

Spar, or Awning Dk. IRON OR STEEL STEAMER.

No. 15464

State of Report is also sent on the Machinery of the Vessel *Yes: 46.*
Port of *GREENOCK* Date of completion of Report *16th Sept 1908* Received at London Office *WED 23 SEP 1908*
Survey held at *PORT GLASGOW* Date, First Survey *14th June 1906* Last Survey *10th September 1908*
On the *STEEL SCREW STEAMER* **RINALDO** Rig *SCOOONER*

TONNAGE under Tonnage Deck 4151.14

Do. below Tonnage Dk.
and 2nd. Aft. Spar or
Awning Dk.

Total under Upper Dk. 4151.14

Do. of Poop 4.08

Do. of ~~Cabin~~ House 5.73

Do. of Forecastle 45.32

Do. of Houses on Deck 87.65

Do. of excess of Hatchways 27.29

Do. above Crown of Engine Room

Gross Tonnage 4321.21

Less Crew Space 92.40

AGE FOR FEES 4228.81

Engine Room 1382.79

Navigation Spaces 54.16

Master Tonnage 2791.86

Less on Beam

SPAR, ~~AWNING OR PART AWNING-DECKED VESSEL,~~

on a Vessel having a continuous Shade Deck.

CLASS **X-100-A-1 SPAR DECK**

FEET.

Half Breadth (moulded) 24.79

Depth from upper part of keel to top of Main Deck Beams 22.02

(with the normal round up of beam)

Girth of Half Midship Frame (as per Rule) 42.85

1st Number 89.66

Length on deck from after part of stem to fore part of stern post 382.5

2nd Number 342.94

Proportions—Breadths to Length 7.7

Depths to Length—Main Deck to top of Keel 17.37

Destined Voyage *BOMBAY VIA MIDDLESBRO* AND Surveyed while Building *Afloat, or in Dry Dock* *YES*Master *G. E. PICKERING*

Year of Appointment (1) As Master in service of owner of present vessel: 1890 (2) As Master of this vessel: 1908

Built at *PORT GLASGOW*When built *1908* Launched *14th Aug 1908*By whom built *RUSSELL & Co*Owners *THOMAS WILSON SONS & CO LTD*

Managers

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

Residence *HULL*Port belonging to *HULL*

LENGTH on Ft. Ins. BREADTH Ft. Ins. DEPTH, ACTUAL—Top of Floors to top of Spar or Awn. Dk. Beams Ft. Ins. Power of Horse. No. of Decks with flat laid Two
k as per Rule 382 6 Moulded 49 7 Do. do. Main Deck Beams 26 5 Engines No. of Tiers of Beams Two

Dimensions of Ship per Register, Length 385.0 breadth 49.8 depth 26.4 Spar or Awn. Dk. Moulded depth, ft. 21 ins. 0 2 To Main Dk. Round up of Main Dk. Beam, Actual 12 ins.

