKETS, in Cell Dble Bottoms Distance apart *24 124*
ORDER, in Double bottom, depth *40 11 140*
thickness *4 4 9 14 4 9*
Angles, Top *4 4 9 14 4 9*
Bottom *4 4 9 14 4 9*
ERS, number and thickness *2 1/2 3 1/2 7 1/2 3 1/2 7*
Angles *3 1/2 3 1/2 8 1/2 3 1/2 8*
ATE, depth (exclusive of flange) *26 8 126 8*
thickness *3 1/2 3 1/2 8 1/2 3 1/2 8*
BOTTOM PLATING, breadth and thickness of Middle Line Strake *48 9 10 48 9 10*
thickness in Engine and Boiler space *48 9 10 48 9 10*
Remainder in Holds *9 1/2 9 1/2 7 9*
Spar or Awning Deck, Single Angle, Plate or Tee Bulb *3 1/2 3 1/2 7 1/2 3 1/2 7*
on upper edge *48 148*
ge space *24 124*
Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb *8 1/2 3 12 8 1/2 3 12*
on upper edge *48 148*
ge space *24 124*
Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb *8 1/2 3 12 8 1/2 3 12*
on upper edge *48 148*
ge space *24 124*
old, or Orlop, Plate or Tee Bulb *8 1/2 3 12 8 1/2 3 12*
on upper edge *48 148*
ge space *24 124*
Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb *8 1/2 3 12 8 1/2 3 12*
on upper edge *48 148*
average space *24 124*
ridge Deck, Angle, Bulb Angle, Plate or Tee Bulb *8 1/2 3 12 8 1/2 3 12*
on upper edge *48 148*
ge space *24 124*
orecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb *8 1/2 3 12 8 1/2 3 12*
on upper edge *48 148*
ge space *24 124*
In tween Deck, size and spacing
Hold *2 1/4 48 1 1/4 48*
Quarter, tween Dks., *2 1/4 48 1 1/4 48*
in Hold *2 1/4 48 1 1/4 48*
WEB FRAMES, In Fore Body, No. and spacing
No. of Side Stringers *2 1/4 48 1 1/4 48*
WEB FRAMES, In E. & B. Space, No. & spacing
No. of Side Stringers *2 1/4 48 1 1/4 48*
WEB FRAMES, In After Body, No. and spacing
No. of Side Stringers *2 1/4 48 1 1/4 48*
Size of Angles or Tee Bars to Web Frames
BRACKET PLATES to Stringers between Web Frames, depth and thickness

FORGINGS AND CASTINGS.

KEEL, Bar or Side Plates, depth and thickness *10 1/2 x 2 1/4*
STEM, moulding and thickness *10 1/2 x 2 1/4*
STERN-POST for Rudder do. do. *11 x 6*
" " for Propeller *11 x 6*
MAIN PIECE of Rudder, diameter at head .. *8 1/2*
do. at heel .. *4 1/4*

RUDDER, how constructed *Forged Single plate*
Can the Rudder be unshipped afloat? *Yes*

KEELSONS AND STRINGERS.

CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate
Rider Plate *6 1/2 4 8 1/2 4 8*
Bulb Plate to Intercoastal Keelson *6 1/2 4 8 1/2 4 8*
Horizontal Plates on Floors *6 1/2 4 8 1/2 4 8*
Angles *6 1/2 4 8 1/2 4 8*
SIDE KEELSON, Angles *6 1/2 4 8 1/2 4 8*
Bulb or Plate above floors, for length *6 1/2 4 8 1/2 4 8*
Intercoastal Plate, for length *6 1/2 4 8 1/2 4 8*
Attached to outside plating with Angle *6 1/2 4 8 1/2 4 8*
BILGE KEELSON, Angles *6 1/2 4 8 1/2 4 8*
Bulb or Plate above floors, for length *6 1/2 4 8 1/2 4 8*
Intercoastal Plate, for length *6 1/2 4 8 1/2 4 8*
Attached to outside plating with Angle *6 1/2 4 8 1/2 4 8*
BILGE STRINGER Angles *6 1/2 4 8 1/2 4 8*
Bulb Plate, for length *6 1/2 4 8 1/2 4 8*
Intercoastal Plate, for whole length *6 1/2 4 8 1/2 4 8*
Attached to outside plating with Angle *6 1/2 4 8 1/2 4 8*
SIDE STRINGER Angles *6 1/2 4 8 1/2 4 8*
Bulb or Intercoastal Plate, for whole length *6 1/2 4 8 1/2 4 8*
Attached to outside plating with Angle *6 1/2 4 8 1/2 4 8*

