

1 or 2 Dks., R.Q.Dk.,
and Pt. Awng. Dk.

IRON OR STEEL STEAMER.

No. 22740

State if Report is also sent on the Machinery of the Vessel *Yes*
Date of completion of Report *2nd May 1905*
Date, First Survey *6th Dec 04*

Received at London Office, *4 MAY 1905*

Port of *Glasgow*
Last Survey *25th March 1905*
Rig *3 masted, 27 A. Sloop*

Survey held at *Ayr*
On the *S.S. "Senga"*
TONNAGE under Tonnage Deck... *308.83*
Do. of Poop...
Do. of Raised Qr. *70.81*
Do. of Break...
Do. of Bridge House *14.86*
Do. of Forecastle...
Do. of Houses on Deck *1.54*
Do. of excess of Hatchways *22.97*
Do. above Crown of Engine Room... *31.02*
Gross Tonnage *450.03*
Less Crew Space *45.17*
Less above Crown of Engine Room... *31.02*
TONNAGE FOR FEES... *373.84*
Less Engine Room *264.99*
Less Navigation Spaces *10.37*
Register Tonnage as cut on Beam... *129.50*

ONE OR TWO DECKED VESSEL.
CLASS *100 A 1*

Half Breadth (moulded) *12.75*
Depth from upper part of Keel to top of Main Deck Bms. (with the normal round up of beam) *12.79*
Girth of Half Midship Frame (as per Rule) *23.18*
1st Number *48.72*
Length on deck from after part of stem to fore part of stern post *153.94*
2nd Number *7499*
Proportions—Breadths to Length *6.03*
Depths to Length—Main Deck to top of Keel... *12.03*
Destined Voyage *Coasting*

Master *James Kissack*
Year of appointment (1) As master in service of owner of present vessel: *1905*
(2) As master of this vessel: *1905*
Built at *Ayr*
When built *1905*. Launched *23rd March 1905*
By whom built *Aulsa S. B. & Co. Ltd.*
Owners *S. A. Smith*
Managers *H. H. S. Smith & Co.*
(Where necessary to be entered in Reg. Book).
Residence *81, St. George's Place, Glasgow.*
Port belonging to *Ayr*

LENGTH on Deck as per Rule... *153* Feet. *11* Inches. BREADTH—Moulded... *25* Feet. *6* Inches. DEPTH, ACTUAL—Top of Floors to top of Main Deck Beams... *11* Feet. *5* Inches. No. of Decks with Flat laid *1*. No. of Tiers of Beams *1*.
Dimensions of Ship per Register, Length, *155.1* breadth, *25.65* depth, *11.2* Moulded Depth, *12* ft. *3* ins. Round of Beam, Actual *6.2* ins.

