

With or Without Disconnected Erections.

STEEL STEAMER.

Received at London Office

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

Date of completion of report 1st February 1917
Survey held at *Hebburn-on-Tyne*

Port of *Newcastle-on-Tyne*
Date, First Survey 27 July 1916

No. *69649*
Last Survey 15th February 1917
Rig *Schooner*

On the (State if Single, Twin, or Triple Screw)

TONNAGE under

Tonnage Deck

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

Total under Upper Dk.

Do. of Poop

Do. of R.O. Dk.

Do. of Bridge Houses

Do. of Forecastle

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

Water Ballast

Register Tonnage as cut on Beam

CLASS *100A1*

PERT.

Master *Joe Young*

Year of appointment

(1) As Master in service of owner of present vessel—1914
(2) As Master of this vessel—1917Built at *Hebburn-on-Tyne*When built *1916-1917* Launched *30th August 1916*By whom built *Wm. & S. B. & Son Ltd*Owners *Burns & Co. Ltd*

Managers

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

Residence *Glasgow*Port belonging to *Rangoon*

Destined Voyage

If Surveyed while Building, Afloat, or in Dry Dock *Special Survey*

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
350	0		49	9		34	6		Two	Two
						Do.	do.	do.		

Dimensions of Ship per Register, Length *350.4* breadth *50.1* depth *34.55* Moulded depth, ft. *34* ins. *6* To Bridge Dk. Round of Upper Dk. Beam, Actual *12* ins.

FRAMING.						PILLARS.					
FRAME, Angles or E or L Bars	Inches in Ship	Inches in Ship	Inches in Ship	Inches per Rule	Inches per Rule	PILLARS, In 'tween Deck, size and spacing	Inches in Ship	Inches in Ship	Inches per Rule	Inches per Rule	Inches per Rule
Do. in peak	7 1/2	3 1/2	4 1/4	7 1/2	3 1/2	" Hold	3	3	3	3	3
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	5 1/2	3 1/2	3 1/2	" Quarter 'tween Dks.					
" " " " " "						" " in Hold					
Spacing of Frames from centre to centre amidships	25	25	25	25	25	KEELSONS & STRINGERS.					
" " " " " "						CENTRE LINE KEELSON, Vertical Plate above	7 1/2	3 1/2	7 1/2	3 1/2	7 1/2
" " " " " "						Do. Through Plate, or Intercoastal Plate					
" " " " " "						" Rider Plate	6	6	6	6	6
" " " " " "						" Flat Plate Keel Angles					
" " " " " "						" Horizontal Plates on Floors					
" " " " " "						" Angles or Bulb Angles					
REVERSED FRAME, Angles	3 1/2	3 1/2	5 1/2	3 1/2	3 1/2	SIDE KEELSONS, Number	4	4	4	4	4
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	5 1/2	3 1/2	3 1/2	" Angles or Bulb Angles	3 1/2	3 1/2	4 1/2	3 1/2	4 1/2
" " " " " "						" Plate above floors	6	6	4 1/2	6	4 1/2
" " " " " "						" Intercoastal Plate, for full length	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
" " " " " "						" Attached to outside Plating with Angle	3 1/2	3 1/2	4 1/2	3 1/2	4 1/2
" " " " " "						BILGE KEELSON, Angles					
" " " " " "						" Intercoastal Plate for length					
" " " " " "						" Attached to outside Plating with Angle					
FRAMING, depth of girder	7 1/2	3 1/2	4 1/4	7 1/2	3 1/2	SIDE STRINGERS, Number	7	3 1/2	6 1/2	7	3 1/2
FLOORS, depth and thickness of Floor Plate	12	12	12	12	12	" Angle	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
" in way of Engine and Boiler Spaces						" Intercoastal Plate, for full length	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
" thickness at the ends of vessel						" Attached to outside plating with Angle	3 1/2	3 1/2	5 1/2	3 1/2	5 1/2
" depth at 1/2 the half breadth, as per Rule						Upper Deck Stringer Plate, br'dth & thickness	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2
" height extended at the Bilges						" " " " " "	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
FLOORS in Cell. Double Bottoms	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	" " " " " "	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2
" state if flanged (top & bottom)						" " " " " "	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
" Spacing of Solid floors	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	" " " " " "	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2
CENTRE GIRDER, in Dbl. bottom, dpth. & thcknss.	3 1/2	3 1/2	5 1/2	3 1/2	3 1/2	" " " " " "	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
" " Angles, Top	3 1/2	3 1/2	5 1/2	3 1/2	3 1/2	" " " " " "	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2
" " " Bottom	4 1/2	4 1/2	5 1/2	4 1/2	4 1/2	" " " " " "	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2
" " " to Floors	6	6	5 1/2	6	6	" " " " " "	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2
" Brackets at intermdt. frmg., width & thcknss						" " " " " "	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2
SIDE GIRDERS, number on each side & thickness						" " " " " "	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2
" state if flanged (top and bottom)						" " " " " "	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2
" Angles (top and bottom)						" " " " " "	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2
" " to Floors						" " " " " "	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2
MARGIN PLATE, depth (exclusive of flange)	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	" " " " " "	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2
" and thickness	3 1/2	3 1/2	4 1/2	3 1/2	3 1/2	" " " " " "	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2
" Angle to outside Plating	6	6	5 1/2	6	6	" " " " " "	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2
" " Floors	6	6	5 1/2	6	6	" " " " " "	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2
" Brackets at intermdt. frmg., width & thcknss						" " " " " "	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2
" Height of Outside Brackets above at bilge						" " " " " "	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	" " " " " "	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2
" " " in Engine and Boiler space						" " " " " "	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2
" " " Remainder in Holds						" " " " " "	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2
BEAMS, Upper Deck, Single Angle, Bulb	6	3	4 1/2	6	3	" " " " " "	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2
" Angle, Plate, Tee Bulb, or Channel	9	3 1/2	5 1/2	9	3 1/2	" " " " " "	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2
" In way of Long Bridge						" " " " " "	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2
" Spacing						" " " " " "	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2
BEAMS, Second Deck, Single Angle, Bulb	6	3	4 1/2	6	3	" " " " " "	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2
" Angle, Plate, Tee Bulb, or Channel	9	3 1/2	5 1/2	9	3 1/2	" " " " " "	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2
" Spacing						" " " " " "	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2
BEAMS, Third and Fourth Deck, Single Angle, Bulb	6	3	4 1/2	6	3	" " " " " "	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2
" Angle, Plate, Tee Bulb, or Channel	9	3 1/2	5 1/2	9	3 1/2	" " " " " "	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2
" Angles on upper edge						" " " " " "	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2
" Spacing						" " " " " "	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	6	3	4 1/2	6	3	" " " " " "	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2
" Angles on upper edge						" " " " " "	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2
" Spacing						" " " " " "	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	9	3 1/2	5 1/2	9	3 1/2	" " " " " "	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2
" Angles on upper edge						" " " " " "	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2
" Spacing						" " " " " "	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	9	3 1/2	5 1/2	9	3 1/2	" " " " " "	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2
" Angles on upper edge						" " " " " "	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2
" Spacing						" " " " " "	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2

