

## Spar, or Awning Dk. IRON OR STEEL STEAMER.

No. 15054.

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

Part of Glasgow Date of completion of Report 10<sup>th</sup> May 1907 Received at London Office TUES. 21 MAY 1907

Survey held at Port Glasgow Date, First Survey 26<sup>th</sup> March 1906 Last Survey 3<sup>rd</sup> April 1907

On the S.S. STRATHDEE Rig Schooner

TONNAGE under Tonnage Deck... 4109.42

Do. between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk. ... 112.85

Total under Upper Dk. ... 4222.27

Do. of Poop ... 13.25

Do. of Bridge House ... 64.82

Do. of Forecastle ... 13.25

Do. of Houses on Deck ... 38.41

of excess of Hatchways ... 69.62

above Crown of Engine Room ... 4408.64

ss Tonnage ... 106.66

Crew Space ... 69.62

above Crown of Engine Room ... 4232.39

AGE FOR FEES ... 1410.44

Engine Room ... 44.44

Navigation Spaces ... 2846.44

Master Tonnage ... 2846.44

out on Beam ...

SPAR, AWNING OR PART AWNING DECKED VESSEL, Master Smith

or a Vessel having a continuous Shade Deck

CLASS F100 A. 1 SPAR Dk.

Year of Appointment Port Glasgow

Built at Port Glasgow

When built 1904 Launched 12<sup>th</sup> April 1904

By whom built R. Duncan & Co.

Owners The Strathdee Steamship Co. Ltd.

Managers Purcell & Son

Residence Glasgow

Port belonging to Glasgow

Destined Voyage If Surveyed while Building, Afloat, or in Dry Dock

LENGTH on Ft. Ins. BREADTH on Ft. Ins. DEPTH, ACTUAL—Top of Floors to top of Spar or Awn. Dk. Beams 25 Ft. 17 Ins. Power of Horse. No. of Decks with flat laid 12 No. of Tiers of Beams 12

Dimensions of Ship per Register, Length 246.0 breadth 52.3 depth 25.4 Spar or Awn. Dk. Moulded depth, ft. 28 ins. 0 To Main Dk. Round up of Main Dk. Beam, Actual 12.5 ins.