FRAMING.				FORGINGS AND CASTINGS.			
	Inches in Ship.	Inches in Ship.	Inches in Ship.		Inches in Ship.	Inches in Ship.	Inches in Ship.
FRAME, Angles, <i>7</i> E or L Bars, for $\frac{1}{2}$ length amidships	3	3	7	KEEL, Bar or Side Plates depth and thickness	<i>7 x 1 1/8</i>	<i>7 x 1 1/8</i>	<i>7 x 1 1/8</i>
Do. for $\frac{1}{2}$ at each end	3	3	6	STEM, moulding and thickness	<i>7 x 1 1/8</i>	<i>6 1/4 x 1 1/8</i>	<i>6 1/4 x 1 1/8</i>
Do. in way of Double Bottoms at Solid Floors	—	—	—	STERN-POST for Rudder do. do.	<i>6 1/2 x 3 1/4</i>	<i>6 1/2 x 3 1/4</i>	<i>6 1/2 x 3 1/4</i>
Spacing of Frames from centre to centre	<i>21</i>	—	<i>21</i>	MAIN PIECE of Rudder, diameter at head	<i>4 1/2</i>	<i>4 1/4</i>	<i>3 1/4</i>
REVERSED FRAME, Angles	<i>2 1/2</i>	<i>2 1/2</i>	<i>6</i>	RUDDER, how constructed <i>With forged frame, and single plate 1 1/2</i>	—	—	—
DEEP FRAMING, depth of girder	—	—	—	Can the Rudder be unshipped afloat? <i>Yes</i>	—	—	—
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships	<i>16 1/2</i>	—	<i>6</i>	KEELSONS AND STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Do. in way of Engines and Boilers	<i>16 1/2</i>	—	<i>6</i>	CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate	<i>11</i>	—	<i>9</i>
thickness at the ends of vessel	—	—	<i>5</i>	Rider Plate	<i>7 1/2</i>	—	<i>9</i>
depth at $\frac{1}{2}$ the half breadth, as per Rule	<i>9 3/4</i>	—	<i>6 3/4</i>	Bulb Plate to Intercoastal Keelson	—	—	—
height extended at the Bilges	<i>27</i>	—	<i>27</i>	Horizontal Plates on Floors	—	—	—
FLOORS & BRACKETS, in Cell Dble Bottoms	—	—	—	Angles	<i>3 1/2</i>	<i>3</i>	<i>6</i>
state if flanged (top & bottom)	—	—	—	SIDE KEELSON, Angles	<i>3</i>	<i>3</i>	<i>6</i>
Spacing	—	—	—	Bulb or Plate above floors for length	—	—	—
CENTRE GIRDER, in Double Bottom, depth and thickness	—	—	—	Intercoastal Plate for length	<i>2 1/2</i>	<i>2 1/2</i>	<i>6</i>
Angles, Top	—	—	—	Attached to outside plating with Angle	—	—	—
Bottom	—	—	—	BILGE KEELSON, Angles	<i>6</i>	<i>3</i>	<i>8</i>
SIDE GIRDERS, number on each side & thickness	—	—	—	Bulb or Plate above floors for length	<i>3 1/2</i>	<i>3</i>	<i>8</i>
state if flanged (top & bottom)	—	—	—	Intercoastal Plate for length	—	—	—
Angles	—	—	—	Attached to outside plating with Angle	—	—	—
MARGIN PLATE, depth (exclusive of flange) and thickness	—	—	—	BILGE STRINGER Angles	<i>6</i>	<i>3</i>	<i>9</i>
Angles to Outside Plating	—	—	—	Bulb Plate for length	—	—	—
Floors	—	—	—	Intercoastal Plate for length	—	—	—
Height of Floors at the Bilges	—	—	—	Attached to outside plating with Angle	—	—	—
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	—	—	—	SIDE STRINGER Angles	<i>6</i>	<i>3</i>	<i>9</i>
thickness in Engine and Boiler space	—	—	—	Bulb or Intercoastal Plate for length	<i>1 1/2</i>	<i>2 1/2</i>	<i>8</i>
Remainder in Holds	—	—	—	Attached to outside plating with Angle	—	—	—