If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.					
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.		Rivets in Brackets to Bulkheads.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Spacing.	Inches.	Number.	Diameter.
Framing of $\frac{1}{2}$, $\frac{1}{4}$ & $\frac{3}{8}$ C		Longitudinal Framing.																	
Frames in Bridge 'tween Decks...																			
Frames from Uppermost Continuous Deck																			
No. 1		7	3 $\frac{1}{2}$	44	7	3 $\frac{1}{2}$	44	7	3 $\frac{1}{2}$	44	7	3 $\frac{1}{2}$	44	7/8	5 diam			10	7/8
" 2		7 $\frac{1}{2}$	3 $\frac{1}{2}$	44	7 $\frac{1}{2}$	3 $\frac{1}{2}$	44	7 $\frac{1}{2}$	3 $\frac{1}{2}$	44	7 $\frac{1}{2}$	3 $\frac{1}{2}$	44	"	"			"	"
" 3		7 $\frac{1}{2}$	3 $\frac{1}{2}$	48	7 $\frac{1}{2}$	3 $\frac{1}{2}$	48	7 $\frac{1}{2}$	3 $\frac{1}{2}$	48	7 $\frac{1}{2}$	3 $\frac{1}{2}$	48	"	"			"	"
" 4		8 $\frac{1}{2}$	3 $\frac{1}{2}$	46	8 $\frac{1}{2}$	3 $\frac{1}{2}$	46	8 $\frac{1}{2}$	3 $\frac{1}{2}$	46	8 $\frac{1}{2}$	3 $\frac{1}{2}$	46	"	"			"	"
" 5		9	3 $\frac{1}{2}$	44	9	3 $\frac{1}{2}$	44	9	3 $\frac{1}{2}$	44	9	3 $\frac{1}{2}$	44	"	"			14	"
" 6		9 $\frac{1}{2}$	3 $\frac{1}{2}$	44	9 $\frac{1}{2}$	3 $\frac{1}{2}$	44	9 $\frac{1}{2}$	3 $\frac{1}{2}$	44	9 $\frac{1}{2}$	3 $\frac{1}{2}$	44	"	"			14	"
" 7		10	3 $\frac{1}{2}$	44	10	3 $\frac{1}{2}$	44	10	3 $\frac{1}{2}$	44	10	3 $\frac{1}{2}$	44	"	"			16	"
" 8		10 $\frac{1}{2}$	3 $\frac{1}{2}$	44	10 $\frac{1}{2}$	3 $\frac{1}{2}$	44	10 $\frac{1}{2}$	3 $\frac{1}{2}$	44	10 $\frac{1}{2}$	3 $\frac{1}{2}$	44	"	"			"	"
" 9		11	3 $\frac{1}{2}$	46	11	3 $\frac{1}{2}$	46	11	3 $\frac{1}{2}$	46	11	3 $\frac{1}{2}$	46	"	"			"	"
" 10		11	3 $\frac{1}{2}$	48	11	3 $\frac{1}{2}$	48	11	3 $\frac{1}{2}$	48	11	3 $\frac{1}{2}$	48	"	"			18	"
" 11		12	3 $\frac{1}{2}$	50	12	3 $\frac{1}{2}$	50	12	3 $\frac{1}{2}$	50	12	3 $\frac{1}{2}$	50	"	"			20	"
" 12		12	3 $\frac{1}{2}$	50	12	3 $\frac{1}{2}$	50	12	3 $\frac{1}{2}$	50	12	3 $\frac{1}{2}$	50	"	"			20	"
" 13		12	3 $\frac{1}{2}$	52	12	3 $\frac{1}{2}$	52	12	3 $\frac{1}{2}$	52	12	3 $\frac{1}{2}$	52	"	"			22	"
" 14		12	3 $\frac{1}{2}$	54	12	3 $\frac{1}{2}$	54	12	3 $\frac{1}{2}$	54	12	3 $\frac{1}{2}$	54	"	"			24	"
" 15		Bottom Longitudinals on flat bottom forward of 3/8" plate spaced 4 1/2" apart.																	
" 16		Bottom Longitudinals spaced 2" apart. Bulkheads to No. 10, No. 10 to 2nd deck 2-5, 2nd deck to No. 1 - 2-1 1/2" apart.																	
Spacing of Longitudinal Frames		Amidships Bottom Longitudinals spaced 2" apart. Bulkheads to No. 10, No. 10 to 2nd deck 2-5, 2nd deck to No. 1 - 2-1 1/2" apart.																	
Double Bottoms																			
L, L or C																			
Tank Top Longitudinals																			
Bottom																			
Amidships																			
At Ends...																			
Transverses.																			
In Bridge																			
Depth and Thickness																			
Face Angles																			
Lugs to Shell*																			
In Awaiting, Shelter or Upper 'tween Decks.																			
Depth and Thickness		21" x 40																	
Face Angles		4 3/4 x 40																	
Lugs to Shell*		3 1/2 x 44																	
In Hold.																			
Depth and Thickness		42" x 46																	
Face Angles		7 3/2 x 56																	
Lugs to Shell*		6 6 x 46																	
Brackets		46																	
Spacing of Transverse Frames		8-7 1/2																	
* State if joggled or liners.																			
Longitudinal Beams of L, L or C																			
Bridge Deck																			
Avg. or Shldr. Dk.																			
Upper		7 1/2 3 40 7 1/2 3 40 7 1/2 3 40 7 1/2 3 40 2-6																	
Second		8 1/2 3 46 8 1/2 3 46 8 1/2 3 46 8 1/2 3 46 2-6																	
Third																			
Transverse Beams.		14" x 40 4-3-40 14" x 40 4-3-40 23" x 44 7-5 1/2 56 23" x 44 6-4-56																	

