

Decks.

IRON OR STEEL STEAMER.

Received at London Office

State of Report is also sent on the Machinery of the Vessel  
Date of completion of report 19th December 1901. Port of Greenock. No. 13204  
Survey held at Greenock Date, First Survey 26th November 1900 Last Survey 4th December 1901.  
On the SS "INVERIC" Rig Schooner  
Master W. R. Kennedy  
Year of appointment 1894  
Built at Port Glasgow  
When built 1901 Launched 29th Oct 1901  
By whom built Wm Jamieson & Co  
Owners The Inveric Steamship Co  
Managers A. Blair & Co  
Residence Glasgow  
Port belonging to Glasgow  
Register Tonnage 3112.80  
Destined Voyage Norway  
If Surveyed while Building, Afloat, or in Dry Dock Yes

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
368	0		51	9 1/2		24	3 1/2		Two
Dimensions of Ship per Register, Length 369.5 breadth 52.15 depth 24.25 Moulded depth, ft. 29 ins. 11 To Upper Dk. Round of Upper Dk. Beam, Actual 12 1/2 ins.									

FRAMING.	Inches in Ship	Inches in Ship	16ths in Ship	Inches per Rule	Inches per Rule	16ths in Ship	Inches per Rule	Inches per Rule
Angles, on 7, E or L Bars for 1/2 length amidships	5 1/2	5 1/2	10	3 1/2	3 1/2	10		
at each end	6	3 1/2	9	6	3 1/2	9		
way of Double Bottoms at Solid Floors	3 1/2	3 1/2	10	3 1/2	3 1/2	10		
of Frames from moulding edge to top of Frames from moulding edge to top	5 1/2	2 1/2	9	3 1/2	3 1/2	9		
SED FRAME, Angles	6 1/2	3 1/2	10	6 1/2	3 1/2	10		
FRAMING, depth of girder		9 1/2			9 1/2			
depth and thickness of Floor Plate at mid-line for 1/2 length amidships								
way of Engines and Boilers								
thickness at the ends of vessel								
at 1/2 the half breadth, as per Rule								
light extended at the Bilges								
& BRACKETS in Cell Dble Bottoms	4 1/2	8	4 1/2	8				
Distance apart		25		25				
GIRDER, in Double bottom, depth	4 1/2	10	4 1/2	10				
and thickness								
Angles, Top	4	4	9	4	4	9		
Bottom	4 1/2	4 1/2	12 1/2	4 1/2	4 1/2	12 1/2		
RDERS, number on each side & thickness	TWO	8	TWO	8				
Angles	3 1/2	3 1/2	8	3 1/2	3 1/2	8		
PLATE, depth (exclusive of flange)	35	10	35	10				
and thickness								
Angles to Outside Plating	3 1/2	3 1/2	10	3 1/2	3 1/2	10		
BOTTOM PLATING, breadth and thickness of Middle Line Strake	36	10	36	10				
in Engine and Boiler space								
Remainder in Holds		8 1/2		8 1/2				
Upper Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	8	3 1/2	11	8	3 1/2	11		
Angles on upper edge	4 1/2	3	10	4 1/2	3	10		
Average space		25		25				
Middle Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	8 1/2	3 1/2	11	8 1/2	3 1/2	11		
Angles on upper edge		25		25				
Average space								
Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb								
Angles on upper edge								
Average space								
Old, or Orlop, Plate or Tee Bulb								
Angles on upper edge								
Average space								
Upper Deck, Angle, Bulb Angle, Plate or Tee Bulb	6 1/2	3	9	6 1/2	3	9		
Angles on upper edge		25		25				
Average space								
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	6 1/2	3	9	6 1/2	3	9		
Angles on upper edge		25		25				
Average space								
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	9	3 1/2	13	9	3 1/2	13		
Angles on upper edge	5 1/2	3 1/2	11	5 1/2	3 1/2	11		
Average space		50		50				
PILLARS, In 'tween Deck, size and spacing	3 3/8 DIA	50"	3 3/8 DIA	50"				
" Hold	4 3/4 DIA	50"	4 3/4 DIA	50"				
" Quarter 'tween Dks.,	3 3/8 DIA	100"	3 3/8 DIA	100"				
" in Hold	4 3/4 DIA	100"	4 3/4 DIA	100"				
WEB-FRAMES, In Fore Body, No. and spacing								
" breadth & thickness								
No. of Side Stringers								
WEB-FRAMES, In E. & B. Space, No. & spacing								
" breadth & thickness								
No. of Side Stringers								
Size of Angles or Tee Bars to Web-Frames								
BRACKET PLATES to Stringers between								
Web-Frames, depth and thickness								