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>5</i>	<i>3</i>	<i>6</i>	Main and Raised Quarter Deck Stringer Plate, breadth and thickness	<i>8</i>	—	<i>8</i>
Angles on Upper Edge	—	—	—	Angle on ditto	<i>3.3</i>	<i>7</i>	<i>3.3</i>
Spacing	<i>21</i>	—	<i>21</i>	Tie Plates, outside Hatchways	—	—	—
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	—	—	—	Diagonal Tie Plates on Bms. No. of Pairs	—	—	—
Angles on Upper Edge	—	—	—	Main Dk* Iron or Steel for whole length	—	<i>6 to 8</i>	<i>6 to 8</i>
Spacing	—	—	—	R. Q. Dk* Iron or Steel for whole length	—	<i>8 to 10</i>	<i>8 to 10</i>
BEAMS, Hold, Plate or Tee Bulb	—	—	—	Wood Deck, Material & thickness	—	—	—
Angles on Upper Edge	—	—	—	Lower Deck Stringer Plate, breadth and thickness	—	—	—
Spacing	—	—	—	Angles on ditto, No.	—	—	—
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	—	—	—	Tie Plates, outside Hatchways	—	—	—
Angles on Upper Edge	—	—	—	Deck* Material and thickness	—	—	—
Spacing	—	—	—	Hold Stringer Plate	—	—	—
BEAMS, Bridge or Pt. Awng. Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>4 1/2</i>	<i>3</i>	<i>7</i>	Angles on ditto, No.	—	—	—
Angles on Upper Edge	—	—	—	Poop Deck Stringer Plate, breadth & thickness	—	—	—
Spacing	<i>42</i>	—	<i>42</i>	Angle on ditto	—	—	—
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>5</i>	<i>3</i>	<i>7</i>	Tie Plates	—	—	—
Angles on Upper Edge	—	—	—	Deck, Material and thickness	—	—	—
Spacing	<i>42</i>	—	<i>42</i>	Bridge or Pt. Awng. Deck Stringer Plate, breadth and thickness	<i>20</i>	<i>5</i>	<i>20</i>
PILLARS, In 'tween Decks, Size and Spacing	<i>2 1/4</i> dia	<i>42</i>	<i>2 1/4</i> dia	Angle on ditto	<i>2 1/2</i>	<i>2 1/2</i>	<i>5</i>
Hold	<i>2 1/2</i> dia	<i>27 1/2</i> dia	<i>2 1/2</i> dia	Tie Plates	<i>5 1/2</i>	<i>5</i>	<i>5 1/2</i>
Quarter, 'tween Dks.	<i>2 1/2</i> dia	<i>27 1/2</i> dia	<i>2 1/2</i> dia	Deck, Material and thickness	<i>2 1/2</i> P.P.	<i>2 1/2</i>	—
In Hold	—	—	—	Forecastle Deck Stringer Plate, brdth & thcknss	<i>20</i>	<i>5</i>	<i>20</i>
WEB FRAMES, In Fore Body, No. and Spacing	—	—	—	Angle on ditto	<i>2 1/2</i>	<i>2 1/2</i>	<i>5</i>
Brdth. & Thickness	—	—	—	Tie Plates	<i>6.0 x 9.0</i> on centre	<i>12 x 6</i>	<i>12</i>
No. of Side Stringers	—	—	—	Deck, Material and thickness	<i>2 1/2</i> P.P.	<i>2 1/2</i>	—
WEB FRAMES, In E. & B. Space, No. & Spacing	<i>2</i> spaced as on profile	—	—	W.T. BULKHEADS	<i>3</i>	<i>3</i>	<i>5</i>
Brdth. & Thickness	<i>15</i>	—	<i>6</i>	PARTITION	—	—	—
WEB FRAMES, In After Body, No. and Spacing	<i>2</i> spaced as on profile	—	—	LONGITUDINAL	—	—	—
Brdth. & Thickness	<i>15</i>	—	<i>6</i>	Are the outside Plates doubled two spaces of Frames in length <i>Yes</i>	—	—	—
No. of Side Stringers	<i>2</i> see opposite	—	—	Are the Stowage Valves and Watertight Doors in efficient working order? <i>Yes</i>	—	—	—
Size of Angles or Tee Bars to Web Frames	<i>4</i>	<i>3</i>	<i>7</i>		—	—	—
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness	—	—	—		—	—	—

