

# With or Without Disconnected Erections.

## STEEL STEAMER.

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

Received at London Office **WHD 11 MAY 1910**

Yes.

Date of completion of report

Survey held at

On the

TONNAGE under

Tonnage Deck...

Do. between Tonnage Dk. and 3rd and 4th Dk.

Total under Upper Dk.

Do. of Poop

Do. of R.Q.Dk.

Do. of Bridge House

Do. of Forecastle House

Do. of Houses on Dk.

Do. of excess of Hatchways

Do. above Crown of

Engine Room

Gross Tonnage

Less Crew Space

Less above Crown of

Engine Room

TONNAGE FOR FEES

Less Engine Room

Less Navigation Spaces

" Crew

Register Tonnage

as cut on Beam

Port of

Date, First Survey

Last Survey

Rig

CLASS

Breadth (greatest moulded)

Depth, at middle of length from top of keel to top of upper deck beams at side

Transverse Number

Length on deck from fore part of stem to after part of stern post

Longitudinal Number

Depth "d," at middle of length (See Secs. 2 & 18)

Proportions—Depths to Length—Upper Deck Beam at side to top of keel

" " Long Bridge Deck Beam at side to top of keel

Destined Voyage

If Surveyed while Building, Afloat, or in Dry Dock

No.

Year of appointment

Built at

When built

By whom built

Owners

Managers

Residence

Port belonging to

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	No. of Tiers of Beams
175 0			28 0			10 9			one	one

