

Spar, or Awning Dk.

IRON OR STEEL STEAMER.

No. 24075

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

Port of *Glasgow* Date of completion of Report *15th May 1906* Received at London Office *JULY 22 MAY 1906*

Survey held at *Dumbarton & Greenock* Date, First Survey *25th Aug 05* Last Survey *30th April 1806*

On the *S.S. "Visigoth"* Rig *2 masted 2 1/2 Schooner*

TONNAGE under Tonnage Deck... 3782.13

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

Total under Upper Dk.

Do. of Poop 21.98

Do. of Bridge House 25.98

Do. of Forecasts 23.34

Do. of Holes on Deck 78.62

Do. of excess of Hatchways 36.45

above Crown of Engine Room 66.47

s Tonnage 4094.99

Crew Space 119.54

above Crown of Engine Room 66.47

AGE FOR FEES... 3908.96

Engine Room 1310.39

Navigation Spaces 51.81

Sef/79

ister Tonnage 2613.23

out on Beam....

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

CLASS 100 A, 1 Spar Deck

FEET.

Half Breadth (moulded) 24.87

Depth from upper part of keel to top of Main Deck Beams 20.42

Girth of Half Midship Frame (as per Rule) 41.79

1st Number 87.08

Length 358.16

2nd Number 31188.6

Proportions—Breadths to Length 7.2

Depths to Length—Main Deck to top of Keel 17.5

Destined Voyage *Antwerp*Master *Lennard Rule*

Year of Appointment

(1) As Master in service of owner of present vessel: 1906
(2) As Master of this vessel: 1906Built at *Dumbarton*When built *1906* Launched *28th Feb 1906*By whom built *A. McWilliam & Son Ltd*Owners *The Komander Steamship Co Ltd*Managers *Joss Sons & Co.*

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

Residence *25, Abchurch Lane, London*Port belonging to *Southampton*If Surveyed while Building, Afloat, or in Dry Dock *While Building and afloat.*

NGTH on Deck Feet. Inches. BREADTH Moulded. Feet. Inches. DEPTH, top of Floors to Spar or Awning Dk. Beams Feet. Inches. Power of Engines Horse. No. of Decks with flat laid 2
s per Rule. 358 2 49 9 Do. do. Main Deck Beams 2 7/8 9 1/2 2 No. of Tiers of Beams 2

ensions of Ship per Register, Length 360.8 breadth 50. depth 24.8 Spar or Awning Dk. Moulded depth, ft. 27 ins 4 1/2 To Main Dk. Round up of Beam, Main Dk. 12 ins.

FRAMING.

