

With or Without Disconnected Erections.

STEEL STEAMER.

State of Report is also sent on the Machinery of the Vessel.

Received at London Office
WFTL 27 1111 1910

Date of completion of report 25th July 1910 Port of Glasgow
Survey held at Old Kelpahick Date, First Survey 20th October 1909 Last Survey 12th July 1910
On the Steel Screw Steamer CLAS 100A1 Rig Schooner
TONNAGE under 4754.13
Tonnage Deck...
Do. between Tonnage Dk. }
and 3rd and 4th Dk. }
Total under Upper Dk. }
Do. of Poop... 15.49
Do. of R.Q.Dk. }
Do. of Bridge House }
Do. of Forecastle 73.48
Do. of Houses on Dk. 15.76
Do. of excess of Hatchways 59.43
Do. above Crown of }
Engine Room... 103.56
Gross Tonnage 5191.35
Less Crew Space 147.69
Less above Crown of }
Engine Room... 103.56
TONNAGE FOR FEES... 4940.10
Less Engine Room 1661.23
Less Navigation Spaces 64.51
Net Tonnage 3317.92
Beam...
CLASS 100A1
Breadth (greatest moulded)... 52.0
Depth, at middle of length from top of keel to top of }
upper deck beams at side... 30.5
Transverse Number... 82.5
Length on deck from fore part of stem to after part of }
stern post... 404.75
Longitudinal Number... 33391.87
Depth "d," at middle of length (See Secs. 2 & 13).... 18.16
Proportions—Depths to Length—Upper Deck Beam at }
side to top of keel... 13.27
" " Long Bridge Deck }
Beam at side to top of keel... 10.5
Master P. Singer
Year of appointment { (1) As Master in service of
owner of present vessel... 77
(2) As Master of this
vessel... 1910
Built at Old Kelpahick
When built 1910 Launched 9th June 1910
By whom built Harper & Miller Ltd
Owners James Barrie & Co
Managers
(Where necessary to be entered in Reg. Book.)
Residence
Port belonging to Dundee
Destined Voyage New York If Surveyed while Building, Afloat, or in Dry Dock Yes

On Deck	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid
Rule	404	9	Moulded	52	0	Do.	Do.	28	0	2
								19	0	No. of Tiers of Beams 2

Length of Ship per Register, Length 405 breadth 52.25 depth 28.0
Moulded depth, ft. 38 ins. 3 To Bridge Dk. Round of Upper }
Moulded depth, ft. 30 ins. 6 To Upper Dk. Dk. Beam, Actual } 13 ins.

FRAMING.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.	FORGINGS or CASTINGS.	Inches in Ship.	Inches per Rule Or as Approved.
Angles, or E or L Bars amidships	10	3 1/2	54	10	3 1/2	KEEL, Bar, depth and thickness	Flat plate	Keel
in peaks	7	3 1/2	44	7	3 1/2	STEM, moulding and thickness	10 1/2 x 2 1/4	10 1/2 x 2 1/4
in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	40	3 1/2	3 1/2	STERN-POST for Rudder do. do.	9 x 7 1/2	9 x 7 1/2
at intermdt. Dkts.						" for Propeller	10 1/2 x 7 1/2	10 1/2 x 7 1/2
of Frames from centre to centre amidships	26			26		RUDDER—A x D* Table 22	455	455
" " from #	26			26		" Main-Piece, diameter at head	10	10
" " length to Collision bulkhead	24			24		" " at heel	7 1/2	7 1/2
" " in peaks	24			24				
USED FRAME, Angles	3 1/2	3 1/2	40	3 1/2	3 1/2	RUDDER, how constructed	Forging and single plate	
ING, depth of girder	10			10		Can the Rudder be unshipped afloat?	Yes	
RS, depth and thickness of Floor Plate								
at mid-line for # length amidships								
in way of Engine and Boiler Spaces								
thickness at the ends of vessel								
depth at # the half breadth, as per Rule								
height extended at the Bilges								
ES & BRACKETS in Cell Dble Bottoms	40			40				
" state if flanged (top & bottom)		no		no				
" Spacing	26			26				
RE GIRDER, in Dbl. bottom, dpth. & thickness	43		50	43	50			
" Angles, Top	3 1/2	3 1/2	50	3 1/2	3 1/2			
" " Bottom	4 1/2	4 1/2	60	4 1/2	4 1/2			
" " to Floors	5	5	56	5	5			
GIRDERS, number on each side & thickness	2		40	2	40			
" state if flanged (top and bottom)		no		no				
" Angles	3 1/2	3 1/2	40	3 1/2	3 1/2			
AIN PLATE, depth (exclusive of flange)	36 1/2		48	34	48			
" and thickness								
" Angles to Outside Plating	4	4	48	4	4			
" Floors	5	5	56	5	5			
" Height of Brackets above at bilge	65			65				
B BOTTOM PLATING, breadth and	60		50	43	50			
thickness of Middle Line Strake								
" in Engine and Boiler space	5 1/2	5 1/2	62	5 1/2	62			
" Remainder in Holds	44		44					

