

# With or Without Disconnected Erections.

## STEEL STEAMER.

Received at London Office. WED. MAY 22. 1912

Date of completion of report 18<sup>th</sup> May 1912 Port of Greenock  
Survey held at Greenock Date, First Survey 19<sup>th</sup> Aug. 1910 Last Survey 1<sup>st</sup> May 1912  
On the TSS. BELTANA Rig Schooner

TONNAGE under  
Tonnage Deck 258.4  
Do. between Tonnage Dk. and 3rd and 4th Dk. 200.86  
Total under Upper Dk. 459.26  
Do. of Poop 82.35  
Do. of R.Q. Dk. 81.43  
Do. of Bridge House 136.91  
Do. of Forecastle 629.54  
Do. of Houses on Dk. 31.26  
Do. of excess of Hatchways 156.12  
Do. above Crown of Engine Room 11120.36  
Gross Tonnage 404.26  
Less Crew Space 156.12  
Less above Crown of Engine Room 10559.98  
TONNAGE FOR FEES 2558.52  
Less Engine Room 125.65  
Less Navigation Spaces 4054.40

CLASS F 100 A1  
Breadth (greatest moulded) 62.0  
Depth, at middle of length from top of keel to top of upper deck beams at side 44.0  
Transverse Number 103.0  
Length on deck from fore part of stem to after part of stern post 500.0  
Longitudinal Number 51500.0  
Depth "d," at middle of length (See Secs. 2 & 13) 19.11  
Proportions—Depths to Length—Upper Deck Beam at side to top of keel 12.19  
Long Bridge Deck Beam at side to top of keel 10.20

Master Simon  
Year of appointment 1912  
Built at Greenock  
When built 1912 Launched 24<sup>th</sup> Jan. 1912  
By whom built Messrs. Baird & Co. L<sup>ds</sup>  
Owners Messrs. P. & O. S. N. Co. L<sup>ds</sup>  
Managers 5<sup>th</sup> 5<sup>th</sup>  
Residence  
Port belonging to Greenock

Register Tonnage as out on Beam 4054.40 Destined Voyage If Surveyed while Building, Afloat, or in Dry Dock

LENGTH on Deck as per Rule 500 0 BREADTH Moulded 62 0 DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams 44 0 Do. do. do. do. Second Dk. Beams 29 11 No. of Decks with flat laid 1 No. of Tiers of Beams 1

Dimensions of Ship per Register, Length 500 breadth 62.25 depths 29.55 Moulded depth, ft. 44 ins. 0 To Bridge Dk. Round of Upper Dk. Beam, Actual 12 ins.