PLATING.

STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.		BUTTS.	
	AMIDSHIP.	FORWARD.	AFT.	AMIDSHIP.	AMIDSHIP.	Single or Double.	Breadth of Lap.	RIVETS.	Double or Triple and for what Length.	IF LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Diam.	Spacing or to or.	Diam.	Spacing or to or.
PLATE PLATE KEEL (If Bar Keel, state Direction)	31	9	8	8	31	9	Double	1 5/8	3/4	3
GARBOARD OF A Strake										
State actual thickness in way of Double Bottom.	B	8	8	6	8	8	"	"	"	"
	C	8	7	6	8	8	"	"	"	"
	D	8	6	6	8	8	"	"	"	"
	E	8	6	6	8	8	"	"	"	"
	F	7	6	6	7	7	"	"	"	"
Sheerstrake	G	32	11	8	32	11	Double	1 1/2	3/4	3
	H									
	J									
	K									
	L									
	M									
	N									
	O									
	P									
DOUBLING OF PLATE KEEL										
Length and thickness of Bilges	9	1 1/2	for about 81 feet amidships							
Length and thickness of Sheerstrakes			Two full breadth for 30 feet in way of break R. & B.							
Length and thickness of Strake below										
POOR SIDES										
RAISED QUARTER DECK SIDES										
BRIDGE SIDES										
FORECASTLE SIDES										
LENGTHS OF PLATING	8 frame spaces.									

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, outside Plating, &c.: *Siemens & Martens.*

Steel of Scotland, James Watson & Co., Glasgow, Scotland, or other place, or of Iron &c.: *Siemens & Martens.*

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

FRAMES extend in one length from *Centre line to main, keel to bridge & forecastle stringer plates* state if ordinary or joggled. *Ordinary*

REVERSED FRAMES on floors and frames extend from *Centre line to bilge & gunwale alternately in way of* state if ordinary or joggled. *Ordinary*

main deck, all reverse for to deck in way of R. & B. Hatch. To side str. & gunwale all in way of R. & B. Double across floors in 5 ft. space.

MASTS, SPARS, &c.

Masts.	Material.	Total length.	DIAMETER AND THICKNESS.		No. of Plates in round.	ANGLES.	RIVETING.
			Heel.	Head.			
Fore	P. Pine	42-6	14"	14"	11"		
Main	"	42-0	14"	14"	11"		
Mizzen	"	27-6	10"	10"	7"		

Topmasts, Yards and Remainder of Spars *pine.*

Rigging, Material and Size, Shrouds *3/4 in. 2 1/2", mizen 2" steel wire,* Stays *Fore 3", main 2 1/2", mizen 2 1/4", steel wire.*

Sails. *One full.* Suit of *Sails and the following spare sails.*

Equipment No. *8491* Letter *g*

ANCHORS.

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.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Cwts.	qrs.			
27681	1st Bower	10	1	21	10	1	21	10	1	21	Sayce & Wright Iron	Not stated
27679	2nd "	10	1	14	10	1	14	10	1	14	"	"
27680	3rd "	8	3	14	8	3	14	8	3	14	"	"
	Collective weight	27	2	21	27	2	21	27	2	21		
53217	Stream	3	2	10	3	2	10	3	2	10	Ordinary	S. P. Jones & Co. Rotherham 15.2.05.
53216	Kedge	1	2	12	1	2	12	1	2	12	"	"

CHAIN CABLES.

Number of Certificate.	Length and size supplied.	Test per Certificate.	WEIGHT OF CHAIN CABLE.		Length & Size per Table 22.	Description.	Makers of Cables.	Where and when tested and Superintendent.
			Supplied.	Per Table 22.				
34704	90 1 1/2	30 3/4	53.2.15	95.1.9	165 1 1/2	Steel S. P. Jones & Co. Rotherham 17.2.05.	Green	
34705	75 1 1/2	26 3/4	44.3.16	78.2.3	140 1 1/2	"	"	
	165							
From Green Chain	60 2 3/4 1 1/2	Steel wire			60 2 3/4	Hendon Patent wire Rope 17.4.05		

HAWSERS AND WARPS.