FRAMING.				FORGINGS AND CASTINGS.			
NAME, Angles, or Bars, for length	Inches in Ship.	Inches in Ship.	16ths or 20ths per Rule Or as Approved.	NAME, Angles, or Bars, for length	Inches in Ship.	Inches in Ship.	16ths or 20ths per Rule Or as Approved.
AME, Angles, or Bars, for length	5 1/2	3 1/2	8	5 1/2	3 1/2	8	5 1/2
amidships	5 1/2	3 1/2	4	5 1/2	3 1/2	4	5 1/2
to. for 1/2 at each end	3 1/2	3 1/2	5-7	3 1/2	3 1/2	5-7	3 1/2
to. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	5-7	3 1/2	3 1/2	5-7	3 1/2
at intermdt. Bkts.	24	24	24	24	24	24	24
ing of Frames from centre to centre	4	3 1/2	8-7	4	3 1/2	8-7	4
VERSED FRAME, Angles	4	3 1/2	8-7	4	3 1/2	8-7	4
EP FRAMING, depth of girder	4	3 1/2	8-7	4	3 1/2	8-7	4
DOORS, depth and thickness of Floor Plate	4	3 1/2	8-7	4	3 1/2	8-7	4
at mid-line for 1/2 length amidships	4	3 1/2	8-7	4	3 1/2	8-7	4
in way of Engines and Boilers	4	3 1/2	8-7	4	3 1/2	8-7	4
thickness at the ends of vessel	4	3 1/2	8-7	4	3 1/2	8-7	4
depth at 1/2 the half-bdth. as per Rule	4	3 1/2	8-7	4	3 1/2	8-7	4
height extended at the Bilges	4	3 1/2	8-7	4	3 1/2	8-7	4
DOORS & BRACKETS, in Cell Dble Bottoms	4	3 1/2	8-7	4	3 1/2	8-7	4
state if flanged (top & bottom)	4	3 1/2	8-7	4	3 1/2	8-7	4
spacing	4	3 1/2	8-7	4	3 1/2	8-7	4
TRE GIRDER, in Double bottom, depth	4	3 1/2	8-7	4	3 1/2	8-7	4
and thickness	4	3 1/2	8-7	4	3 1/2	8-7	4
Angles, Top	4	3 1/2	8-7	4	3 1/2	8-7	4
Bottom	4	3 1/2	8-7	4	3 1/2	8-7	4
E GIRDERS, number and thickness	4	3 1/2	8-7	4	3 1/2	8-7	4
state if flanged (top & bottom)	4	3 1/2	8-7	4	3 1/2	8-7	4
Angles	4	3 1/2	8-7	4	3 1/2	8-7	4
RGIN PLATE, depth (exclusive of flange)	4	3 1/2	8-7	4	3 1/2	8-7	4
and thickness	4	3 1/2	8-7	4	3 1/2	8-7	4
Angles to outside plating	4	3 1/2	8-7	4	3 1/2	8-7	4
to floors	4	3 1/2	8-7	4	3 1/2	8-7	4
ER BOTTOM PLATING, breadth and thickness of Middle Line Strake	4	3 1/2	8-7	4	3 1/2	8-7	4
thickness in Engine and Boiler space	4	3 1/2	8-7	4	3 1/2	8-7	4
Remainder in Holds	4	3 1/2	8-7	4	3 1/2	8-7	4
MS, Spar or Awning Deck, Single Angle	4	3 1/2	8-7	4	3 1/2	8-7	4
Bulb Angle, Plate or Tee Bulb	4	3 1/2	8-7	4	3 1/2	8-7	4
Angles on upper edge	4	3 1/2	8-7	4	3 1/2	8-7	4
UNDER BRIDGE	4	3 1/2	8-7	4	3 1/2	8-7	4
Spacing	4	3 1/2	8-7	4	3 1/2	8-7	4
MS, Main Deck, Single Angle, Bulb	4	3 1/2	8-7	4	3 1/2	8-7	4
Angle, Plate or Tee Bulb	4	3 1/2	8-7	4	3 1/2	8-7	4
Angles on upper edge	4	3 1/2	8-7	4	3 1/2	8-7	4
AT. E. P. CASINE	4	3 1/2	8-7	4	3 1/2	8-7	4
Spacing	4	3 1/2	8-7	4	3 1/2	8-7	4
MS, Lower Deck, Single Angle, Bulb	4	3 1/2	8-7	4	3 1/2	8-7	4
Angle, Plate or Tee Bulb	4	3 1/2	8-7	4	3 1/2	8-7	4
Angles on upper edge	4	3 1/2	8-7	4	3 1/2	8-7	4
Spacing	4	3 1/2	8-7	4	3 1/2	8-7	4
MS, Hold, or Orlop, Plate or Tee Bulb	4	3 1/2	8-7	4	3 1/2	8-7	4
Angles on upper edge	4	3 1/2	8-7	4	3 1/2	8-7	4
Spacing	4	3 1/2	8-7	4	3 1/2	8-7	4
MS, Poop Deck, Angle, Bulb Angle, Plate	4	3 1/2	8-7	4	3 1/2	8-7	4
or Tee Bulb	4	3 1/2	8-7	4	3 1/2	8-7	4
Angles on upper edge	4	3 1/2	8-7	4	3 1/2	8-7	4
Spacing	4	3 1/2	8-7	4	3 1/2	8-7	4
MS, Bridge Deck, Angle, Bulb Angle, Plate	4	3 1/2	8-7	4	3 1/2	8-7	4
or Tee Bulb	4	3 1/2	8-7	4	3 1/2	8-7	4
Angles on upper edge	4	3 1/2	8-7	4	3 1/2	8-7	4
Spacing	4	3 1/2	8-7	4	3 1/2	8-7	4
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	4	3 1/2	8-7	4	3 1/2	8-7	4
Angles on upper edge	4	3 1/2	8-7	4	3 1/2	8-7	4
Spacing	4	3 1/2	8-7	4	3 1/2	8-7	4
PILLARS, In 'tween Deck, size and spacing	4	3 1/2	8-7	4	3 1/2	8-7	4
Hold	4	3 1/2	8-7	4	3 1/2	8-7	4
Quarter, 'tween Dks.,	4	3 1/2	8-7	4	3 1/2	8-7	4
in Hold	4	3 1/2	8-7	4	3 1/2	8-7	4
WEB FRAMES, In Fore Body, No. and spacing	4	3 1/2	8-7	4	3 1/2	8-7	4
brdth. & thickness	4	3 1/2	8-7	4	3 1/2	8-7	4
No. of Side Stringers	4	3 1/2	8-7	4	3 1/2	8-7	4
WEB FRAMES, In E. & B. Space, No. & spacing	4	3 1/2	8-7	4	3 1/2	8-7	4
brdth. & thickness	4	3 1/2	8-7	4	3 1/2	8-7	4
WEB FRAMES, In After Body, No. and spacing	4	3 1/2	8-7	4	3 1/2	8-7	4
brdth. & thickness	4	3 1/2	8-7	4	3 1/2	8-7	4
No. of Side Stringers	4	3 1/2	8-7	4	3 1/2	8-7	4
Size of Angles or Tee Bars to Web Frames	4	3 1/2	8-7	4	3 1/2	8-7	4
BRACKET PLATES to Stringers between Web Frames, depth and thickness	4	3 1/2	8-7	4	3 1/2	8-7	4