FRAMING.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.	FORGINGS or CASTINGS.	Inches in Ship.	Inches per Rule Or as Approved.
Angles, or E or L Bars amidships	10	3 1/2	54	10	3 1/2	KEEL, Bar, depth and thickness	Flat plate	Keel
in peaks	7	3 1/2	44	7	3 1/2	STEM, moulding and thickness	10 1/2 x 2 1/4	10 1/2 x 2 1/4
in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	40	3 1/2	3 1/2	STERN-POST for Rudder do. do.	9 x 7 1/2	9 x 7 1/2
at intermdt. Dkts.						" for Propeller	10 1/2 x 7 1/2	10 1/2 x 7 1/2
of Frames from centre to centre amidships	26			26		RUDDER—A x D* Table 22	455	455
" " from #	26			26		" Main-Piece, diameter at head	10	10
" " length to Collision bulkhead	24			24		" " at heel	7 1/2	7 1/2
" " in peaks	24			24				
USED FRAME, Angles	3 1/2	3 1/2	40	3 1/2	3 1/2	RUDDER, how constructed	Forging and single plate	
ING, depth of girder	10			10		Can the Rudder be unshipped afloat?	Yes	
RS, depth and thickness of Floor Plate								
at mid-line for # length amidships								
in way of Engine and Boiler Spaces								
thickness at the ends of vessel								
depth at # the half breadth, as per Rule								
height extended at the Bilges								
ES & BRACKETS in Cell Dble Bottoms	40			40				
" state if flanged (top & bottom)		no		no				
" Spacing	26			26				
RE GIRDER, in Dbl. bottom, dpth. & thickness	43		50	43	50			
" Angles, Top	3 1/2	3 1/2	50	3 1/2	3 1/2			
" " Bottom	4 1/2	4 1/2	60	4 1/2	4 1/2			
" " to Floors	5	5	56	5	5			
GIRDERS, number on each side & thickness	2		40	2	40			
" state if flanged (top and bottom)		no		no				
" Angles	3 1/2	3 1/2	40	3 1/2	3 1/2			
AIN PLATE, depth (exclusive of flange)	36 1/2		48	34	48			
" and thickness								
" Angles to Outside Plating	4	4	48	4	4			
" Floors	5	5	56	5	5			
" Height of Brackets above at bilge	65			65				
B BOTTOM PLATING, breadth and	60		50	43	50			
thickness of Middle Line Strake								
" in Engine and Boiler space	5 1/2	5 1/2	62	5 1/2	62			
" Remainder in Holds	44		44					

