

# Awning or Shelter Deck, or Pt. Awning Deck. STEEL STEAMER.

No. 40673

Port of *Glasgow* Date of completion of Report *11<sup>th</sup> Dec. 20* Received at London Office *TUE 14<sup>th</sup> Dec 1920*  
Survey held at *Glasgow* Date, First Survey *26<sup>th</sup> Dec 1916* Last Survey *3<sup>rd</sup> Dec 1920* *WED. DE 1920*  
On the (State of Single, Twin, or Triple Screw) *Twin Screw Steamer* "NATIA" Rig *Schooner*

TONNAGE under Tonnage Deck... *7433.68* CLASS *+100A1 Shelter deck with freeboard* FEET.  
Do. between Tonnage Dk. and 3rd, 4th, or Awning Dk. *✓* Breadth (greatest moulded) *61.0* Master *J. Matthews*  
Total under Upper Dk. *7433.68* Depth, at middle of length from top of keel to top of beams at side of uppermost Continuous Deck .... *38.5* Year of Appointment *(1) As Master in service of owner of present vessel - 191 (2) As Master of this vessel - 191*  
Do. of Poop *9.36* Deduct height of 'tween deck when this does not exceed 8ft. *8.0* Built at *Glasgow*  
Do. of R. Cr. Dk. *816.48* Transverse Number *91.5* When built *1920* Launched *20<sup>th</sup> April 1920*  
Do. of Bridge House *49.37* Length on deck from fore part of stem to after part of sternpost *431* By whom built *Alan Stephen & Sons Ltd.*  
Do. of Hatchways *12.63* Longitudinal Number *39436* Owners *Royal Mail Steam Packet Co. Ltd.*  
Do. of Deck *8722.61* Depth "d" at middle of length. See Secs. 2 & 13 *11.33* Managers *✓*  
Do. of Hatchways *12.63* Proportions, Depths to Length, Uppermost Continuous Deck at side to top of keel .... *11.2* (Where necessary to be entered in Reg. Book.)  
Do. of Hatchways *12.63* Upper Deck at side to top of keel .... *14.1* Residence *London E.C.*  
Do. of Hatchways *12.63* Destined Voyage *Buenos Ayres* If Surveyed while Building, Afloat, or in Dry Dock *✓* Port belonging to *Southampton*

on Rule *431* Ins. *0* BREADTH - Ft. *61* Ins. *0* DEPTH, ACTUAL - Top of Floors to top of Awn. or Shelter Dk. Beams *36* Ins. *0* No. of Decks with flat laid *1*  
Moulded .. *61* Do. Upper Deck Beams *28* Ins. *0* No. of Tiers of Beams *✓*  
of Ship per Register, *36.10* Awn. or Shelter Dk. Moulded depth, ft. *38* ins. *6* To Awning or Shelter Dk. Round up of Uppermost *15.2* ins.  
Length *430.45* breadth *61.35* depth. *✓* Upper Deck. Moulded depth, ft. *30* ins. *5.2* To Upper Dk.