PLATING.										RIVETING.																																																																					
AS IN SHIP.				PER RULE OR AS APPROVED.				ORDINARY EDGES.				BUTTS.																																																																			
STRAKES.		AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		SINGLE OR DOUBLE.		RIVETS.		BUTTS.																																																																	
Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Thickness.	Thickness.	Diam.	Spacing.	Breadth.	Thickness.																																																																
FLAT PLATE KEEL	18 7/8	20	13	13	48	20	DOUBLE	6	1	4	QUAD	1	4	14	MOLE																																																																
GARBOARD OR A STRAKE	12	13	12	12	42	13	DOUBLE	6	1	4	QUAD	1	4	14	MOLE																																																																
State actual thickness in way of Double Bottom.	12	11	9	9	42	11	DOUBLE	5 1/2	1	4	QUAD	1	4	12	MOLE																																																																
B	12	11	9	9	42	11	DOUBLE	5 1/2	1	4	QUAD	1	4	12	MOLE																																																																
C	12	11	9	9	42	11	DOUBLE	5 1/2	1	4	QUAD	1	4	12	MOLE																																																																
D	12	11	9	9	42	11	DOUBLE	5 1/2	1	4	QUAD	1	4	12	MOLE																																																																
E	12	11	9	9	42	11	DOUBLE	5 1/2	1	4	QUAD	1	4	12	MOLE																																																																
F	12	11	9	9	42	11	DOUBLE	5 1/2	1	4	QUAD	1	4	12	MOLE																																																																
G	12	11	9	9	42	11	DOUBLE	5 1/2	1	4	QUAD	1	4	12	MOLE																																																																
H	12	11	9	9	42	11	DOUBLE	5 1/2	1	4	QUAD	1	4	12	MOLE																																																																
J	12	11	9	9	42	11	DOUBLE	5 1/2	1	4	QUAD	1	4	12	MOLE																																																																
DOUBLING OF PLATE KEEL	18 7/8	20	13	13	48	20	DOUBLE	6	1	4	QUAD	1	4	14	MOLE																																																																
Length and thickness of Sheerstrakes.	18 7/8	20	13	13	48	20	DOUBLE	6	1	4	QUAD	1	4	14	MOLE																																																																
Length and thickness of Strake below	18 7/8	20	13	13	48	20	DOUBLE	6	1	4	QUAD	1	4	14	MOLE																																																																
POOP SIDES	18 7/8	20	13	13	48	20	DOUBLE	6	1	4	QUAD	1	4	14	MOLE																																																																
BRIDGE SIDES	18 7/8	20	13	13	48	20	DOUBLE	6	1	4	QUAD	1	4	14	MOLE																																																																
FORECASTLE SIDES	18 7/8	20	13	13	48	20	DOUBLE	6	1	4	QUAD	1	4	14	MOLE																																																																
<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>James Martin &amp; Co. Ltd. Glasgow</i></p> <p>Process: <i>James Martin &amp; Co. Ltd. Glasgow</i></p> <p>Plates, Plating, &amp;c. <i>James Martin &amp; Co. Ltd. Glasgow</i></p> <p>Butts of Bilge &amp; Side Stringers and Tie Plates, treble or double riveted? <i>TWO</i></p> <p>Inner Bottom Plating, riveting of Edges <i>DOUBLE</i></p> <p>Centre Girder Butts, <i>TREBLE</i></p> <p>Frames, riveted through Plates with <i>7/8</i> in. Rivets, about <i>6 1/4</i> apart.</p> <p>Rivets, state whether Iron or Steel <i>IRON</i></p>																																																																															
<p>FRAMES extend in one length from <i>Strake line</i> to <i>margin plate &amp; thence to gunwale</i> or joggled? <i>Yes</i></p> <p>REVERSED FRAMES on floors and frames extend from <i>gunwale line to margin plate</i> and state if <i>solid</i> or joggled? <i>Yes</i></p> <p>Chance to main and spar <i>5 1/2</i> alternately: double in engine room &amp; boiler room</p>																																																																															
MASTS, SPARS, & C.																																																																															
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<p>Topmasts, Yards and Remainder of Spars <i>P.P.</i></p> <p>Rigging, Material and Size, Shrouds <i>G.S.W. 4 1/2</i></p> <p>Sails. <i>One</i> Suit of Sails, and the following spare sails <i>G.S.W. 5</i></p>																																																																															
EQUIPMENT NO. 44543. LETTER <i>X</i> ANCHORS.																																																																															
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<p>Boats <i>4 m</i></p> <p>Pumps, Number <i>4</i></p> <p>Windlass is <i>Steam by Clark Chapman</i></p> <p>Engine Room Skylights. How constructed? <i>Steel plate &amp; angles</i></p> <p>What arrangements for deadlights in bad weather? <i>Steel plate &amp; angles</i></p> <p>Coal Bunker Openings. How constructed? <i>Steel plate &amp; angles</i></p> <p>Number of Scuppers, and number and dimensions of Freeing Ports, &amp;c. <i>8 scuppers and 4 ports 2-0 x 2-6</i></p> <p>Ceiling in Holds, thickness and material <i>3-0 x 2-6</i></p> <p>Cargo Hatchways. How formed? <i>Steel plate &amp; angles</i></p> <p>State size No. 1 Hatch <i>24-12-16-1-36</i> No. 2 Hatch <i>22-12-15-1-36</i> No. 3 Hatch <i>25-0-16-0-4-36</i> No. 4 Hatch <i>28-0-16-0-3-36</i></p> <p>Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch <i>3 m</i></p> <p>Bulwarks, height above deck and description <i>5 1/2 x 6 1/2</i></p> <p>The above is a correct description.</p> <p>Builder's Signature (here only) <i>Robert Duncan &amp; Co. Ltd.</i></p> <p>Surveyor's Signature <i>James Lewis</i></p>																																																																															