	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule or as Approved.	Inches in Ship.	20ths in Ship.	Inches per Rule or as Approved.
NAME, Angles, or T or L Bars, for 1/2 length amidships	5 1/2	3 1/2	8	5 1/2	3 1/2	8	5 1/2
Do. for 1/2 at each end	5 1/2	3 1/2	7	5 1/2	3 1/2	7	5 1/2
Do. in way of Double Bottoms at Solid Floors	4	3 1/2	8	4	3 1/2	8	4
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	—	—	24	—	—	—
EVERSED FRAME, Angles	7	3 1/2	8	7	3 1/2	8	7
DEEP FRAMING, depth of girder	9 1/2	—	—	9 1/2	—	—	—
LOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	—	—	—	—	—	—	—
in way of Engines and Boilers	—	—	8	—	—	8	—
thickness at the ends of vessel	—	—	—	—	—	—	—
depth at 1/2 the half-bdth. as per Rule	—	—	—	—	—	—	—
height extended at the Bilges	—	—	—	—	—	—	—
LOORS & BRACKETS, in Cell Dble Bottoms Distance apart	42	—	8	42	—	8	42
ENTRE GIRDER, in Double bottom, depth and thickness	42	—	10	42	—	10	42
Angles, Top	4 1/2	4 1/2	12	4 1/2	4 1/2	12	4 1/2
Angles, Bottom	4 1/2	4 1/2	12	4 1/2	4 1/2	12	4 1/2
IDE GIRDERS, number and thickness	2	—	8	2	—	8	2
Angles	—	—	—	—	—	—	—
MARGIN PLATE, depth (exclusive of flange) and thickness	33	—	9	33	—	9	33
Angles	4	4	9	4	4	9	4
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	42	—	10	42	—	10	42
thickness in Engine and Boiler space	—	—	8 1/2	—	—	8 1/2	—
Remainder in Holds	—	—	—	—	—	—	—
BEAMS, Spar or Awning Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	7 1/2	3	9	7 1/2	3	9	7 1/2
Angles on upper edge	—	—	—	—	—	—	—
Average space	24	—	—	24	—	—	—
BEAMS, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	8	3 1/2	11	8	3 1/2	11	8
Angles on upper edge	—	—	—	—	—	—	—
Average space	24	—	—	24	—	—	—
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	—	—	—	—	—	—	—
Angles on upper edge	—	—	—	—	—	—	—
Average space	—	—	—	—	—	—	—
BEAMS, Hold, or Orlop, Plate or Tee Bulb	—	—	—	—	—	—	—
Angles on upper edge	—	—	—	—	—	—	—
Average space	—	—	—	—	—	—	—
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	6	3	8	6	3	8	6
Angles on upper edge	—	—	—	—	—	—	—
Average space	24	—	—	24	—	—	—
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	6	3	8	6	3	8	6
Angles on upper edge	—	—	—	—	—	—	—
Average space	24	—	—	24	—	—	—
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	6	3	8	6	3	8	6
Angles on upper edge	—	—	—	—	—	—	—
Average space	24	—	—	24	—	—	—
PILLARS, in 'tween Deck, size and spacing	—	—	—	—	—	—	—
Hold	—	—	—	—	—	—	—
Quarter, 'tween Dks.	5 to 5 1/2	—	—	—	—	—	—
in Hold	4 1/2 to 6 1/2	—	—	—	—	—	—
WEB FRAMES, in Fore Body, No. and spacing	2	—	—	—	—	—	—
brdth. & thickness	2 1/2	—	—	—	—	—	—
No. of Side Stringers	—	—	—	—	—	—	—
WEB FRAMES, in E. & B. Space, No. & spacing	1	—	—	—	—	—	—
brdth. & thickness	2 1/2	—	—	—	—	—	—
WEB FRAMES, in After Body, No. and spacing	—	—	—	—	—	—	—
brdth. & thickness	—	—	—	—	—	—	—
No. of Side Stringers	—	—	—	—	—	—	—
Size of Angles or Tee Bars to Web Frames	4	3 1/2	8	4	3 1/2	8	4
BRACKET PLATES to Stringers between Web Frames, depth and thickness	—	—	—	—	—	—	—

FORGINGS AND CASTINGS.

	Inches in Ship.	Inches per Rule or as Approved.
KEEL, Bar or Side Plates, depth and thickness	—	—
STEM, moulding and thickness	11 x 2 3/4	11 x 2 3/4
STERN-POST for Rudder do. do.	11 x 6 1/2	11 x 6 1/2
for Propeller	11 x 6 1/2	11 x 6 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	Forged frame and single plate 22	
Can the Rudder be unshipped afloat?	Yes.	

KEELSONS AND STRINGERS.

	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule or as Approved.	Inches in Ship.	20ths in Ship.	Inches per Rule or as Approved.
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 length	—	—	—	—	—	—	—
Attached to outside plating with Angle	—	—	—	—	—	—	—
BILGE KEELSON, Angles	—	—	—	—	—	—	—
Bulb or Plate above floors, for length	—	—	—	—	—	—	—
Attached to outside plating with Angle	—	—	—	—	—	—	—
BILGE STRINGER Angles	6	4	12	6	4	12	6
Bulb Plate, for length	—	—	—	—	—	—	—
Intercoastal Plate, for required length	13 1/2	—	8	13 1/2	—	8	13 1/2
Attached to outside plating with Angle	3 1/2	3 1/2	8	3 1/2	3 1/2	8	3 1/2
SIDE STRINGER Angles	6	4	12	6	4	12	6
Bulb or Intercoastal Plate, for required length	13 1/2	—	8	13 1/2	—	8	13 1/2
Attached to outside plating with Angle	3 1/2	3 1/2	8	3 1/2	3 1/2	8	3 1/2