Number of Certificate.	Length and size supplied.	Test per Certificate.	Length & Size per Table 22.	Description.	Makers of Cables.	Where and when tested and Superintendent.	
							34704
34705	75 1 1/2	26 3/4	44.3.16	78.2.3	140 1 1/2	"	"
	165						
From Green Chain	60 2 3/4 1 1/2	Steel wire			60 2 3/4	Hendon Patent wire Rope 17.4.05	

Boats *efficient, 3 No., 2 fitted as life boats.*

Pumps Number *two,* Diameter of Barrel *1 1/2-5 1/2* State whether they are in efficient working order *yes.*

Windlass is *efficient (Clark & Chapman)* Capstan *efficient.*

Engine Room Skylights.—How constructed? *Seals, oil deep casings on raised &c. decks.*

What arrangements for deadlights in bad weather? *guard bars and tarpaulins.*

Coal Bunker Openings.—How constructed? *Steel plates & angles* How are lids secured? *Solid hatches.* Height above deck? *8 ft. 6 ins.*

Number of cuppers, and number and dimensions of Freeing Ports, &c. *3 @ 2-6 x 1-6 each side and 2 cuppers on side.*

Ceiling in holds, thickness and material *2 1/2" Spruce* Cargo Battens, thickness and material *2" Spruce*

Cargo Hatches.—How formed? *By steel plates and angles.* Hatches.—If strong and efficient? *Yes & solid.*

State size No. 1 Hatch (Forward) *23-9 x 15-6* No. 2 Hatch *22-9 x 15-6* No. 3 Hatch *22-9 x 15-6* No. 4 Hatch *22-9 x 15-6*

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *In each hatch, two full depth web plates and three strong fore and afters.*

No. of Breasthooks *2* No. of Crutches *2*

Bulwarks. Height above deck and description *2 1/2" Steel plating 5 ft.* Main Rail and Stays, material and size *Steel.* Stays *5 ft. 2 1/2" Steel.*

The above is a correct description. *W. H. Wallace* Surveyor's Signature *J. J. Dunnet* Surveyor to Lloyd's Register of British and Foreign Shipping.

Builder's Signature (here only) *W. H. Wallace* DIRECTOR

THUR. 4 MAY 1905

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

From the Secretary M. 5th Oct. 1904. For 10th. E. 30th 60th 10th.

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

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? *In a few cases only.*

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. 23, par. 24)? *yes.* State results of tests *Satisfactory.*

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

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

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.

In some important respects, vessel is in excess of Rule requirements as well as seen from the midship section &c.

She has a topgallant forecabin, bridge and raised quarter deck, of the lengths stated under.

Is constructed to carry water ballast in the fore and after peaks.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *ft., R.Q.D. or Break 86.3 ft.,* Bridge Dk. *10.0 ft.,* F'castle *23.25 ft.* (in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. is joined to the B.D., this should be distinctly stated *R. Q. D. is joined to B.D.*

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 St. (Stl.)*

Official No. *99735*; Signal Letters *State if Machinery is fitted aft yes.*

How are the surfaces preserved from oxidation? Inside *Cemented in bottom, coated with paint* Outside *Coated with paint.*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors *no double bottom*

Where fitted.	*Length. Feet.	Water Capacity. Tons.	Where fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft.			Fore peak tank,		
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,		

Total capacity *State whether the above have been tested as required by the Rules yes.*

* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. *2966* *1904 Dec. 6. 16. 22. 28 1905 Jan. 4. 10. 20. 24 Feb. 1. 7. 9. 14. 17. 23 March*

Date *28. 11. 04* *7. 16. 21. Apr. 12. 14. 17. 25.*

No. *133* in builder's yard.

The amount of Entry Fee *£ 2 : -* Fees applied for, *3 MAY 1905*

Special *£ 18 : 14* Received by me, *11.5.05*

Travelling Expenses, if any *£ 2 : 16 : 7* *107.5.05*

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

I am of opinion this Vessel should be Classed ** 100 A 1.*

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

Committee's Minute *Glasgow 3 MAY 1905*

Character assigned *+ 100 A 1 (Steel)* *W. H. Wallace*

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

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