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

M. 1<sup>st</sup> Oct 1906. 10<sup>th</sup> April 1907. 3<sup>rd</sup> May 1906. 15<sup>th</sup> 15<sup>th</sup> 14<sup>th</sup> 23<sup>rd</sup> Aug 1906. 16<sup>th</sup> Nov 1906. 2<sup>nd</sup> 23<sup>rd</sup> May 1907.Workmanship. Are the butts of plating planed or otherwise fitted? *Planed when practicable*Is the riveted work properly closed? *Yes*Are the liners between the frames and plates solid single pieces? *Yes when frames are not 18" holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?*Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *Yes*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*Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? *Yes*General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the Rules and approved plans forwarded herewith.**The materials and workmanship are of good quality.**Iron plates are embedded in the cement under the sounding paper.**The hull has been sighted and found to be cambered 3/8".**Two 10" pipes are attached to the hull.**The reports made in the construction of this vessel have been subjected to mechanical tests with satisfactory results.*

This is a sister vessel to the *H. S. "Shetland" & "Shetland" Greenock First Entry Report*

The Surveyor should state the Number of Report and Name of any Sister Vessel. *15012 & 15055*

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *29 1/2* ft., R.Q.D. or Break *✓* ft., Bridge Dk. *9 1/4* ft., F'castle *48 1/2* 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) *10" (STEEL) & SPAR 10" (STEEL) & DEEP FRAMING.*

Official No. *124180*; Signal LettersHow are the surfaces preserved from oxidation? Inside *Portland Cement of paint* Outside *Paint*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.	Water Capacity.	Where fitted.	*Length.	Water Capacity.
Double bottom, aft.	122-0	342	Fore peak tank.	✓	✓
Double bottom, under Engines and Boilers.	42-0	182	After peak tank.	✓	94
Double bottom, if under Engines only.	✓	✓	Deep tank aft.	✓	✓
Double bottom, if under Boilers only.	✓	✓	Deep tank forward.	24-0	605
Double bottom, forward.	168-0	615	Other tanks, if fitted.	✓	✓
Total capacity	1139		(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. <i>2362</i>	1906. March 26. 28. 29. April 2. 4. 6. 11. 13. 17. 20. 22. 26. May 1. 3. 8. 11. 14. 15. 18. 22
Date <i>27<sup>th</sup> Oct 1906</i>	25. 28. June 1. 5. 14. 26. 28. July 3. 17. 19. 26. 31. Aug 2. 10. 14. 16. 21. 23. 31. Sep 13.
No. <i>311</i> in builder's yard.	18. 20. 25. 28. Oct 2. 5. 9. 11. 16. 19. 25. 31. Nov 23. 28. 30. Dec 3. 5. 7. 11. 13. 18. 24. 27.
	1907. Jan 8. 10. 11. 15. 17. 19. 21. 23. 29. Feb 8. 11. 13. 18. 24. 26. 28. Mar 2. 4. 6. 9. 13. 16. 22. 26.
	28. April 2. 5. 9. 11. 12. 22. May 2. 3.
	Total No. of Visits <i>100</i>

The amount of Entry Fee.....£ <i>5</i> : : : <i>9/5</i> 1907	Fees applied for, <i>Dist.</i>
Special .....£ <i>130</i> 16 : : : <i>14/5</i> 1907	Received by me, <i>JB. 21</i>
Travelling Expenses, if any £ : : : : : <i>14/5</i> 1907	

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

I am of opinion this Vessel should be Classed *11M A1 SPAR DECK*

With or without Freeboard, as condition of Class

Committee's Minute *Glasgow 20 MAY 1907*Character assigned *+ 100 A1 (Steel) Spar Deck Lloyd's A.C.R.*

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

*James Lewis*