

Spar, or Awning Dk.

IRON OR STEEL STEAMER.

No. 14791

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

THUR. 9 AUG 1906

Port of GREENOCK

Date of completion of Report 2nd AUGUST 1906.

Received at London Office

Survey held at PORT GLASGOW.

Date, First Survey 2nd November 1905

Last Survey 28th JULY 1906.

On the STEEL SCREW STEAMER

LURISTAN (YARD N^o 187)

Rig SCHOONER

TONNAGE under Tonnage Deck

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

Total under Upper Dk. 3041.17

Do. of Pop. 25.04

Do. of Bridge, Houses, Etc. 31.26

Do. of Forecastle 55.65

Do. of Houses on Deck 92.78

of excess of Hatchways 40.00

above Crown of Engine Room 3285.90

Loss Tonnage 134.12

is Crew Space

is above Crown of Engine Room 3151.78

is Navigation Spaces 1051.49

Navigation Spaces 28.56 = 1080.05

Register Tonnage 2071.73

is cut on Beam

SPAR, ~~AWNING OR PART AWNING-DECKED~~ VESSEL,

CLASS 100 A.1. SPAR DECK

Half Breadth (moulded) 22.37

Depth from upper part of keel to top of Main Deck Beams 19.80

(with the normal round up of beam)

Girth of Half Midship Frame (as per Rule) 38.33

1st Number 80.50

Length on deck from after part of stem to fore part of stern post 356.

2nd Number 28658

Proportions—Breadths to Length 7.95

Depths to Length—Main Deck to top of Keel 17.97

Destined Voyage PERSIAN GULF

If Surveyed while Building, Afloat, or in Dry Dock SPECIAL SURVEY.

Master J.G. CROUCH

Year of Appointment

Built at PORT GLASGOW

When built 1906.

Launched 25th June 1906

By whom built W^m HAMILTON AND CO LTD.

Owners THE ANGLO-ALGERIAN STEAMSHIP CO LTD.

Managers F.C. STRICK & CO LTD.

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

Residence LONDON.

Port belonging to SWANSEA.

BUILT UNDER

LENGTH on Deck as per Rule 356 0 BREADTH Moulded 44 9 DEPTH, ACTUAL—Top of Floors to top of Spar or Awning Dk. Beams 24.3 Do. Main Deck Beams 16 3 3/4 Power of Engines 10 Horse. No. of Decks with flat laid TWO No. of Tiers of Beams TWO.

Dimensions of Ship per Register, Length 358 breadth 44.95 depth 24.3 Spar or Awning Dk. Moulded depth, ft. 18 ins. 10 1/4 To Main Dk. Round up of Main Dk. Beam, Actual 11 ins.

FRAMING.						FORGINGS AND CASTINGS.					
	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.		Inches in Ship.	Inches per Rule Or as Approved.		Inches in Ship.	Inches per Rule Or as Approved.
FRAME, Angles, or L, E or C Bars, for 1/2 length amidships	9	3 1/2	10	9	3 1/2	10	KEEL, Bar or Side Plates, depth and thickness	FLAT PLATE 10 1/2 x 2 3/4	KEEL 10 1/2 x 2 3/4		
Do. for 1/2 at each end	9	3 1/2	9	9	3 1/2	9	STEM, moulding and thickness	11 x 6	11 x 6		
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	8	3 1/2	3 1/2	8	STERN-POST for Rudder do. do.	11 x 6	11 x 6		
at intermediate Rkts.							" for Propeller	9	9		
Spacing of Frames from centre to centre	24			24			MAIN PIECE of Rudder, diameter at head	4 1/2	4 1/2		
REVERSED FRAME, Angles, IN PEAKS	3 1/2	3 1/2	8	3 1/2	3 1/2	8	do. at foot				
DEEP FRAMING, depth of girder	B.A. 9"			B.A. 9"							
FLOORS, depth and thickness of Floor Plate											
at mid line for 1/2 length amidships											
in way of Engines and Boilers	CELLULAR			DOUBLE							
thickness at the ends of vessel											
depth at 1/2 the half bdth. as per Rule											
height extended at the Bilges											
FLOORS & BRACKETS, in Cell Dble Bottoms	41		8	41		8					
state if flanged (top & bottom)	No			No							
spacing	24			24							
CENTRE GIRDER, in Double bottom, depth	41		10	41		10					
and thickness	4		9	4		9					
Angles, Top	4		12	4		12					
Bottom	ONE		8	ONE		8					
SIDE GIRDERS, number and thickness	ONE		8	ONE		8					
state if flanged (top & bottom)	3 1/2		3 1/2	8		3 1/2					
Angles	3 1/2		3 1/2	8		3 1/2					
MARGIN PLATE, depth (exclusive of flange)	36		9	36		9					
and thickness	4		9	4		9					
Angles to outside plating	5		3 1/2	8		5					
to floors	62			62							
Height of floors at the Bilges	44		10	41		10					
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	E=10, B=11/165			E=10, B=11/20							
thickness in Engine and Boiler space	7 1/2		3	7 1/2		3					
Remainder in Holds	8		3	8		3					
BEAMS, Spar or Awning Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	8		3	8		3					
Angles on upper edge IN BRIDGE	8		3	8		3					
Spacing	24			24							
BEAMS, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	9		3 1/2	11		9					
Angles on upper edge	9		3 1/2	11		9					
Spacing	24			24							
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb											
Angles on upper edge											
Spacing											
BEAMS, Hold, or Orlop, Plate or Tee Bulb											
Angles on upper edge											
Spacing											
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	7		3	9		7					
Angles on upper edge	3		3	6		3					
Spacing	48			48							
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	6		3	9		BA 5 1/2 x 3 x 8					
Angles on upper edge											
Spacing	24			24							
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	7		3	9		7					
Angles on upper edge	3		3	6		3					
Spacing	48			48							
PILLARS, In tween Deck, size and spacing	UK 9 5/8 DIA. 48" PART 2 5/8			2 5/8		48"					
Hold	4 3/4		48"	4 3/4		48"					
Quarter, tween Dks., "	4 3/4		48"	4 3/4		48"					
in Hold											
WEB FRAMES, In Fore Body, No. and spacing											
breadth & thickness											
No. of Side Stringers											
WEB FRAMES, In E. & B. Space, No. & spacing	ONE AS PER PROFILE			8		30					
breadth & thickness											
WEB FRAMES, In After Body, No. and 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											

BULKHEADS.	Number.	Thickness.	STIFFENERS.				Single or Double Frames.	Height up.
			Horizontal.	Vertical.	Size.	Spacing.		
W. T. BULKHEADS	SIX	SIX.	7-6	BA 9 x 3 1/2 x 20	30	SINGLE	SPAR DECK.	
PARTITION								
LONGITUDINAL								

Are the outside Plates doubled two spaces of Frames in length? YES.

Are the Sluice Valves and Watertight Doors in efficient working order? YES.