Spar, or Awning Deck Stringer Plates, breadth and thickness *5 1/2 11 5 1/2 11*
Angle on ditto *4 x 4 x 9 14 x 4 x 9*
Tie Plates, fore and aft, outside Hatchways *4 x 4 x 9 14 x 4 x 9*
Diagonal Tie Plates, No. of prs. *8 6 7 8 6 7*
Deck * Iron or Steel, for whole length *8 6 7 8 6 7*
Wood Deck, Material and thickness *8 6 7 8 6 7*
Main Deck Stringer Plate, breadth & thickness *5 1/2 10 5 1/2 10*
Angles on ditto, No. 2 *4 x 4 x 9 14 x 4 x 9*
Tie Plates, outside Hatchways *4 x 4 x 9 14 x 4 x 9*
Diagonal Tie Plates, No. of prs. *8 6 7 8 6 7*
Deck * Iron or Steel, for whole length *8 6 7 8 6 7*
Wood Deck, Material and thickness *8 6 7 8 6 7*
Lower Deck Stringer Plates, breadth & thickness *5 1/2 10 5 1/2 10*
Angles on ditto, No. 2 *4 x 4 x 9 14 x 4 x 9*
Tie Plates, outside Hatchways *4 x 4 x 9 14 x 4 x 9*
Deck * Material and thickness *8 6 7 8 6 7*
Hold, or Orlop Stringer Plate, breadth & thickness *5 1/2 10 5 1/2 10*
Angles on ditto, No. 2 *4 x 4 x 9 14 x 4 x 9*
Tie Plates, outside Hatchways *4 x 4 x 9 14 x 4 x 9*
Deck * Material and thickness *8 6 7 8 6 7*
Poop Deck Stringer Plate, breadth & thickness *30 7 30 7*
Angles on ditto *3 x 3 x 7 3 x 3 x 7*
Tie Plates *3 x 3 x 7 3 x 3 x 7*
Deck, Material and thickness *30 7 30 7*
Bridge Deck Stringer Plate, breadth & thickness *38 7 38 7*
Angle on ditto *3 1/2 x 3 1/2 7 3 1/2 x 3 1/2 7*
Tie Plates *12 12 7 12 12 7*
Deck, Material and thickness *38 7 38 7*
Forecastle Deck Stringer Plate, breadth & thickness *30 7 30 7*
Angle on ditto *3 x 3 x 7 3 x 3 x 7*
Tie Plates *3 x 3 x 7 3 x 3 x 7*
Deck, Material and thickness *30 7 30 7*

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

BULKHEADS. Number. Thickness. STIFFENERS. Single or Double Frames. Height up.

W. T. BULKHEADS PARTITION LONGITUDINAL, also vertical web & stiffeners

Are the outside Plates doubled two spaces of Frames in length? *Yes in fore & aft*

STRAKES.	PLATING.				RIVETING.			
	AS IN SHIP.				PER RULE OR AS APPROVED.			
	AMIDSHIP.		FORWARD.		AMIDSHIP.		FORWARD.	
	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.
FLAT PLATE KEEL (If Bar Keel, state Riveting) GARBOARD OR A STRAKE	36	19	12	12	36	19	12	12
State actual thickness in way of Double Bottom.	42	13	11	11	42	13	11	11
B	46	11	9	9	46	11	9	9
C	54	10	9	9	54	10	9	9
D	54	10	9	9	54	10	9	9
E	46	12	10	10	46	12	10	10
F	54	12	10	10	54	12	10	10
G	46	13	10	10	46	13	10	10
H	54	11	9	9	54	11	9	9
J	46	12	9	9	46	12	9	9
K	54	11	9	9	54	11	9	9
L	45	13	9	9	45	13	9	9
M	54	14	8	8	54	14	8	8
N	40	18	9	9	40	18	9	9
O	The boss plates & the plates above & below the same							
P	are 7/8" thicker, than the plating at amidships							
Q								
DOUBLE LINE OF PLATE KEEL								
Length and thickness of Sheerstrakes.	14 and 16 ft long - 14							
POOP SIDES	7							
BRIDGE SIDES	7							
FORECASTLE SIDES	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, Plating, &c. *James Watson Steel Plate Works, Glasgow & Clydebridge.*