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

5c, 8, 12, -T.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 1 ft., R.Q.D. 1 ft., Bridge 1 ft., Forecastle 51-8 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated No Poop

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) 2 8/16 (316)

Official No. 133591; Signal Letters

State if Machinery is fitted aft Yes

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

Outside Paint

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors Cellular system in 6" 18"

Where Fitted.	*Length.	Water Capacity.	Where Fitted.	*Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,			Fore peak tank,	22	238
Double bottom, under Engines and Boilers,			After peak tank,	14	66
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,	36-375	55	Deep tank, forward,	33-9	282
Double bottom, forward,			Other tanks, if fitted,		
Total capacity of double bottom		55	(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. 4539

Date 13.8.1914

No. 845 in builder's yard.

DATES OF SURVEYS held while building

1914
Jul 27, Aug 10-19, Sep 7-11, 18, 21, 23, Oct 5-6, 9, 12, 13, 16, 19, 20, 21, 22, 23, 28, 29
Nov 3-6, 9, 10, 12, 19, 24, 30 Dec 1-3, 9, 15, 17, 22, 29, 1915 Jan 8, 13, 19, 25, 27, Feb 1, 9, 15, 23, Mar 2, 5, 12, 23, 30, Apr 1, 20, May 19, Jun 29, Aug 3, 11, 26, Sep 6, 23, 30, Oct 5, 14, Nov 18, 15, 23, 24
1916 Jan 5, 7, 12, 18, 24, Feb 1, 11, 14, Mar 1, 9, 17, 23, 30, Apr 6, 13, 17, 18, 20, 22, May 1, 5, 9, 11
1917 Jan 25, 28, 29, Dec 8, 15, 16, 18, 23, 25, 26, 1918 Jan 9, 17, 22, 25, 26, 30, Feb 2, 5, 6, 7, 9, 12, 15

Surveyor's Signature Alex Munro

Lloyd's Register
Foundation