FORGINGS or CASTINGS.	Inches in Ship	Inches in Ship	16ths in Ship	Inches per Rule	Inches per Rule	16ths in Ship	Inches per Rule	Inches per Rule
KEEL, Bar or Side Plates, depth and thickness	11	3 1/2		11	3 1/2			
STEM, moulding and thickness	11	4 1/2		11	4 1/2			
STERN-POST for Rudder do. do.	11	4 1/2		11	4 1/2			
for Propeller	9 1/2			9 1/2				
MAIN PIECE of Rudder, diameter at head	9 1/2			9 1/2				
do. at heel	7 1/4			7 1/4				
RUDDER, how constructed	Multi forging			Single plate				
Can the Rudder be unshipped afloat?	Yes							
KEELSONS & STRINGERS.	Inches in Ship	Inches in Ship	16ths in Ship	Inches per Rule	Inches per Rule	16ths in Ship	Inches per Rule	Inches per Rule
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate								
Rider Plate								
Bulb Plate to Intercoastal Keelson								
Horizontal Plates on Floors								
Angles								
SIDE KEELSON, Angles								
Bulb or Plate above floors, for lng.								
Intercoastal Plate, for length								
Attached to outside Plating with Angle								
BILGE KEELSON, Angles								
Bulb or Plate above floors, for lng.								
Intercoastal Plate for length								
Attached to outside Plating with Angle								
BILGE STRINGER Angles	6 1/2	4 1/2	10	6 1/2	4 1/2	10		
Bulb Plate for length								
Intercoastal Plate for AS-APPROVED length	3 1/2	3 1/2	9	3 1/2	3 1/2	9		
Attached to outside Plating with Angle	6 1/2	4 1/2	13 1/2	6 1/2	4 1/2	13 1/2		
SIDE STRINGER Angles	20	11	20	11	20	11		
Bulb or Intercoastal Plate, for FULL lng.	4	3 1/2	10	4	3 1/2	10		
Attached to outside plating with Angle								
Upper Deck Stringer Plates, br'dth & thickness	59	4 1/2	10	59	4 1/2	10		
Angle on ditto	4 1/2	4 1/2	11	4 1/2	4 1/2	11		
Tie Plates fore and aft, outside Hatchways								
Deck, * Iron or Steel, for FULL lng.								
Wood Deck, Material & thickness								
Middle Deck Stringer Plate, br'dth & thickness	59	4 1/2	10	59	4 1/2	10		
Angles on ditto, No. TWO	4 1/2	4 1/2	9	4 1/2	4 1/2	9		
Tie Plates outside Hatchways								
Diagonal Tie Plates on Bms, No. of prs.								
Deck, * Iron or Steel, for FULL lng.								
Wood Deck, Material & thickness								
Lower Deck Stringer Plate, br'dth & thickness								
Angles on ditto, No.								
Tie Plates, outside Hatchways								
Deck, * Material and thickness								
Hold, or Orlop Stringer Plate, br'dth & thckn's								
Angles on ditto, No.								
Tie Plates outside Hatchways								
Deck, Material and thickness								
Poop Deck Stringer Plate, breadth & thickness	30	4	30	4				
Angle on ditto	3 1/2	3 1/2	4	3 1/2	3 1/2	4		
Tie Plates								
Deck, Material and thickness								
Bridge Deck Stringer Plate, br'dth & thickness	40	8	40	8				
Angle on ditto	3 1/2	3 1/2	8	3 1/2	3 1/2	8		
Tie Plates								
Deck, Material and thickness								
Forecastle Deck Stringer Plate, b'dth & th'kns	30	4	30	4				
Angle on ditto	3 1/2	3 1/2	4	3 1/2	3 1/2	4		
Tie Plates								
Deck, Material and thickness								

BULKHEADS.	Number.	Thickness.	STIFFENERS.	Single or Double Frames.	Height up.
In Vessel.	6	6	Horizontal.		
Per Rule.			Vertical.		
W. T. BULKHEADS			Size, (Spacing)		
PARTITION			Size, (Spacing)		
LONGITUDINAL			Size, (Spacing)		
Are the outside Plates doubled two spaces of Frames in length?					
Are the Stance Valves and Watertight Doors in efficient working order?					