Spar, or Awning Deck Stringer Plates, breadth and thickness	57	12	57	12
Angle on ditto	4	4	9 1/2	8
Tie Plates, fore and aft, outside Hatchways	—	—	—	—
Diagonal Tie Plates, No. of prs.	—	—	—	—
Deck * Iron or Steel, for whole lng.	—	7 to 6	—	7 to 6
Wood Deck, Material & thickness	—	—	—	—
Main Deck Stringer Plate, breadth & thickness	57	10	57	10
Angles on ditto, No. 2	3 1/2	3 1/2	10	3 1/2
Tie Plates, outside Hatchways	—	—	—	—
Diagonal Tie Plates, No. of prs.	—	—	—	—
Deck * Iron or Steel, for whole lng.	—	7 to 6	—	7 to 6
Wood Deck, Material & thickness	—	—	—	—
Lower Deck Stringer Plates, br'dth & thickn's	—	—	—	—
Angles on ditto, No.	—	—	—	—
Tie Plates, outside Hatchways	—	—	—	—
Deck * Material and thickness	—	—	—	—
Hold, or Orlop Stringer Plate, br'dth & thickn's	—	—	—	—
Angles on ditto, No.	—	—	—	—
Tie Plates, outside Hatchways	—	—	—	—
Deck. Material and thickness	—	—	—	—
Poop Deck Stringer Plate, breadth & thickness	30	7	30	7
Angles on ditto	3	3	7	3
Tie Plates	—	—	—	—
Bridge Deck, Material and thickness	—	—	—	—
Bridge Deck Stringer Plate, br'dth & thickness	45	10	45	10
Angle on ditto	4 1/2	4 1/2	10	4 1/2
Tie Plates	—	—	—	—
Deck. Material and thickness	—	—	—	—
Forecastle Deck Stringer Plate, br'dth & th'kns	30	7	30	7
Angle on ditto	3	3	7	3
Tie Plates	—	—	—	—
Deck. Material and thickness	—	—	—	—

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

	Number.	Thickness.	STIFFENERS.	Single or Double Frames.	Height up.
	In Vessel.	Per Rule.	Horizontal.	Vertical.	Spacing.
W. T. BULKHEADS	7	7	7 1/2	5 1/2	3 1/2
PARTITION	—	—	—	—	—
LONGITUDINAL	—	—	—	—	—

Are the outside Plates doubled two spaces of Frames in length? *No. Brackets fitted.*

PLATING.

RIVETING.

STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.			
	AMIDSHIP.		FORWARD.		Breadth.	Thickness.	Single or Double.	Breadth of Lap.	Diam.	Spacing or to cr.	Rivets.	Diam.	Spacing or to cr.	If Lapped.
	Breadth.	Thickness.	Breadth.	Thickness.										
FLAT PLATE KEEL (If Bar Keel, state Riveting)	42	20	13	13	42	20	Double	6	1	4	7/8	1	3 1/2	19
GARBOARD OR A STRAKE	14	12	12	12	14	12		5/4	7/8	3/4	7/8	1	3 1/2	19
B "	11	9	9	9	11	9								
C "	11	10	10	10	11	10								
D "	11	9	9	9	11	9								
E "	11	10	10	10	11	10								
F "	12	9	9	9	12	9								
G "	12	9	9	9	12	9								
H "	12	9	9	9	12	9								
J "	12	9	9	9	12	9								
K "	12	9	9	9	12	9								
L "	13	9	9	9	13	9								
M "	12	9	9	9	12	9								
Sheerstrake	44 1/2	14	11	11	44	14		6	1	4		1	3 1/2	19
O "														
P "														
Q "														
DOUBLING OF PLATE KEEL														
Length and thickness of Bilges	33	10	from within Bridge to 1/2 L each end.											
Length and thickness of Sheerstrakes														
Length and thickness of Strake below														
POOP SIDES	7				7									
BRIDGE SIDES	4+10				11+10									
FORECASTLE SIDES	7				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.?

