

With or Without  
Disconnected Erections.

STEEL STEAMER.

FRI. DEC 27 1912

Date of completion of report 21. 12. 12 Port of Glasgow  
Survey held at Paisley Date, First Survey 22 March 1912 Last Survey 20 December 1912  
On the S.S. "CYDERHOLM" "SIR ROGER BACON" Rig Schornor (3 masts)

TONNAGE under  
Tonnage Deck... 567.88  
Do. between Tonnage Dk. and 3rd and 4th Dk. 567.88  
Total under Upper Dk. 567.88  
Do. of Poop 126.42  
Do. of R.Q.Dk. 2.26  
Do. of Bridge House 33.89  
Do. of Houses on Dk. 50.07  
Do. of excess of Hatchways 28.17  
Do. above Crown of Room 808.69  
Space 55.07  
Crown of Room 28.17  
FOR FEES... 725.45.  
Engine Room 350.26  
Cabin Spaces 49.00  
New 55.07  
Tonnage on Beam 354.36

CLASS 100 A.1.  
Breadth (greatest moulded) 30.0  
Depth, at middle of length from top of keel to top of upper deck beams at side 13.58  
Transverse Number 43.58  
Length on deck from fore part of stem to after part of stern post 199  
Longitudinal Number 8672  
Depth "d," at middle of length (See Secs. 2 & 13) 10.92  
Proportions—Depths to Length—Upper Deck Beam at side to top of keel 14.65  
Long Bridge Deck Beam at side to top of keel  
Destined Voyage Liverpool If Surveyed while Building, Afloat, or in Dry Dock Yes

Master C. P. Cogley  
Year of appointment (1) As Master in service of owner of present vessel: 1912 (2) As Master of this vessel: 1912  
Built at Paisley  
When built 1912 Launched 13th Nov. 1912  
By whom built Messrs John Fullerton & Co.  
Owners J. B. Cooper, J. Bacon & Co.  
Managers (Where necessary to be entered in Reg. Book.)  
Residence Glasgow, Liverpool  
Port belonging to Glasgow, Liverpool

TH on Deck 199 0 BREADTH Moulded 30 0 DEPTH, ACTUAL Top of Floors to top of Upper Dk. Beams 11 6 1/2 No. of Decks with flat laid one  
er Rule 199 0 Do. do. do. do. Second Dk. Beams 11 6 1/2 No. of Tiers of Beams one  
Moulded depth, ft. 13 ins. 7 To Bridge Dk. Round of Upper Dk. Beam, Actual 7 1/2 ins.  
Moulded depth, ft. 13 ins. 7 To Upper Dk. Dk. Beam, Actual 7 1/2 ins.