FRAMING.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.	FORGINGS or CASTINGS.	Inches in Ship.	Inches per Rule Or as Approved.
Angles, or E or L Bars amidships	10	3 1/2	54	10	3 1/2	KEEL, Bar, depth and thickness	Flat plate	Keel
in peaks	7	3 1/2	44	7	3 1/2	STEM, moulding and thickness	10 1/2 x 2 1/4	10 1/2 x 2 1/4
in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	40	3 1/2	3 1/2	STERN-POST for Rudder do. do.	9 x 7 1/2	9 x 7 1/2
at intermdt. Dkts.						" for Propeller	10 1/2 x 7 1/2	10 1/2 x 7 1/2
of Frames from centre to centre amidships	26			26		RUDDER—A x D* Table 22	455	455
" " from #	26			26		" Main-Piece, diameter at head	10	10
" " length to Collision bulkhead	24			24		" " at heel	7 1/2	7 1/2
" " in peaks	24			24				
USED FRAME, Angles	3 1/2	3 1/2	40	3 1/2	3 1/2	RUDDER, how constructed	Forging and single plate	
ING, depth of girder	10			10		Can the Rudder be unshipped afloat?	Yes	
RS, depth and thickness of Floor Plate								
at mid-line for # length amidships								
in way of Engine and Boiler Spaces								
thickness at the ends of vessel								
depth at # the half breadth, as per Rule								
height extended at the Bilges								
ES & BRACKETS in Cell Dble Bottoms	40			40				
" state if flanged (top & bottom)		no		no				
" Spacing	26			26				
RE GIRDER, in Dbl. bottom, dpth. & thickness	43		50	43	50			
" Angles, Top	3 1/2	3 1/2	50	3 1/2	3 1/2			
" " Bottom	4 1/2	4 1/2	60	4 1/2	4 1/2			
" " to Floors	5	5	56	5	5			
GIRDERS, number on each side & thickness	2		40	2	40			
" state if flanged (top and bottom)		no		no				
" Angles	3 1/2	3 1/2	40	3 1/2	3 1/2			
AIN PLATE, depth (exclusive of flange)	36 1/2		48	34	48			
" and thickness								
" Angles to Outside Plating	4	4	48	4	4			
" Floors	5	5	56	5	5			
" Height of Brackets above at bilge	65			65				
B BOTTOM PLATING, breadth and	60		50	43	50			
thickness of Middle Line Strake								
" in Engine and Boiler space	5 1/2	5 1/2	62	5 1/2	62			
" Remainder in Holds	44		44					

FRAMING.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.	FORGINGS or CASTINGS.	Inches in Ship.	Inches per Rule Or as Approved.
Angles, or E or L Bars amidships	10	3 1/2	54	10	3 1/2	KEEL, Bar, depth and thickness	Flat plate	Keel
in peaks	7	3 1/2	44	7	3 1/2	STEM, moulding and thickness	10 1/2 x 2 1/4	10 1/2 x 2 1/4
in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	40	3 1/2	3 1/2	STERN-POST for Rudder do. do.	9 x 7 1/2	9 x 7 1/2
at intermdt. Dkts.						" for Propeller	10 1/2 x 7 1/2	10 1/2 x 7 1/2
of Frames from centre to centre amidships	26			26		RUDDER—A x D* Table 22	455	455
" " from #	26			26		" Main-Piece, diameter at head	10	10
" " length to Collision bulkhead	24			24		" " at heel	7 1/2	7 1/2
" " in peaks	24			24				
USED FRAME, Angles	3 1/2	3 1/2	40	3 1/2	3 1/2	RUDDER, how constructed	Forging and single plate	
ING, depth of girder	10			10		Can the Rudder be unshipped afloat?	Yes	
RS, depth and thickness of Floor Plate								
at mid-line for # length amidships								
in way of Engine and Boiler Spaces								
thickness at the ends of vessel								
depth at # the half breadth, as per Rule								
height extended at the Bilges								
ES & BRACKETS in Cell Dble Bottoms	40			40				
" state if flanged (top & bottom)		no		no				
" Spacing	26			26				
RE GIRDER, in Dbl. bottom, dpth. & thickness	43		50	43	50			
" Angles, Top	3 1/2	3 1/2	50	3 1/2	3 1/2			
" " Bottom	4 1/2	4 1/2	60	4 1/2	4 1/2			
" " to Floors	5	5	56	5	5			
GIRDERS, number on each side & thickness	2		40	2	40			
" state if flanged (top and bottom)		no		no				
" Angles	3 1/2	3 1/2	40	3 1/2	3 1/2			
AIN PLATE, depth (exclusive of flange)	36 1/2		48	34	48			
" and thickness								
" Angles to Outside Plating	4	4	48	4	4			
" Floors	5	5	56	5	5			
" Height of Brackets above at bilge	65			65				
B BOTTOM PLATING, breadth and	60		50	43	50			
thickness of Middle Line Strake								
" in Engine and Boiler space	5 1/2	5 1/2	62	5 1/2	62			
" Remainder in Holds	44		44					