FRAMING.				PILLARS.			
Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship
ANGLE BEYOND 30° LENGTH	5	3 1/2	5 1/2	PILLARS, In 'tween Deck, size and spacing	DOUBLE CHANNELS AND ROUN		
FRAME, Angles, or Bars amidships	3 1/2	5 1/2	5 1/2	" Hold	PILLARS AS PER APPROVED PLAN.		
Do. in peaks	4	5 1/2	4 1/2	" Quarter 'tween Dks.,			
Do. in way of Double Bottoms at Solid Floors	3 1/2	5 1/2	5 1/2	" in Hold			
" at intermdt. Bkts.							
Spacing of Frames from centre to centre amidships	30		30	KEELSONS & STRINGERS.			
" " length to Collision bulkhead	24		24	CENTRE LINE KEELSON, Vertical Plate above			
" " in peaks	24		24	floors, Through Plate, or Intercoastal Plate			
REVERSED FRAME, Angles, BEYOND 30° LENGTH	5 1/2	5 1/2	5 1/2	Rider Plate			
Do. in way of Double Bottoms at Solid Floors	3 1/2	5 1/2	5 1/2	Flat Plate Keel Angles			
" at intermdt. Bkts.				Horizontal Plates on Floors			
FRAMING, depth of girder	11		11	Angles or Bulb Angles			
FLOORS, depth and thickness of Floor Plate				SIDE KEELSONS, Number			
" in way of Engine and Boiler Spaces				Angles or Bulb Angles			
" thickness at the ends of vessel				Plate above floors, for length			
" depth at 1/2 the half breadth, as per Rule				Intercoastal Plate, for length			
" height extended at the Bilges				Attached to outside Plating with Angle			
FLOORS & BRACKETS in Cell Dble Bottoms				BILGE KEELSON, Angles			
" state if flanged (top & bottom)				Intercoastal Plate for length			
" Spacing	30		30	Attached to outside Plating with Angle			
CENTRE GIRDER, in Dbl. bottom, dpth. & thickness	49	62	49	SIDE STRINGERS, Number			
" Angles, Top	3 1/2	5 1/2	3 1/2	Angle			
" Bottom	5	5	5	Intercoastal Plate, for length			
" to Floors	5	5	5	Attached to outside plating with Angle			
SIDE GIRDERS, number on each side & thickness	20	46	20	Upper Deck Stringer Plate, br'dth & thickness			
" state if flanged (top and bottom)				(clear of Bridge)			
" Angles (top and bottom)	3 1/2	5 1/2	3 1/2	br'dth & thickness			
" to Floors	3	46	3	(in way of Bridge)			
MARGIN PLATE, depth (exclusive of flange)	42	54	42	Angle (clear of Bridge)			
" and thickness	4	4	4	Tie Plate at sides of Hatchways			
" Angles to Outside Plating	3 1/2	5 1/2	3 1/2	Deck * Iron or Steel, for FULL lng.			
" Floors	3 1/2	5 1/2	3 1/2	Thickness (clear of Bridge)			
" Height of Brackets above at bilge	80		80	(in way of Bridge)			
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	49	58	49	Wood Deck. Material & thickness TEAK			
" in Engine and Boiler space		58-62	58-62	Second Deck Stringer Plate, br'dth & thickness			
" Remainder in Holds	46	48	46	Angles on ditto, No. TWO			
BEAMS, Upper Deck, Single Angle, Bulb	8	58	8	Tie Plates outside Hatchways			
" Angle, Plate, Tee Bulb, or Channel	8	58	8	Deck * Iron or Steel, for FULL lng.			
" Angles on upper edge				Wood Deck. Material & thickness PP			
" In way of Long Bridge	8	58	8	Third Deck Stringer Plate, br'dth & thickness			
" Spacing	30		30	Angles on ditto, No. TWO			
BEAMS, Second Deck, Single Angle, Bulb	8	58	8	Tie Plates, outside Hatchways			
" Angle, Plate, Tee Bulb, or Channel	8	58	8	Deck * Material and thickness TEAK			
" Angles on upper edge				Fourth and Fifth Deck Stringer Plate, breadth & thickness			
" Spacing	30		30	Angles on ditto, No.			
BEAMS, Third and Fourth Deck, Single Angle	9	58	9	Tie Plates outside Hatchways			
" Bulb Angle, Plate, Tee Bulb, or Channel	9	58	9	Deck Material & thickness			
" Angles on upper edge				Poop Deck Stringer Plate, breadth & thickness			
" Spacing	30		30	Angle on ditto			
BEAMS, Poop Deck, Angle, Bulb Angle, Plate	4	58	4	Tie Plates			
" Tee Bulb, or Channel	4	58	4	Deck. Material and thickness TEAK			
" Angles on upper edge				Bridge Deck Stringer Plate, br'dth & thickness			
" Spacing	24		24	Angle on ditto			
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate	8	58	8	Tie Plates			
" Tee Bulb, or Channel	8	58	8	Deck. Material and thickness TEAK			
" Angles on upper edge				Forecastle Deck Stringer Plate, br'dth & thickness			
" Spacing	30		30	Angle on ditto			
BEAMS, Forecastle Deck, Angle, Bulb Angle	11 1/2	58	11 1/2	Tie Plates			
" Plate, Tee Bulb, or Channel	11 1/2	58	11 1/2	Deck. Material and thickness TEAK			
" Angles on upper edge							
" Spacing	24		24				