FRAMING.						PILLARS.					
Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches in Ship.	Inches per Rule Or as Approved.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches in Ship.	Inches per Rule Or as Approved.
In way of main Bars amidships						PILLARS, in 'tween Deck, size and spacing					
in peaks forward (angle)	4 1/2	3	36	4 1/2	3	" Hold					
in way of Double Bottoms at Solid Floors	3	3	30	3	3	" Quarter 'tween Dks.					
" at intermdt. Bkts.						" in Hold					
g of Frames from centre to centre amidships	22			22		KEELSONS & STRINGERS.					
" length to Collision bulkhead	22			22		CENTRE LINE KEELSON, Vertical Plates above floors, Through Plate, or Intercoastal Plate					
" in peaks	22			22		" Rider Plate					
USED FRAME, Angles						" Flat Plate Keel Angles	5	5	56	5	5
in way of Double Bottoms at Solid Floors	3	3	30	3	3	" Horizontal Plates on Floors					
" at intermdt. Bkts.						" Angles or Bulb Angles	7 1/2	3	42	7 1/2	3
ING, depth of girder	5 1/2			5 1/2		" SIDE KEELSONS, Number one					
RS, depth and thickness of Floor Plate at mid-line for length amidships	16		32	16		" Angles or Bulb Angles	6 1/2	3	44	6 1/2	3
in way of Engine and Boiler Spaces			36			" Plate above floors, for length					
thickness at the ends of vessel			28			" Intercoastal Plate, for full length			32		32
depth at 1/2 the half breadth, as per Rule	straight	floor				" Attached to outside Plating with Angle	3	3	32	3	3
height extended at the Bilges						" BILGE KEELSON, Angles one (Bulb)	6 1/2	3	44	6 1/2	3
RS & BRACKETS in Cell Dble Bottoms	32		30	32		" Intercoastal Plate for full length			32		32
" state if flanged (top & bottom)	no			no		" Attached to outside Plating with Angle	3	3	32	3	3
" Spacing	22			22		" SIDE STRINGERS, Number					
RE GIRDER, in Dbl. bottom, dpth. & thickness	32		38	32		" Angles					
" Angles, Top	3 1/2	3 1/2	40	3 1/2	3 1/2	" Intercoastal Plate, for length					
" Bottom	5	5	56	5	5	" Attached to outside plating with Angle					
" to Floors	3 1/2	3 1/2	40	3 1/2	3 1/2	Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)					
GIRDERS, number on each side & thickness	one		28	one		" " " " " " " " " " " "	48	46	48	46	
" state if flanged (top and bottom)	no			no		" " " " " " " " " " " "	46	44	46	42	
" Angles (top and bottom)	3	3	30	3	3	" " " " " " " " " " " "	4 1/2 x 4 1/2	50	4 1/2 x 4 1/2	50	
" to Floors	2 1/2	2 1/2	30	2 1/2	2 1/2	" Tie Plate at sides of Hatchways					
IN PLATE, depth (exclusive of flange) and thickness	22		32	22		" Deck * Iron or Steel, for full lng.			46		46
" Angles to Outside Plating	3	3	32	3	3	" Thickness (clear of Bridge)			46		46
" Floors	3	3	30	3	3	" " " " " " " " " " " "					
" Height of Brackets above at bilge			5			" Wood Deck, Material & thickness					
BOTTOM PLATING, breadth and thickness of Middle Line Strake	65		36	65		" Second Deck Stringer Plate, br'dth & thickness					
" in Engine and Boiler space			30			" Angles on ditto, No.					
" Remainder in Holds						" Tie Plates outside Hatchways					
Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	5 1/2	3	34	5 1/2	3	" Deck * Iron or Steel, for lng.					
Angles on upper edge						" Wood Deck, Material & thickness					
In way of Long Bridge						" Third Deck Stringer Plate, br'dth & thickness					
Spacing	22			22		" Angles on ditto, No.					
Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel						" Tie Plates, outside Hatchways					
Angles on upper edge						" Deck * Material and thickness					
Spacing						" Fourth and Fifth Deck Stringer Plate, breadth & thickness					
MS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel						" Angles on ditto, No.					
Angles on upper edge						" Tie Plates outside Hatchways					
Spacing						" Deck, Material & thickness					
MS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel						" Poop Deck Stringer Plate, breadth & thickness					
Angles on upper edge						" Angle on ditto					
Spacing						" Tie Plates					
Deck, Material and thickness						" Bridge Deck Stringer Plate, br'dth & thickness					
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel						" Angle on ditto					
Angles on upper edge						" Tie Plates					
Spacing						" Deck, Material and thickness					
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	5	3	34	5	3	" Forecastle Deck Stringer Plate, br'dth & thickness	17	28	17	28	
Angles on upper edge						" Angle on ditto	3 x 3	28	3 x 3	28	
Spacing						" Tie Plates					
Deck, Material and thickness						" Deck, Material and thickness	Steel	28	28		



[illegible]