Stewart & Martin
The Steel Co. of Scotland, Ltd., Glasgow, 1892
Stewart & Martin, Ltd., Glasgow, 1892
The Steel Co. of Scotland, Ltd., Glasgow, 1892
The Steel Co. of Scotland, Ltd., Glasgow, 1892

FRAMES extend in one length from 2nd margin and hence to Spar deck, and to poop, bridge and forecastle decks in way of same.
REVERSED FRAMES on floors and frames extend from 2nd line to tank margin & hence to main & spar decks alternately, to spar deck in aft peak, and to forecastle, and spar decks alternately in way of forecastle.

MASTS, SPARS, &c.

				Material.	Total Length to Head.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
						At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
Pole LOWER MASTS....	Fore	Steel	53-5	20 x 7/16	20 x 7/16	16 1/2 x 9/16	13 1/2 x 9/16	2	—	—	Single	Don't say?		
	Main	do.	57-3	20 x 7/16	20 x 7/16	16 1/2 x 9/16	13 1/2 x 9/16	2	—	—	Single	Don't say?		
	Mizzen	—	—	masts doubled from 1-6 below partners to 5-6 above.										
Bosomprit														
Topmasts, Yards and Remainder of Spars pine														
Rigging, Material and Size, Shrouds 5/16" 5" steel wire														
Sails. one Stays 2 1/4" 5" steel wire.														
Sails, and the following spare sails														

EQUIPMENT No. 38898 LETTER W ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK		WEIGHT OF STOCK		TEST, PER CERTIFICATE.		WEIGHT REQ. BY RULE		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Cwts.	qrs.			
55303	1st Bower	52	2	7	52	2	7	52	2	Anchor (Cast Steel)	R. L. Gordon & Co., Glasgow, 7.12.05.	Green
56057	2nd "	50	0	0	50	0	0	52	2	do.	do.	do.
56058	3rd "	49	2	0	49	2	0	44	2	do.	do.	do.
	Collective weight	152	0	7	152	0	7	149	2	do.	do.	do.
55995	Stream	14	1	14	3	2	37	15	19	0	7	14
55994	Kedge	6	1	5	1	2	14	8	12	2	0	6
	2nd Kedge											
(Mechanical Tests all as required.)												

CHAIN CABLES.

HAWERS AND WARPS.

Number of Certificate.	Fathoms.	Size.	Test per Certificate Tons.	WEIGHT OF CHAIN CABLE		Fathoms and Size Per Rule.	Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size Per Rule.
				Supplied.	Per Rule.									
40150	135	2 1/2	107.200	296.0.11	573.2.14	270-276	Steel	T. P. Jones & Co.	10.2.04. Wetherston, Green	TOWLINE	120	4 1/2	39	120-4 1/2
40175	135	"	76.000	295.3.9	573.2.14		do.	do.	do.	HAWSER	90	2 1/2	16 1/2	90-2 1/2
	270	"	total 591.3.20							WARP	90	2 1/2	15 1/2	90-2 1/2
Iron-Stream Chain (or Steel Wire)	90	4 1/2	39	Steel wire		90-4 1/2	Steel wire	Wetherston & Co., Glasgow, 10.2.04.			90	2 1/2	15 1/2	90-2 1/2