**PLATING.**

STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.							
	AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		Single or Double.	Breath of Lap.	RIVETS. Diam.	Spacing or to cr.	Double or Treble for what length.	RIVETS.		STRAPS.		IF LAPPED. For what length.
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Diam.	Spacing or to cr.						Breadth.	Thickness.	Breadth.	Thickness.	
FLAT PLATE KEEL.....	36	20	14	14	36	20.	DOUBLE.	6	1	4	QUAD TREE	1	3 1/2	✓	✓	13-10 1/2	Whole	
GARBOARD OF A Strake ...	54	16	13	13	54	16	"	5 1/4	7/8	3 1/2	TREBLE.	1	3 1/2	✓	✓	10 1/2		
B " "	54	11	9	9	54	11	"	"	"	"	QUAD TREE	1	3 1/2	✓	✓	11 1/4-10 1/2		
C " "	54	12	10	10	54	12	"	"	"	"	TREBLE.	"	"	✓	✓	9		
D " "	54	11	9	9	54	11	"	"	"	"	"	"	"	✓	✓	"		
E " "	46	13	11	11	46	13	"	"	"	"	"	"	"	✓	✓	"		
F " "	54	13	10	10	54	13	"	"	"	"	"	"	"	✓	✓	"		
G " "	46	13	10	10	46	13	"	"	"	"	"	"	"	✓	✓	"		
H " "	54	13	10	10	54	13	"	"	"	"	"	"	"	✓	✓	"		
J " "	46	13	10	10	46	13	"	"	"	"	"	"	"	✓	✓	"		
K " "	54	12	9	9	54	12	"	"	"	"	"	"	"	✓	✓	"		
L " "	46	13	(9)	(9)	46	13	"	"	"	"	"	"	"	✓	✓	"		
M " "	54	12	9	9	54	12	"	"	"	"	"	"	"	✓	✓	"		
N " "	46	15	10	10	46	15	"	"	"	"	"	"	"	✓	✓	"		
O " "	48	16	11	11	48	16	DECK SINE	4 1/2	3/4	3 1/2	QUAD TREE	1	3 1/2	✓	✓	13-10 1/2		
P " "	Shull plate 9, 10, 11, 12 frames spaces in length.																	
Q " "																		
R " "																		
DOUBLING OF Flat Plate Keel																		
Length and thickness of Bilges .....	AS PER APPROVED PLAN.																	
of Sheerstrakes .....																		
of Strake below .....																		
POOP SIDES .....	9x8			4			4	SINGLE.	2 1/2	3/4	3 1/2	DOUBLE	3/4	2 1/2	✓	✓	5	Whole
BRIDGE SIDES .....	DECK SINE 4 1/2 x 3/4																	
FORECASTLE SIDES .....	SINGLE 3 1/2																	

Write up state's name opposite its corresponding letter.

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.? *Deming Martin Process.*

Steel Co. of Scotland, Lanarkshire, Steel Co. D. Galville, Son, W. Beardmore & Co., Glasgow, & Messrs. J. & F. McAlister & Co., Glasgow, & Messrs. J. & F. McAlister & Co., Glasgow, & Messrs. J. & F. McAlister & Co., Glasgow.

Has the Steel been tested as required by the Rules? *Yes*

Upper Deck (Butts, treble riveted for half length amidship.)  
Stringer Plate (Straps, single, double or overlapped for full length amidship.)  
Middle Deck (Butts, treble riveted for full length amidship.)  
Stringer Plate (Straps, single, double or overlapped for full length amidship.)  
Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted for full length amidship.  
Inner Bottom Plating, riveting of Edges Obl & Single Butts, Obl & Single Butts, riveted.  
Centre Girder Butts, Treble riveted.  
Keelson Butts, Treble riveted.  
Frames, riveted through Plates with 7/8 in. Rivets, about 6 1/4 apart.  
Rivets, state whether Iron or Steel. *Iron*

FRAMES extend in one length from Centre Line to margin plates and thence to gunwale.

REVERSED FRAMES on floors and frames extend from Centre line to margin plate, and thence to upper and lower and forecastle deck alternately, double in keelson and boiler spaces, all to upper deck abaft A.P. bulkhead.

MASTS, SPARS, &c.

	Material.	Total Length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
LOWER MASTS..... Fore Mast....	STEEL	45'-6"	26 x 3/4	26 x 3/4	20 x 1/2	4 x 3/4	100	✓	-	Single	Sub & Obl
Main .....	STEEL	61'-9"	26 x 3/4	20 x 1/2	20 x 1/2	4 x 3/4					
Mizen .....											

Bowsprit

Topmasts, Yards and Remainder of Spars STEEL & P.P.