FRAMING.						PILLARS.					
Inches in Ship.						Inches in Ship.					
Angles, or E.L. Bars, amidships	8	3 1/2	54	8	3 1/2	54	PILLARS, In 'tween Deck, size and spacing				
Peaks	8	3 1/2	46	8	3 1/2	46	" " Hold	"	"	"	"
Way of Double Bottoms at Solid Floors	4	4	44	4	3 1/2	44	" Quarter, 'tween Dks., "	"	"	"	"
" at intermdt. Bkts.	✓	✓	✓	✓	✓	✓	" " in Hold	"	"	"	"
Frames from centre to centre amidships	30	✓	30	✓	30	✓	KEELSONS AND STRINGERS.				
" " " " from 3/4	30	8	24	30	8	24	CENTRE LINE KEELSON, Vertical Plate above				
Length to collision bulkhead	42	3	38	42	3	38	floors, Through Plate, or Intercostal Plate				
Frames from centre to centre in peaks	6	3 1/2	46	6	3 1/2	46	Rider Plate				
ED FRAME, Angles, in E.B. Space	4	4	44	4	3 1/2	44	Flat Keel Plate Angles				
Way of Double bottoms at Solid Floors	✓	✓	✓	✓	✓	✓	Horizontal Plates on Floors				
" at intermdt. Bkts.	✓	✓	✓	✓	✓	✓	Angles or Bulb Angles				
G, depth of girder	8	✓	8	✓	8	✓	SIDE KEELSONS, Number				
depth and thickness of Floor Plate	✓	✓	✓	✓	✓	✓	Angles or Bulb Angles				
at mid-line for 3/4 length amidships	✓	✓	✓	✓	✓	✓	Plate above floors, for length				
Way of Engine and Boiler spaces	✓	✓	✓	✓	✓	✓	Intercostal Plate, for length				
thickness at the ends of vessel	✓	✓	✓	✓	✓	✓	Attached to outside plating with Angle				
Depth at 3/4 the half-bdth. as per Rule	✓	✓	✓	✓	✓	✓	BILGE KEELSON, Angles				
Height extended at the Bilges	✓	✓	✓	✓	✓	✓	Intercostal Plate, for length				
in Cell Double Bottoms	45	✓	42	45	✓	42	Attached to outside plating with Angle				
state if flanged (top and bottom)	✓	✓	✓	✓	✓	✓	SIDE STRINGERS, Number				
spacing of Solid	30	✓	30	✓	30	✓	Angle				
GIRDER, in Dbl. bottom, dpth. & thknss	45	✓	54	45	✓	54	" " " "				
" Angles, Top	4 1/2	4 1/2	60	4 1/2	4 1/2	60	" " " "				
" " Bottom	4 1/2	4 1/2	60	4 1/2	4 1/2	60	" " " "				
" " to Floors	5	5	60	5	5	60	" " " "				
Brackets at intermdt. frmng. wdth & thknss	✓	✓	✓	✓	✓	✓	" " " "				
RODERS, number and thickness	two	✓	40	two	✓	40	" " " "				
" state if flanged (top & bottom)	✓	✓	✓	✓	✓	✓	" " " "				
Angles	3 1/2	3 1/2	44	3 1/2	3 1/2	44	" " " "				
PLATE, depth (exclusive of flange) and thickness	38	✓	50	38	✓	50	" " " "				
Angles to outside plating	4	4	50	4	4	50	" " " "				
" to floors	5	3 1/2	44	5	3 1/2	44	" " " "				
Brackets at intermdt. frmng. wdth & thknss	✓	✓	✓	✓	✓	✓	" " " "				
Height of Brackets above at bilge	✓	✓	✓	✓	✓	✓	" " " "				
BOTTOM PLATING, breadth and thickness of Middle Line Strake	45	✓	52	45	✓	52	" " " "				
" thickness in Engine and Boiler space	8	✓	87	8	✓	87	" " " "				
" Remainder in Holds	42	✓	42	✓	42	✓	" " " "				
Awn. or Shltr Dk. Single Angle	9	3 1/2	32	9	3 1/2	32	" " " "				
Bulb Angle, Plate, Tee Bulb or Channel	30	✓	30	✓	30	✓	" " " "				
Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel	9	3 1/2	32	9	3 1/2	32	" " " "				
Second, Third & Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel	9	3 1/2	32	9	3 1/2	32	" " " "				
Angles on upper edge	✓	✓	✓	✓	✓	✓	" " " "				
Spacing	30	✓	30	✓	30	✓	" " " "				
Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel	9	3 1/2	32	9	3 1/2	32	" " " "				
" Angles on upper edge	✓	✓	✓	✓	✓	✓	" " " "				
Spacing	30	✓	30	✓	30	✓	" " " "				
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel	12	3 1/2	32	11	3 1/2	32	" " " "				
" Angles on upper edge	✓	✓	✓	✓	✓	✓	" " " "				
Spacing	48	✓	48	✓	48	✓	" " " "				



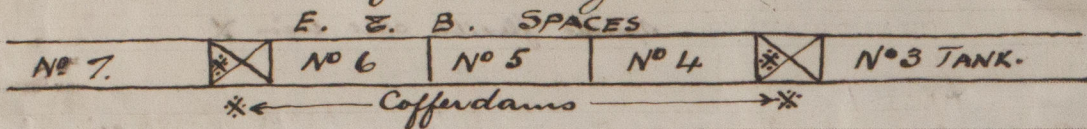
Form No. 1B. WEB FRAMES. FORGINGS or CASTINGS. BULKHEADS. PLATING. RIVETING. FRAMES. MASTS, SPARS, &c.

EQUIPMENT No. 44096 LETTER C+. ANCHORS. CHAIN CABLES. HAWSERS AND WARPS. Boats. Steering Gear. Pumps. Windlass. Engine Room Skylights. Coal Bunker Openings. Number of Scuppers. Ceiling in Holds. Cargo Hatchways. State size. Number of Web Plates. Bulwarks. Workmanship. Is the riveted work properly closed? Are the liners between the frames and plates solid single pieces? Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Are the rivet holes well and sufficiently countersunk in the plate and punched from the facing surfaces? Do any rivets break into or through the seams or butts of the plating? Are the butts of Plating, Stringers, &c., properly shifted and strapped? Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? General Remarks (State quality of workmanship, &c.). This vessel has been built in accordance with the approved plans. The Surveyor's letter of the 11th inst. dated 11th inst. and in general conformity to the Rules for the class contemplated. Before completion the vessel was placed in dry dock when the bottom and keel were examined found satisfactory and re-coated. This vessel is sister vessel to 'NARIVA' Glasgow Report No 39962. Vessel is insulated in all holds, tween decks and in way of bridge. Vessel has a Cornish stem. When the vessel was nearly ready for launching arrangements were made for carrying oil fuel for the vessel's own use if the owners decide at any future time to do so (but in the meantime coal is being used) the work carried out on this account is as follows - The forward and aft peaks. The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans to be forwarded with F.E. Report showing vessel as built. The amount of Entry Fee. Special Survey Fee. Freeboard. State whether the Vessel has been built under Special Survey. I am of opinion this Vessel should be Classed. With, or without Freeboard, as condition of Class. Committee's Minute. Character assigned. Recommend to build. Date of build to be recorded. Lloyds Register. FOW 6030131(212)