Dimensions of Ship per Register, Length 175 breadth 28.15 depth 10.5	Moulded depth, ft. 10.5 ins. 0	To Bridge Dk.	Round of Upper Dk. Beam, Actual	7 ins.
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FRAMING.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	FORGINGS or CASTINGS.	Inches in Ship.	Inches per Rule.
FRAME, Angles, or E or L Bars amidships	4 1/2	3	3 1/4	4 1/2	3	3 1/4	KEEL, Bar, depth and thickness	6 x 2 1/2	6 x 2 1/2
Do. in peaks	4 1/2	3	3 1/4	4 1/2	3	3 1/4	STEM, moulding and thickness	6 x 2 1/2	6 x 1 1/2
Do. in way of Double Bottoms at Solid Floors	3 1/2	3	3 1/4	3 1/2	3	3 1/4	STERN-POST for Rudder do. do.	5 1/2 x 4	5 1/2 x 4
Spacing of Frames from centre to centre amidships	22			22			" for Propeller	6 1/2 x 4	6 1/2 x 4
" " length to Collision bulkhead	22			22			RUDDER—A x D Table 22	91.56	91.56
" " in peaks	22			22			" Main-Piece, diameter at head	4 3/4	4 3/4
REVERSED FRAME, Angles	3	2 1/2	3	3	2 1/2	3	" " at heel	3 1/2	3 1/2
FRAMING, depth of girder	Bulk angle frame						RUDDER, how constructed	Single plate 28 1/2 forged	
FLOORS, depth and thickness of Floor Plate at mid-line for 1/4 length amidships	15	E 3/16		E 3/16			Can the Rudder be unshipped afloat?	Yes	
" in way of Engine and Boiler Spaces	15	B 1/4		B 1/4			KEELSONS & STRINGERS.		
" thickness at the ends of vessel	32			32			CENTRE LINE KEELSON, Vertical Plate above		
" depth at 1/2 the half breadth, as per Rule	32			32			Do. Through Plate, or Intercoastal Plate		
" height extended at the Bilges	28			28			" Rider Plate		
FLOORS & BRACKETS in Cell Dble Bottoms	28			28			" Flat Plate Keel Angles		
" state if flanged (top & bottom)	one			one			" Horizontal Plates on Floors		
" Spacing	44			44			" Angles or Bulb Angles		
CENTRE GIRDER, in Dbl. bottom, dpth. & thickness	34	44	36	34	44	36	" " " "		
" Angles, Top	3	3	32	3	3	32	SIDE KEELSONS, Number	one	one
" " Bottom	3	3	28	3	3	28	" Angles or Bulb Angles	6 1/2	3
" " to Floors	3	3	28	3	3	28	" Plate above floors, for length	6 1/2	3
SIDE GIRDERS, number on each side & thickness	one	28	one	28			" Intercoastal Plate, for length	2 1/2	2 1/2
" state if flanged (top and bottom)	one			one			" Attached to outside Plating with Angle	2 1/2	2 1/2
" Angles	3	3	28	3	3	28	BILGE KEELSON, Angles	6 1/2	3
MARGIN PLATE, depth (exclusive of flange)	29			29			" Intercoastal Plate for full length	2 1/2	2 1/2
" and thickness	3	3	30	3	3	30	" Attached to outside Plating with Angle	2 1/2	2 1/2
" Angles to Outside Plating	3	3	30	3	3	30	SIDE STRINGERS, Number	one	one
" Floors	3	3	28	3	3	28	" Angle	1 1/2	3
" Height of Brackets above at bilge	36			36			" Intercoastal Plate, for length	1 1/2	3
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	54	34	54	34			" Attached to outside plating with Angle	1 1/2	3
" " in Engine and Boiler space	32			32			Upper Deck Stringer Plate, br'dth & thickness	56	44
" " Remainder in Holds	32			32			(clear of Bridge)	56	44
BEAMS, Upper Deck, Single Angle, Bulb	5	3	30	5	3	30	" " " " (in way of Bridge)	3 1/2 x 3 1/2	48
" Angle, Plate, Tee Bulb, or Channel	5	3	30	5	3	30	" " Angle (clear of Bridge)	3 1/2 x 3 1/2	48
" Angles on upper edge	22			22			" Tie Plate at sides of Hatchways	30	30
" Spacing	22			22			" Deck * Iron or Steel, for full lng.	30	30
BEAMS, Second Deck, Single Angle, Bulb	5	3	30	5	3	30	" Thickness (clear of Bridge)	30	30
" Angle, Plate, Tee, Bulb, or Channel	5	3	30	5	3	30	" (in way of Bridge)	30	30
" Angles on upper edge	22			22			Wood Deck, Material & thickness	30	30
" Spacing	22			22			Second Deck Stringer Plate, br'dth & thickness	53	38
BEAMS, Third or Fourth Deck, Single Angle	5	3	30	5	3	30	" Angles on ditto, No.	3 x 3	4
" Bulb Angle, Plate, Tee Bulb, or Channel	5	3	30	5	3	30	" Tie Plates outside Hatchways	3 x 3	4
" Angles on upper edge	22			22			" Deck * Iron or Steel, for lng.	3 x 3	4
" Spacing	22			22			" Wood Deck, Material & thickness	3 x 3	4
BEAMS, Fourth or Fifth Deck, Plate, Tee	5	3	30	5	3	30	Third Deck Stringer Plate, br'dth & thickness	53	38
" Bulb, or Channel	5	3	30	5	3	30	" Angles on ditto, No.	3 x 3	4
" Angles on upper edge	22			22			" Tie Plates, outside Hatchways	3 x 3	4
" Spacing	22			22			" Deck * Material and thickness	3 x 3	4
BEAMS, Poop Deck, Angle, Bulb Angle, Plate	5	3	30	5	3	30	Fourth and Fifth Deck Stringer Plate, br'dth & thickness	53	38
" Tee Bulb, or Channel	5	3	30	5	3	30	" Angles on ditto, No.	3 x 3	4
" Angles on upper edge	22			22			" Tie Plates outside Hatchways	3 x 3	4
" Spacing	22			22			" Deck, Material & thickness	3 x 3	4
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate	5	3	30	5	3	30	Poop Deck Stringer Plate, breadth & thickness	53	38
" Tee Bulb, or Channel	5	3	30	5	3	30	" Angle on ditto	3 x 3	4
" Angles on upper edge	22			22			" Tie Plates	3 x 3	4
" Spacing	22			22			" Deck, Material and thickness	3 x 3	4
BEAMS, Forecastle Deck, Angle, Bulb Angle	5	3	30	5	3	30	Bridge Deck Stringer Plate, br'dth & thickness	53	38
" Plate, Tee Bulb, or Channel	5	3	30	5	3	30	" Angle on ditto	3 x 3	4
" Angles on upper edge	22			22			" Tie Plates	3 x 3	4
" Spacing	22			22			" Deck, Material and thickness	3 x 3	4
PILLARS, In 'tween Deck, size and spacing	5	3	30	5	3	30	Forecastle Deck Stringer Plate, b'dth & th'kns	16	28
" " Hold	5	3	30	5	3	30	" Angle on ditto	3 x 3	28
" " Quarter 'tween Dks.	5	3	30	5	3	30	" Tie Plates	3 x 3	28
" " in Hold	5	3	30	5	3	30	" Deck, Material and thickness	3 x 3	28
WEB-FRAMES, In Fore Body, No. and spacing	5	3	30	5	3	30	Are the outside Plates doubled two spaces of Frames in length?	Yes	
" br'dth. & thickness	14	30	14	30			Are the Sluice Valves and Watertight Doors in efficient working order?	Yes	
" No. of Side Stringers	14	30	14	30					
WEB-FRAMES, In E. & B. Space, No. & spacing	14	30	14	30					
" br'dth. & thickness	14	30	14	30					
WEB-FRAMES, In After Body, No. and spacing	14	30	14	30					
" br'dth. & thickness	14	30	14	30					
" No. of Side Stringers	14	30	14	30					
" Size of Face Angles to Web-Frames	5	3	48	5	3	48			
BRACKET PLATES to Stringers between	5	3	48	5	3	48			
Web Frames, depth and thickness	5	3	48	5	3	48			