Spar or Awning Butts, treble riveted for $\frac{3}{4}$ length amidship.
Stringer Plate Butts, single, double or overlapped for whole length amidship.
Main Stringer Butts, treble riveted for whole length amidship.
Plate Butts, single, double or overlapped for whole length amidship.
Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted?
Inner Bottom Plating, riveting of Edges $\frac{1}{2}$ length amidship.
Centre Girder Butts, treble riveted Keelson Butts, treble riveted.
Frames, riveted through Plates with $\frac{1}{2}$ in. Rivets, about $\frac{1}{2}$ apart.
Rivets, state whether Iron or Steel. *Iron.*

FRAMES extend in one length from *centre line blank side to floor tank side to gunwale.*
REVERSED FRAMES on floors and frames extend from *margin plate to centre line, and thence to Spar & Main & Keelsons.*

LOWER MASTS...	Material.	Total Length	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
Fore	Steel	58.6	20 x 7/8	20 x 7/8	16 x 7/8	16 x 7/8	20			Single	1/2 & 3/4
Main	do	59.5	do	do	do	do	do			do	do
Mizen	do									do	do
Bowsprit											
Topmasts, Yards and Remainder of Spars & Derrick of 17th June											
Rigging, Material and Size, Shrouds	Galvanized steel wire 3/4										
Sails.	Sails, and the following spare sails										

EQUIPMENT No. 3385	LETTER	ANCHORS.	WEIGHT, EX. STOCK				WEIGHT, BY RULE				Description of Anchor.	Makers.	Where and when tested and Superintendent.
			Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Tons.			
37240	1st	Bower	48	1	0	41	5	2	14	47	2	0	Harthorne Steel Co. E. Finch & Co. Sunderland Oct 7/99.
37237	2nd	"	47	0	0	40	10	0	0	47	2	0	do do do
37298	3rd	"	40	3	0	36	6	1	0	40	1	0	do do do
19631	Stream		11	3	10	13	5	0	0	11	2	0	Ordinary H. Parkes & Co. Tipton 2/12/98 H. E. Parnes
41254	Kedge		5	3	0	8	0	5	14	5	3	0	do do do
2nd Kedge													do do do

Number of Certificate.	Fathoms.	Size.	Test per Certificate Ton.	WEIGHT OF CHAIN CABLE		Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Twine.	Fathoms and Size for Rule.
				Supplied.	P. R. Rule.								
18928	135	2	100.8	270-0-270	2	270	2	Standard H. Parkes & Co. Tipton 2/12/98 H. E. Parnes	TOWLINE	300	4	20	120
18929	135	2	do	270-0-270	2	270	2	do do do	HAWSE	90	3/4	22	90
Iron Steam Chain or Steel Wire ...	90	4 1/2	39					do do do	WARP	20	5/8	12	20

Boats *4*
Pumps, Number *2* *worked by Fly Wheel.* Diameter of Barrel and Tail Pipe *5" and 2 1/2" in Fore Peak.*
Windlass is *Emerson Walker & Thomson's Patent.*
Engine Room Skylights.—How constructed? *of steel, with strong shutters.*
What arrangements for deadlights in bad weather? *shutters, with deadlights.*
Coal Bunker Openings.—How constructed? *of steel.* How are lids secured? *2 1/2" hatches.* Height above deck? *9".*
Number of Scuppers, and number and dimensions of Freeing Ports, &c. *6 scuppers & 4 freeing ports.*
Ceiling in Holds, thickness and material *2 1/2" white pine.* Ceiling 'tween Decks, thickness and material *2" white pine.*
Cargo Hatchways.—How formed? *of steel plates & angles.* Hatches, If strong and efficient? *Yes. 3" thick.*
State size No. 1 Hatch (Forward) *20' x 14' x 31"* No. 2 Hatch *24' x 14' x 31"* No. 3 Hatch *24' x 14' x 31"* No. 4 Hatch *20' x 14' x 31"*
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *174 web plates in No. 1 & 2, 172 in No. 3 & 4.*
Bulwarks, height above deck and description *3' high, built up and three wood for 4' after in each.* No. of Breasthooks *4* deep floors *4* No. of Crutches *4* deep floors.
The above is a correct description.
Builder's Signature (here only) *Phillips & Co.* Surveyor's Signature *J. P. Phillips* Surveyor to Lloyd's Register of British & Foreign Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case) *19/8/98 7.*