GENERAL REMARKS—(continued).

peaks and nos. 1, 2, 3, 4 & 8 compartments of the inner bottom have their sections made suitable for carrying oil fuel as shown on the approved plan of same; two settling Tanks have been fitted, as shown on the approved plan with a capacity of 35 tons each of oil fuel, these tanks have been tested in accordance with section H9 of the rules and when the coal bunkers where they are situated is not being used for coal the bunker sides will form a gutterway round same, A cofferdam has been fitted, and tested, in the inner bottom at both ends of the engine and boiler spaces.



A two inch air space is left between the inner lining of the insulation in the holds and the forward and aft peak bulkheads, and an angle is fitted across the tank top so that on the event of leakage of oil from the peaks it will drain into the bilges. Before the above arrangements were made the inner bottom has been cemented in accordance with the rules; the centre girder has no holes in it <sup>where it</sup> is proposed to carry oil but no opportunity was given for testing it with water. The peak tanks and inner bottom tanks were tested to the shelter deck height.

Damage. Stated to have been caused thro' fire on the 29<sup>th</sup> of May 1900 while the vessel was lying at Shields Hall Wharf in No 1 Trans'ween decks abaft No 1 Hatch also J.D insulation in way which was in progress of erection Damage report not required.

Damage repairs now effected

Upper deck.

- 8 Beams and 16 beam knees renewed
- 4 deck plates renewed
- 2 deck plates removed failed and replaced
- 2 doubling plate at Hatch corners renewed

Main Deck.

- 4 deck plates failed in place
- 3 Carling beams failed in place
- 1 Hatch end beam failed in place
- 2 pillar girders under beams, 1 Built pillar & 5 pillars removed for access and replaced
- 1 Shell plate removed for access and one opening for half length and replaced

All new & disturbed work coated, insulation & fittings in way of damage renewed. Vessel is now in the same good & efficient condition as before damage was sustained.  
 30 Plans including midship section as built enclosed.  
 8 Gorging reports.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ✓ ft., R.Q.D. ✓ ft., Bridge 227 ft., Forecastle 37 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) 3 Dks (Stl), & Shelter dk (Stl. W.S.)  
 Official No. 145330 ; Signal Letters \_\_\_\_\_ State if Machinery is fitted aft no  
 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

Where Fitted.	Length.		Water Capacity.	Where Fitted.	Length.		Water Capacity.
	Feet.	Tons.			Feet.	Tons.	
Double bottom, aft,	<u>Salt water</u>	<u>114.9</u>	<u>224</u>	Fore peak tank,	<u>Salt water</u>	<u>120</u>	
Double bottom, under Engines and Boilers,				After peak tank,	<u>" "</u>	<u>65</u>	
Double bottom, if under Engines only,	<u>Fresh water</u>	<u>42.5</u>	<u>200</u>	Deep tank, aft,			
Double bottom, if under Boilers only,	<u>" "</u>	<u>52.5</u>	<u>243</u>	Deep tank, forward,			
Double bottom, forward,	<u>Salt water</u>	<u>168.5</u>	<u>526</u>	Other tanks, if fitted,			
			Total capacity of double bottom	(If necessary, furnish further information by sketch.)			
			<u>1193</u>				

\* The wells are not to be included in the lengths of the tanks. 178.4 State whether the above have been tested as required by the Rules. Yes  
 Total length of Double bottom 386' Total Capacity of Salt water 1221 tons.

Order for Special Survey No. 4921  
 Date 22.4.1915  
 No. 469 in builder's yard.  
 Dates of Surveys held while building  
1916 Dec 26 1918 Mar 29 May 24 Sep 5 Oct 2. 7. 15 Nov 18. 19. Dec 1. (1919) Jan 10 Feb 21. 28  
Mar 26. 28 May 9. 16. Jun 18. 24 July 1. 10. 15 Aug 27 Sep 3. 10. 12. 15. 18. 22. 25  
Oct 6. 15. 17. 23. 24. 31. Nov 3. 11. 12. Dec 8. 16. 18. 19 (1920) Jan 16 Feb 3. 4. 13. 18. 27 Mar 4.  
19. 24 Apr 13. 22. 28 May 6. 26 Jun 4. 15. 21 July 1. 2. 13 Aug 2 Sep 12 Oct 11 Nov 2. 18. 20. 22  
30 Dec 1. 2. 3.  
 Total No. of Visits 76

Surveyor's Signature J. S. Thomson for self & G. Smith