[illegible]

EQUIPMENT No. 34513				LETTER f t				ANCHORS.				TONNAGE U. BK. 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.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
66984	1st Bower	90	2	0	Stocklin			63	12	2	0	90	0	0	Halle Cast Steel Head	Singly Iron P	Test - 10/12/12 Grum
67015	2nd "	59	3	14				63	5	0	0	90	0	0	"	"	10/12/12
67014	3rd "	34	2	2				54	12	2	0	144	2	0	"	"	10/12/12
	4th "																
	Collective weight	183	7	14								254	2	0			
67050	Stream	23	0	19	4	2	3	26	11	1	0	26	2	0	Ordinary		24/12
67065	Kedge	13	0	24	3	1	14	14	14	1	14	13	0	0			

  

CHAIN CABLES.										HAWSERS AND WARPS.														
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.		Length and Size per Table 31.		
		Length.	Diam.	Status.	Break- ing.	Supplied.	Per Rule.	Owts.	qrs.	lbs.	Length.	Diam.						Factorable.	Ins.	Feet.	Fathoms.	Ins.	Feet.	
46758		165	2 3/8	120	120	120	120	120	120	120	STUD	Singly Iron	Test - 24/12/12 Grum					TO WLINE SW	130	3/8	79.55	120	5/4	
46755		165	2 3/8	120	120	120	120	120	120	120	STUD	Singly Iron	Test - 14/12/12					HAWSERS & WARPS	2 100	3/8	26	20	100	3/8
		330																"	2 100	8	20	100	8	
																		"	2 100	3	15			
Iron (Stream)		130	6	5/8							SW	Buller's	Test - 14/12/12											
Steel Wire		120	5/8																					

  

**Boats** 21 And One Steam Launch **Steering Gear, Steam Combined** **Steering Gear, Hand Benson Spar**

**Pumps, Number** Two 4" Flywheel Pumps **Diameter of Barrel** 6" **State whether they are in efficient working order** Yes

**Windlass is** Steam by Clockwork Chapman 20 F. **Capstans** 4

**Engine Room Skylights.**—How constructed? Slit plates & angles **What arrangements for deadlights in bad weather?** Bulls-eye lights

**Coal Bunker Openings.**—How constructed? Side scuttles **How are lids secured?** Bolted & nutted **Height above deck?**

**Number of Scuppers,** and numbers and dimensions of **Freeing Ports, &c.** 4 scuppers each side and 4 ports each side 3' 9" x 1' 9"

**Ceiling in Holds,** thickness and material 3" Oak Plank **Cargo Battens,** thickness and material 6" x 2" W.P.

**Cargo Hatchways.**—How formed? Slit plates & angles **Hatches,** If strong and efficient? Yes solid

**State size** No. 1 Hatch (Forward) 18'-0" x 18'-0" x 24" No. 2 Hatch 32'-6" x 18'-0" x 36" No. 3 Hatch 24'-6" x 18'-0" x 36" No. 4 Hatch 24'-6" x 18'-0" x 36"

**Number of Web Plates, Shifting Beams and Fore and Afters** to each Hatch No. 1—3 webs No. 2—6 webs No. 3—4 webs No. 4—5 webs

**No. of Breasthooks** 7 iron **No. of Crutches** Deep floors

**Bulwarks,** height above deck and description 18" x 3" Stg 2 5" x 4" spars 6" apart Main Rail, material and size 7" x 3 1/2" x 5"

The foregoing is a correct description.  
Builder's Signature (here enter) **FOR CAIRD AND COMPANY LIMITED** Surveyor's Signature J. Angus Craig  
Surveyor to Lloyd's Register of British and Foreign Shipping.