10/10/99 £. 326/00 14 and 14/2/99 14.

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed, where practicable.*

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 faying surfaces? *Yes.* Do any rivets break into or through the seams or butts of plating? *Yes, a few.*

Are the butts of Plating, Stringers, &c., properly shifted and strapped? *Yes.*

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the Rules, and the photo-prints of the Midship Longitudinal Sections, of which that of the Midship Section is not in the London office. The workmanship is of good quality. The hand pumps & watertight doors are in good working order. The weather decks tested by water & hose, with satisfactory results. Iron plates are embedded in the cement under each sounding pipe. The frames & reversed frames in the double bottom, and the frame outside the cellular bottom between the half length, and three fourths length amidships in the straight parts of the vessel have been joggled to dispense with frame liners to the outside strakes of plating. There is a chamber of 1 1/2 inches in the keel of this vessel. Two reports on rigging are forwarded herewith, and also photo-print of Rudder Plan; and a Certificate for steel rigging. — This is a Sister Vessel to the "Quarriers" Greenock 1st Entry Report No. 12555.*

The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *20* ft., R.Q.D. or Break *20* ft., Bridge Dk. *72* ft., F'castle *33* 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 as it should appear in the Register Book) *10K (SH) and Spar & R (SH) and deep framing.*

Official No. ; Signal Letters

How are the surfaces preserved from oxidation? Inside *by Portland Cement & paint* Outside *by paint.*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system *Yes.*

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
Double bottom, aft,	<i>22.5</i>	<i>112.3</i>	Fore peak tank,		
Double bottom, forward,	<i>4</i>	<i>17.3</i>	After peak tank,		<i>63</i>
Double bottom, under Engines and Boilers,	<i>2</i>	<i>10.3</i>	Midship deep tank,		
Double bottom, if under Engines only,	<i>2</i>	<i>14.1</i>	Other tanks, if fitted,		
Double bottom, if under Boilers only,			(If necessary, furnish further information by sketch.)		

State whether the above have been tested as required by the Rules. *Yes.*

Order for Special Survey No. <i>1973</i>	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>Built under Special Survey & Surveyed, 1899.</i>
Date <i>31st Aug 1899</i>	2nd. On the plating during the process of riveting	<i>April 12, 18, 25. May 4, 10, 23, 31. June 8, 16, 21, 26. July 19, 26.</i>
Order for Ordinary Survey No.	3rd. When the beams were in and fastened, and before the decks were laid	<i>Aug 1, 14, 17, 23, 29. Sep 4, 7, 13, 20, 23, 25, 29. Oct 6, 12, 17, 19, 24.</i>
Date	4th. When the ship was complete, and before the plating was finally coated or cemented	<i>26, 27. Nov 1, 3, 9, 14, 18, 23, 30. Dec 5, 11, 18, 23, 28, 1900. Jan 10, 12.</i>
No. <i>457</i> in builder's yard.	5th. After the ship was launched and equipped	<i>16, 19, 23, 25. Feb 15, 7, 8, 10, 17, 19, 24. Mar 12, 13. Total No. of Visits 65.</i>

The amount of Entry Fee *£ 5 : " : 14-3-1900.*
Special Survey Fee *£ 104. 5 : 6*
Travelling Expenses, if any *£ " : " 15-3-1900.*

I am of opinion this Vessel should be Classed *100 A.1. Steel. Spar & R.*
With, or without Freeboard, as condition of Class

Certificate to be sent to *Greenock.*

Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

Character assigned *100 A.1. (SH) Spar dk.*

at 10.00

Write G. K.

at 10.00