PLATING.										RIVETING.									
AS IN SHIP.					PER RULE OR AS APPROVED.					EDGES.					BUTTS.				
STRAKES.					AMIDSHIP.					Single or Double.					Double or Treble and for what Length.				
AMIDSHIP.					FORWARD.					AFT.					IF LAPPED.				
Breadth.					Thickness.					Breadth.					Thickness.				
FLAT PLATE KEEL (If Bar Keel, state Riveting.)					48 1/2					44					40				
GARBOARD OF A STRAKE					55 1/2					40					36				
B					40					36					36				
C					40					36					36				
D					40					36					36				
E					40					36					36				
F					42					36					36				
G					39					36					36				
H																			
I																			
J																			
K																			
L																			
M																			
N																			
O																			
P																			
Q																			
R																			
S																			
DOUBLING OF FLAT PLATE KEEL					27 1/2					42					at end of quarter deck				
SHEERSTRAKES																			
POOP SIDES																			
FORECASTLE SIDES																			

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. *Open lead process.*

*David Colville & Sons, Ltd.*

*The Steel Company of Scotland, Ltd.*

*The Lanarkshire Steel Co., Ltd.*

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

FRAMES extend in one length from *center line* to *margin*; margin plate to deck

REVERSED FRAMES on floors and frames extend from *across floor* to *margin*; margin plate to deck

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.
Fore	30	13 1/2	10	4	4	1	2 1/2	1	2 1/2	
Main	50	13 1/2	10	4	4	1	2 1/2	1	2 1/2	
Mizen	35	13 1/2	10	4	4	1	2 1/2	1	2 1/2	

Bowsprit

Topmasts, Yards and Remainder of Spars

Rigging, Material and Size, Shrouds *Galvanized steel wire*

Sails, *one* Suit of Sails, and the following spare sails

EQUIPMENT No. 7976 LETTER 11

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.		WEIGHT REQUIRED BY TABLE 31.		Description of Anchor.	Makers.	Where and when tested and Superintended.		
		Owts.	qrs.	Owts.	qrs.	Owts.	qrs.	Owts.	qrs.					
35781	1st Bower	14	2	21	16	3	1	21	14	2	0	Green's Quil		
35782	2nd "	14	1	9	15	16	3	14	14	2	0	Green's Quil		
35786	3rd "	12	3	7	14	10	2	14	12	3	0	Green's Quil		
	4th "													
	Collective weight	41	3	0	41	3	0							
35777	Stream	4	1	0	10	6	12	2	0	4	1	0	Ordinary	
35776	Kedge	2	0	7	0	2	7	4	10	0	0	2	0	Ordinary

Collective weight of cast steel anchors *anchors*

CHAIN CABLES.