**Correspondence.**—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case) M 30/4/10 18/4/10

5/8/11, 12/23/10, 23/10/10, 13/24/10, 3/14/11, 23/31/11, 11/5/11, 20/5/11

**Workmanship.** Are the butts of plating planed or otherwise fitted? Planed where practicable

Is the riveted work properly closed? Yes

Are the liners between the frames and plates solid single pieces? Yes where frame not jagged 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? Yes a few

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. 26, par. 20)? Yes State results of tests Good

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? Yes State results of tests Good

**General Remarks** (State quality of workmanship, &c.) This vessel has been built in accordance with the Rules and approved plans forwarded herewith along with a copy of approvals and certificate. The materials and workmanship are of good quality. Your foregoing reports are attached herewith.

Requested held capacity 204,000 CF  
Stow room 8,030 CF

This is a sister vessel to the L.L.T. Hallarat Grumack Unit Entry Report of 10/1/18

**PTO**

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

The amount of Entry Fee ..... £ 5 : : : Fees applied for,  
Special Survey Fee.... £ 284 : 6 : 8 Received by me, 14/5/12  
Travelling Expenses, if any £ : : : 22-5-1912

Certificate to be sent to Grumack Date of issue 23/4/12



## GENERAL REMARKS—(continued).

## DAMAGE.

Stated to have been caused by the Vessel getting adrift in the Albert Embankment  
 Greenwich during the storm of Monday 8<sup>th</sup> April 1912 and colliding with the  
 quay wall and the Glasgow & Southwestern Railway Co's steamer "Aurora".  
 The examination of the vessel in the Albert Embankment on 10<sup>th</sup> April, and in Green Bay dock  
 on the 29<sup>th</sup> April and it was found on Starboard side—Stem plate strike & indented  
 4 strike Nos 6 from stem indented; & strike Nos 9 & 10 from stem indented. Rudder  
 plate lower part, buckled on outer edge; davock crossbars on main mast buckled.  
 Recommended, No 1 plate strike & be removed & replaced also No 6 plate strike &  
 Nos 9 & 10 plate strike & be fitted in place; Rudder plate be cut between 2 & 5 & 5' from  
 from bottom, plate fitted & replaced and connected with double trouble riveted straps,  
 butt to be caulked hard before riveting; Rudder pinches to be removed for examination  
 of same and Judson; Main mast to be unshipped for repairs to davock crossbars  
 and fore peak to be tested. Bottom recoated.  
 The above recommendations have now been carried out and the Vessel is in the  
 same good condition as before the accident.

James Craig

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 21.0 ft., R.Q.D. — ft., Bridge 205 ft., Forecastle 82 ft.  
 (in feet and tenths). When the Poop is joined to the R.Q.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 it  
 should appear in the Register Book) 3 DECK (STEEL) UDK TEAK SHEATHED

Official No. 131803; Signal Letters

State if Machinery is fitted aft No

How are the surfaces preserved from oxidation? Inside Roller Cement & Paint

Outside Paint

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	134-6	514	Fore peak tank,		115
Double bottom, under Engines and Boilers,	✓	✓	After peak tank,		148
Double bottom, if under Engines only,	✓	✓	Deep tank, aft,		✓
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward,		✓
Double bottom, forward,	184-9	731	Other tanks, if fitted,		✓
	Total capacity of double bottom	1245	(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. 2601

Date

6<sup>th</sup> July 1910

No.

319 in builder's yard.

DATES of Surveys  
held while building

1910. Aug. 19-25-29. Dec. 17-21-23. 1911. Jan. 12. Feb. 8-10-12-15. Mar. 2-8-14-16-23-27-29-31. Apr. 6  
 12-14-18-20-24-26. May. 1-4-8-10-15-17-19-25-27. June. 2-5-7-12-14-19-23-26-31. Aug. 2-9.  
 15-22-31. Sept. 18-22-25. Oct. 2-6-10-18-20-24-26-28. Nov. 3-8-17-20-23-30. Dec. 4-7-12-15-19-22-27.  
 1912. Jan. 12-26-31. Feb. 7-22-26-29. Mar. 5-8-11-13-18. Apr. 11-20-30. May 1.

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Surveyor's Signature

James Craig

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