Rigging, Material and Size, Shrouds 3 1/2 gals steel wire

Stays 4 1/2 x 5 gals steel wire

Sails. *One.* Suit of Sails, and the following spare sails-

EQUIPMENT No. 42921-9 LETTER X. ANCHORS: \* 102 lb. 100 ft. 100 ft.

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 22.		Description of Anchor.	Makers.	Where and when tested and Superintendent.	
		Cwt.	qrs.	lbs.	Cwt.	qrs.	lbs.	Tons.	cwt.	qrs.	lbs.	Cwt.			qrs.	lbs.
344	1st Bower ...	54	3	21	Shackles	45	4	20	54	2	0	Paper Patent	W.D. Rogers & Co.	Dec 25 90	100 ft.	
354	2nd " "	54	1	21	"	44	19	22	54	2	0	"	"	24 9-01		
318	3rd " "	46	1	21	"	40	3	30	46	1	0	"	"	24 9-01		

**Correspondence.**—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case)  
*M 15<sup>th</sup> Sept 1900, 25<sup>th</sup> Sept 1900, 8<sup>th</sup> Oct 1900, 13<sup>th</sup> Dec 1900, 9<sup>th</sup> April 1901.*

**Workmanship.** Are the butts of plating planed or otherwise fitted? *planed & taken practicable*

Is the riveted work properly closed? *yfs*

Are the liners between the frames and plates solid single pieces? *yfs* Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *yfs* Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *yfs* Do any rivets break into or through the seams or butts of plating? *yfs a few*

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

Have all the upper and weather decks been tested as required by the Rules (Sec. 23, par. 24)? *yfs* State results of tests *good*

Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? *yfs* State results of tests *good*

**General Remarks** (State quality of workmanship, &c.)  
*The workmanship and materials are of good quality.  
Iron plates are embedded in the cement under the sounding pipes.  
The hull plate has been sighted and found straight.  
Two framing reports are appended hereto.  
The available space under the bridge deck is not filled with cargo battens.  
The double bottom forward of the 36<sup>th</sup> length has been strengthened in accordance with the Rules.*

*This vessel proceeded to Panama without the dup ballast tank, water test being completed, and she is now reported for classification subject to a satisfactory report being made on the condition of dup tank by the Surveyor at Panama.*

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

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**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop *22.5* ft., R.Q.D. or Break ✓ ft., Bridge Dk *14.05* ft., F'castle *27.91* 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) *2 D<sup>ns</sup>/Stz & 2 Tier Beams & Deep Framing*

Official No. *113994*; Signal Letters \_\_\_\_\_

How are the surfaces preserved from oxidation? Inside *Paint & Cement* Outside *Paint*

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**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,	<i>116.8</i>	<i>832</i>	Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,		
Double bottom, if under Engines only,	<i>27.1</i>	<i>111</i>	Midship deep tank,	<i>27.1</i>	<i>150</i>
Double bottom, if under Boilers only,			Other tanks, if fitted,		
Double bottom, forward,	<i>154.2</i>	<i>1471</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 *yfs*

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Order for Special Survey No. *2002*

Date *26<sup>th</sup> Dec 1900*

No. *158* in builder's yard.

DATES of Surveys held while building  
*1900 Nov 26. Dec 5. 10. 12. 17. - 1901 Jan 14. 16. 18. 23. 25. 28. 30. Feb 4. 6. 8. 11. 13. 15. 18. 20. 22. 26. March 4. 6. 8. 11. 18. 21. 25. 27. 29. April 1. 11. 16. 19. 22. 26. 29. May 3. 6. 9. 13. 15. 17. 20. 22. 27. 30. 31. June 3. 5. 7. 10. 12. 14. 19. 24. 26. July 1. 22. 24. 26. 29. 31. Aug 1. 2. 7. 9. 12. 15. 19. 22. 23. 28. Sep 2. 2. 4. 5. 9. 11. 12. 19. 24. 30. Oct 2. 7. 11. 16. 18. 21. 23. 25. 28. Nov 19. 29. Dec 4.*

Total No. of Visits *94*

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The amount of Entry Fee ..... £ *5* : - : - Fees applied for,  
Special Survey Fee ... £ *100* : *2* : *6* Received by me,  
Travelling Expenses, if any £ - : - : *4.12.1801*  
*Glasgow*

Certificate to be sent to *Glasgow*

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

I am of opinion this Vessel should be Classed *\* 100 A.I.*

With, or without Freeboard, as condition of Class \_\_\_\_\_

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

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Committee's Minute *Glasgow. 23 DEC 1901*

Character assigned *+ 100 A.I (Steel) Lloyd's R.C.P.*

(Please see Barre Report AS179.)