Number of Certificate.	Length and size supplied.	Test per Certificate.	WEIGHT OF CHAIN CABLE.		Length and size per Table 31.	Description.	Makers of Cables.	Where and when tested, and Superintended.	Material.	Length and size supplied.	Breaking Test of Steel Wire.	Length and size per Table 31.
			Supplied.	Per Rule.								
36985	195	3 1/2	25 3/8	38	141	0	13	141	0	14	195	3 1/2
	60	3	18		60	3		60	3			

Wire Hawsers manufactured by Messrs J. L. Brown, Rochester, N.Y.

Boats *Three*

Pumps, Number *Two*

Windlass is (message from wind) *Emerson Walker & Thomas Capstan*

Engine Room Skylights—How constructed? *Deck or steel casings*

What arrangements for deadlights in bad weather? *Deck plates with brass guards*

Coal Bunker Openings—How constructed? *Deck plates with brass guards*

Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. *3 on each side, 3 freeing ports each side 2 7/8 x 1 1/2*

Ceiling in Holds, thickness and material *2 1/2 inch pine*

Cargo Hatchways—How formed? *Plates and angles*

State size No. 1 Hatch (Forward) *33 x 17 1/2* No. 2 Hatch *29 x 17 1/2* No. 3 Hatch *29 x 17 1/2* No. 4 Hatch *29 x 17 1/2*

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *No. 1 hatch 2 web plates 3 fore and afters*

No. 2 hatch *2 web plates 3 fore and afters*

No. of Breasthooks *Four*

No. of Crutches *Three*

Bulwarks, height above deck and description *4 x 6 Steel plates .28 thick*

Main Rail, material and size *6 x 3 x 4 mild angle*

The above is a correct description

Builder's Signature (here only) *John Fullerton & Co.*

Surveyor's Signature *Geo M Shaw*

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

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

27<sup>th</sup> October, 1909 (M); 9<sup>th</sup> November, 1909 (M); 30<sup>th</sup> November, 1909 (E); 13<sup>th</sup> December, 1909 (M); 11<sup>th</sup> April, 1910 (M)

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

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 facing surfaces? *yes*

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? *yes*

Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? *yes*

State results of tests *satisfactory*

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? *yes*

State results of tests *satisfactory*

General Remarks (State quality of workmanship, &c.) *workmanship good*

*This vessel has been built in accordance with the approved plan, the Secretary's letter of the above date, and in general conformity to the Rules for the class contemplated.*

*6 Plans, 2 Forging forms.*

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *—* ft., R.Q.D. *105* ft., Bridge *—* ft., Forecastle *31.5* 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) *1 D.K. STEEL*

Official No. *128044*; Signal Letters *—*

How are the surfaces preserved from oxidation? Inside *Paint and cement* Outside *paint*

State if Machinery is fitted aft *yes*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors *cellular*

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
Feet.	Tons.	Feet.	Tons.	Feet.	Tons.
Double bottom, aft.	—	—	Fore peak tank.	—	51
Double bottom, under Engines and Boilers.	—	—	After peak tank.	—	—
Double bottom, if under Engines only.	—	—	Deep tank, aft.	—	—
Double bottom, if under Boilers only.	—	—	Deep tank, forward.	—	—
Double bottom, forward.	—	—	Other tanks, if fitted.	—	—
	—	—	(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. *4439*

Date *2/11/09*

No. *215* in builder's yard.

Days of Survey held while building *1909. Nov. 24, 29. Dec. 6, 8, 13, 15, 17, 20, 24, 29. 1910. Jan. 12, 14, 17, 20, 23, 25, 27, 31. Feb. 4, 7, 15, 21, 28. March 8, 10, 14, 17, 21, 22, 23, 24, 28, 29, 31. April 6, 8, 20, 22, 25, 27.*

Total No. of Visits *40.*

The amount of Entry Fee *£ 3*

Special Survey Fee *£ 27*

Travelling Expenses, if any *£*

Fees applied for, *6/6* 1910

Received by me, *2/5* 1910

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

I am of opinion this Vessel should be Classed *100 A1*

With, or without Freeboard, as condition of Class *without*

Certificate to be sent to *Glasgow.*

*Geo M Shaw.*

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

Committee's Minute *GLASGOW 10 MAY 1910*

Character assigned *100 A1*

*4/10*

*Lloyd's A+C*

*+ LMC 4/10*

*Geo M Shaw.*

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