Boats 2 lifeboats 27 ft. one boat 18 ft. one 8 1/2 ft.
Pumps, Number two. Diameter of Barrel and Tail Pipe 1 1/2 inch. ordinary 5/2 - 2 3/4 tail pipe
Windlass is Clarke Chapman & Co. R.L. efficient Capstan do.
Engine Room Skylights. How constructed? of Steel.
What arrangements for deadlights in bad weather? - strong glass bull's eyes fitted and tarpaulins.
Coal Bunker Openings. How constructed? Steel coverings. How are lids secured? covers battened in.
Number of Scuppers, and number and dimensions of Freeing Ports, &c. 5 pairs of Scuppers 17 pairs of freeing ports 4-0 x 1-0.
Ceiling in Holds, thickness and material 2 1/2" of pine water-tight.
Cargo Hatchways. How formed? By plates and angles in usual way.
State size No. 1 Hatch (Forward) 19-11 x 16-0 No. 2 Hatch 25-11 x 16-0 No. 3 Hatch 23-11 x 16-0 No. 4 Hatch 21-11 x 16-0
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 1 deep web in 4 ft. 2 in 2 1/2 x 3 1/4, used three steel
Fore and afters in each hatch.
Bulwarks, height above deck and description Steel plating 5 - 4 1/2 high Main Rail, material and size 6 1/2 x 3 1/4 x 1/2 section
The above is a correct description.
Builder's Signature (here only) ARCHD. McMILLAN & SON, LTD. Surveyor's Signature J. L. Dinnette
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) from the Secretary
M. 6th May 1905, 3rd June 1905, 22nd Aug 1905, 12th Dec 1905, and 5th 13th Sept 1905.

Workmanship. Are the butts of plating planed or otherwise fitted? planed where possible

Is the riveted work properly closed? yes.

Are the liners between the frames and plates solid single pieces? yes.

to plate, &c., conform well to each other? yes.

from the faying surfaces? yes.

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

General Remarks (State quality of workmanship, &c.) Workmanship and materials, good.

This Steel Screw Steamer has been built in accordance with the Rules and the accompanying plans, submitted to and approved by the Committee, as per Secretary's letters above referred to.

She has a poop, long bridge and top gallant forecastle of the lengths as shown below.

Has been constructed to carry water ballast at the parts named in form under.

During completion afloat, this vessel sustained a small damage at Glasgow, also at Greenock, for particulars, please see press copy of the Damage Survey reports herewith. All the damage was made good again to my satisfaction.

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

PARTICULARS FOR RECORD in the REGISTER BOOK. Length of Poop 10.92 ft., R.O.D. or Break — ft., Bridge Dk. 112 ft., Forecastle 32.41 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) 1 dk (3rd) and Spar dk (3rd).

Official No. ; Signal Letters

How are the surfaces preserved from oxidation? Inside Cemented & coated with paint Outside coated with paint

PARTICULARS OF WATER BALLAST. State whether the Double bottom is constructed on the cellular system or Cellular system.

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
Double bottom, aft.	106	328	Fore peak tank,		
Double bottom, forward.	120	538	After peak tank,	8.0	32.
Double bottom, under Engines and Boilers.			Midship deep tank,	42.	1025.
Double bottom, if under Engines only.	20	81	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. 4059	1st. On the several parts of the frame, when in place, and before the plating was wrought	1405. Aug. 25. Sep. 9. 12. 27. Oct. 16. 18. 23. Nov. 7. 10.
Date 9.10.05	2nd. On the plating during the process of riveting	18. 15. 22. 25. Dec. 5. 11. 18. 20. 26. 1906. Jan. 9. 10. 16. 18.
Order for Ordinary Survey No.	3rd. When the beams were in and fastened, and before the decks were laid	28. 30. Feb. 5. 9. 15. 20. 21. 26. 27. Mar. 1. 12. 22. 26. Apr.
Date	4th. When the ship was complete, and before the plating was finally coated or cemented	11. 12. 16. 19. 26. 30.
No. 404 in builder's yard.	5th. After the ship was launched and equipped	
Total No. of Visits 41		

The amount of Entry Fee £ 5 : : : Fees applied for, 21 MAY 1906
Special Survey Fee £ 122 : 14 : 6 Received by me, 23/5/06
I am of opinion this Vessel should be Classed * 100 A1 "Spar deck"
With, or without Freeboard, as condition of Class without
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute
Character assigned + 100 A1 (Steel) "Spar deck" Lloyd's Reg. 12 JUN 1906