Angles on upper edge						Angles on ditto, No.					
Spacing						Tie Plates outside Hatchways					
Bridge Deck, Angle, Bulb Angle, Plate						Deck. Material & thickness					
Tee Bulb, or Channel						Poop Deck Stringer Plate, breadth & thickness					
Angles on upper edge						Angle on ditto					
Spacing						Tie Plates					
Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel						Deck. Material and thickness					
Angles on upper edge						Bridge Deck Stringer Plate, br'dth & thickness					
Spacing						Angle on ditto					
						Tie Plates					

PLATING. RIVETING. STRAKES. AS IN SHIP. PER RULE OR AS APPROVED. EDGES. BUTTS. STRAPS. IF LAPPED. 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.?

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case). 17. 6. 8. 09. 15. 9. 09. 22. 9. 09. 27. 9. 09. 4. 11. 09. 26. 11. 09. 28. 2. 10. 1. 3. 10. Workmanship. Are the butts of plating planed or otherwise fitted? Planed. Is the riveted work properly closed? No. Are the liners between the frames and plates solid single pieces? No. Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? No. Are the rivet holes well and sufficiently countersunk in the plate and punched from the facing surfaces? No. 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? No. Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? No. State results of tests Satisfactory. Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? No. State results of tests Satisfactory. General Remarks (State quality of workmanship, &c.) Workmanship Good. This vessel has been built in accordance with the approved plans the Secretary's letter of the above dates and in general conformity with the Rules for the class contemplated. The approved plans 16 in number and 3 forging reports are forwarded herewith. The Surveyor should state the Number of Report and Name of any Sister Vessel. PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 38.4 ft., R.Q.D. ft., Bridge 119.16 ft., Forecastle 49.5 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) Two deck steel. Official No.; Signal Letters. State if Machinery is fitted aft Amidships. How are the surfaces preserved from oxidation? Inside Portland cement paint. Outside Paint. PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors. Cell and Bot. Where Fitted. Length. Water Capacity. Where Fitted. Length. Water Capacity. Double bottom, aft. 134.4 320. Fore peak tank. 60. Double bottom, under Engines and Boilers. 43.4 172. After peak tank. 880. Double bottom, if under Engines only. Deep tank, aft. 32.6. Double bottom, if under Boilers only. Deep tank, forward. Other tanks, if fitted. Double bottom, forward. 179.10 578. (If necessary, furnish further information by sketch.) Total capacity of double bottom 1070. State whether the above have been tested as required by the Rules. The amount of Entry Fee £ 5. Fees applied for, 28/7/1910. Special Survey Fee £ 10. Received by me, 27.7.1910. Travelling Expenses, if any £. State whether the Vessel has been built under Special Survey. No. I am of opinion this Vessel should be Classed 100 A1. With or without Freeboard, as condition of Class Without. Committed's Minute GLASGOW 26 JUL 1910. Character assigned 1- 100 A1. Lloyd's arcp + LMC 7.10. 70. Surveyor to Lloyd's Register of British and Foreign Shipping.