EQUIPMENT No.				LETTER				ANCHORS.				TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS												
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 Superintendent.								
12253.	1st Bower ...	19	3	24				20	15	-	-	19	-	-	"Taylor Type" Stocks	Woodhouse Bros	Glasgow, Head 26/12 Paul							
12254	2nd " ...	19	3	20				20	12	3	Y	19	-	-	" "	" "	" " 26/12 " "							
	3rd " ...	15	3	22				17	7	2	0	16	1	-	" "	" "	" " 26/12 " "							
	4th " ...														" "	" "	" " 26/12 " "							
	Collective weight	55	3	10								54	1	0										
12256	Stream .....	5	1	8	1	1	14	7	14	0	7	5	1	0	Ordinary	Woodhouse Bros	Glasgow, Head 26/12 Paul							
12257	Kedge .....	2	2	4	0	2	22	5	0	0	0	2	2	0	"	"	" " 26/12 Paul							
<b>Wrought Stocks, Anchors.</b>				<b>CHAIN CABLES.</b>								<b>HAWSERS AND WARPS.</b>												
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 Superintendent.		Material.		Length and Size supplied.		Breaking Test of Steel Wire Trawlings.		Length and Size per Table 31.		
114-84	Fathom, 210 x 2 1/2	Inch, 1 3/4	Tons, 5 1/2	Tons, 14 1/2	Owts. qrs. lbs., 187-2-0	Owts. qrs. lbs., 195-4-12	Fathoms, 210	Inch, 1 3/4	Chain Link	Woodhouse Bros	Glasgow, Head 7/12 Paul	Towline	Fathoms, 90	Inch, 3	Tons, 18	Fathoms, 90	Inch, 3	Tons, 3	Fathoms, 90	Inch, 3	Tons, 3	Fathoms, 90	Inch, 3	Tons, 3
Iron Stream	60	Cir. 3 1/2		22			60	Cir. 3 1/2	Steel wire	Sutton Refractories Co.														
<b>Boats</b> Pumps, Number <i>Three</i> Windlass is <i>Steam made by Emerson Walker &amp; Thomson</i> Engine Room Skylights.—How constructed? <i>Deck or flat Cammings</i> Coal Bunker Openings.—How constructed? <i>Along sides + end</i> Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. <i>Each side Scupper 6 each side 30" x 18"</i> Ceiling in Holds, thickness and material <i>2 1/2 PP</i> Cargo Hatchways.—How formed? <i>Plates + angles</i> State size No. 1 Hatch (Forward) <i>4'-4" x 16'-6"</i> No. 2 Hatch <i>36'-8" x 16'-6"</i> No. 3 Hatch <i>✓</i> No. 4 Hatch <i>✓</i> Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch <i>3 Webs + 3 Fore rafters in each Hatchway.</i> No. of Breasthooks <i>Five</i> No. of Crutches <i>Three</i> Bulwarks, height above deck and description <i>4' 2" steel plates .26</i> Main Rail, material and size <i>6 x 3 x 40 BA</i> The foregoing is a correct description. Builder's Signature (here enter) <i>John Fullerton &amp; Co.</i> Surveyor's Signature <i>R. D. Cairns.</i> Correspondence.—State dates and initials of letters respecting this case ( <i>References should be made in any correspondence connected with the case</i> ) <i>M 6/1/12 E 19/4/12</i> <b>Workmanship.</b> Are the butts of plating planed or otherwise fitted? <i>planed</i> Is the riveted work properly closed? <i>Yes</i> Are the liners between the frames and plates solid single pieces? <i>Yes</i> Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? <i>Yes</i> Are the rivet holes well and sufficiently countersunk in the plate and punched from the facing surfaces? <i>Yes</i> Do any rivets break into or through the seams or butts of the plating? <i>a few</i> Are the butts of Plating, Stringers, &c., properly shifted and strapped? <i>Yes</i> Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? <i>Yes</i> State results of tests <i>Satisfactory</i> Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? <i>Yes</i> State results of tests <i>Satisfactory</i> General Remarks (State quality of workmanship, &c.) <i>Workmanship good</i> <i>This vessel has been built in accordance with the approved plans + the Secretary's letter of the above date and in general conformity to the Rules for the class contemplated</i> <i>This vessel is a sister vessel to the same Builders SS. "Glydebanker" Gls. regt No. 29406.</i> <i>4 Plans + 2 Forging Report.</i> <i>The Vessel sustained slight damage through striking a Bridge in the River Cart while being towed from Paisley to Glasgow on the 25th Nov 1912 and also through breaking adrift in the River Clyde on the 26th Nov 1912 On account of this one bulwark plate at the stern has been renewed + 2 wire hawsers one 60 fms 3" + one 90 fms 3" have been supplied these made by the Green Ropeworks Co + duly tested to 22 + 18 tons respectively RDC</i> The Surveyor should state the Number of Report and Name of any Sister Vessel. The amount of Entry Fee ..... £ 3 : 0 : 0 Fees applied for, <i>20/12/1912</i> Special Survey Fee .... £ 36 : 5 : 0 Received by me, <i>24.12.1912</i> Travelling Expenses, if any £ : : State whether the Vessel has been built under Special Survey <i>Yes</i> I am of opinion this Vessel should be Classed <i>+ 100 A.I.</i> With, or without Freshboard, as condition of Class <i>without</i> Committee's Minute <i>GLASGOW 24 DEC. 1912</i> Character assigned <i>+ 100 AI</i> <i>12.12</i> <i>Lloyd's A+C</i> <i>+ LDC 12.12</i>																								



GENERAL REMARKS—(continued).

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop ✓ ft., R.Q.D. 121 ft., Bridge ✓ ft., Forecastle 33 ✓ 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 should appear in the Register Book) 10<sup>th</sup> Steel.  
Official No. 135432; Signal Letters  
How are the surfaces preserved from oxidation? Inside Paint + cement State if Machinery is fitted aft Yes Outside Paint

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

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,	106-3.	185 tons	Other tanks, if fitted,		
	Total capacity of double bottom	185.	(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. 4645

Date 15.1.12

No. 225 in builder's yard.

DATES OF SURVEYS held while building

1912 March 22-25-28. April 12-25. May 1-3-8. 10. 14. 16. 20. 23. 26. 30. June 2-6-10-12-17-19-21-24-26-28. July 2-4-9-11-15-17-22-24-30. Aug. 6-22-28. Sep. 2-5-10-13-19. Oct. 4-8-10-14-17-21-24-28-29-31. Nov. 7-8-11-13-15-18-20-22-27-28. Dec. 3-4-9-13-18-20.

Total No. of Visits 70

Surveyor's Signature

R. D. Cairns

Lloyd's Register Foundation