FRAMING.				FORGINGS AND CASTINGS.			
	Inches in Ship.	Inches in Ship.	20ths per Rule Or as Approved.		Inches in Ship.	Inches per Rule Or as Approved.	
AME, Angles, or TEE Bars, for $\frac{1}{2}$ length amidships	5 3 8	5 3 8	8	KEEL, Bar or Side Plates, depth and thickness	11 x 3	11 x 3	
do. for $\frac{1}{2}$ at each end	5 3 7	5 3 7	7	STEM, moulding and thickness	11 x 7	11 x 7	
do. in way of Double Bottoms at Solid Floors	3 3 8	3 3 8	8	STERN-POST for Rudder do. do. CAST	11 x 7	11 x 7	
at intermdt. Bkts.				" " for Propeller... STEEL	11 x 7	11 x 7	
cing of Frames from centre to centre	24	24		MAIN PIECE of Rudder, diameter at head	9 3	9 3	
VERSED FRAME, Angles	7 3 8	7 3 8	8	do. at heel	7 4	7 4	
EP FRAMING, depth of girder	9 3	9 3		RUDDER, how constructed BUILT IRON FRAME AND SINGLE PLATE			
DOORS, depth and thickness of Floor Plate				Can the Rudder be unshipped afloat? YES			
at mid-line for $\frac{1}{2}$ length amidships				KEELSONS AND STRINGERS.			
" in way of Engines and Boilers				CENTRE LINE KEELSON, Vertical Plate above			
thickness at the ends of vessel				floors, Through Plate, or Intercoastal Plate			
depth at $\frac{1}{2}$ the half bdth as per Rule				" Rider Plate			
height extended at the Bilges				" Bulb Plate to Intercoastal Keelson			
DOORS & BRACKETS, in Cell Dble Bottoms	43 8	43 8		" Horizontal Plates on Floor			
state if flanged (top & bottom)				" Angles			
spacing	24	24		" Bulb or Plate above floors, for lng.			
NTR E GIRDER, in Double bottom, depth	43 10	43 10		" Intercoastal Plate, for length			
and thickness				" Attached to outside plating with Angle			
" Angles, Top	4 4 10	4 4 10		BILGE KEELSON, Angles, AT ENDS	6 4 11	6 4 11	
" Bottom	4 4 12	4 4 12		" Bulb or Plate above floors, for lng.			
DE GIRDERS, number and thickness	Two 9	Two 9		" Intercoastal Plate, for length			
state if flanged (top & bottom)				" Attached to outside plating with Angle			
Angles, TO FLOORS	3 3 8	3 3 8		BILGE STRINGER Angles	3 3 7	3 3 7	
MARGIN PLATE, depth (exclusive of flange)	34 10	34 10		" Bulb Plate, for length			
and thickness				" Intercoastal Plate, for FULL length			
" Angles to outside plating	5 3 8	5 3 8		" Attached to outside plating with Angle			
" to floors	65	65		2-SIDE STRINGER Angles	6 4 12	6 4 12	
Height of floors at the Bilges	72 10	72 10		" Bulb or Intercoastal Plate, for FULL lng.			
NER BOTTOM PLATING, breadth and thickness of Middle Line Strake	10 13	10 13		" Attached to outside plating with Angle			
thickness in Engine and Boiler space	8 7	8 7		Spar, or Awning Deck Stringer Plates, breadth and thickness	57 12	57 12	
Remainder in Holds				" Angle on ditto	6 x 6 12	6 x 6 12	
EAMS, Spar or Awning Deck, Single Angle	8 x 3 3 x 3 10	8 x 3 3 x 3 10		" Tie Plates, fore and aft, outside Hatchways			
" Bulb Angle, Plate or Tee Bulb CHANNEL				" Diagonal Tie Plates, No. of prs DECK 10/20 IN WAY OF HATCHWAYS			
" Angles on upper edge IN WAY OF BRIDGE	8 x 3 3 x 3 12	8 x 3 3 x 3 12		" Deck, * Iron or Steel, for FULL lng.	8-7	8-7	
Spacing	48	48		" Wood Deck, Material and thickness			
EAMS, Main Deck, Single Angle, Bulb	9 x 3 3 x 3 12	9 x 3 3 x 3 12		Main Deck Stringer Plate, breadth & thickness	62 10	57 10	
" Angle, Plate or Tee Bulb CHANNEL				" Angles on ditto, No. Two	4 x 4 9	4 x 4 9	
" Angles on upper edge				" Tie Plates, outside Hatchways			
Spacing	48	48		" Diagonal Tie Plates, No. of prs			
EAMS, Lower Deck, Single Angle, Bulb				" Deck, * Iron or Steel, for FULL lng.	8-7	8-7	
" Angle, Plate or Tee Bulb				" Wood Deck, Material and thickness DECK 10/20 IN WAY OF HATCHWAYS			
" Angles on upper edge				Lower Deck Stringer Plates, breadth & thickness			
Spacing				" Angles on ditto, No.			
EAMS, Hold, or Orlop, Plate or Tee Bulb				" Tie Plates, outside Hatchways			
" Angles on upper edge				" Deck, * Material and thickness			
Spacing				Hold, or Orlop Stringer Plate, breadth & thickness			
EAMS, Poop Deck, Angle, Bulb Angle, Plate	9 3 12	9 3 12		" Angles on ditto, No.			
" or Tee Bulb				" Tie Plates, outside Hatchways			
" Angles on upper edge				" Deck, Material and thickness			
Spacing	48	48		Poop Deck Stringer Plate, breadth & thickness	30 6	30 6	
EAMS, Bridge Deck, Angle, Bulb Angle, Plate	7 3 10	7 3 10		" Angles on ditto	3 x 3 6	3 x 3 6	
" or Tee Bulb 6 x 3 3 x 3 IN WAY OF BRIDGE	48	48		" Tie Plates			
" Angles on upper edge	5 3 8	5 3 8		" Deck, Material and thickness STEEL	6	6	
Spacing	24	24		Bridge Deck Stringer Plate, breadth & thickness	45 9	42 9	
EAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	8 3 13	8 3 13		" Angle on ditto	3 3 x 3 8	3 3 x 3 8	
" Angles on upper edge				" Tie Plates			
Spacing	48	48		" Deck, Material and thickness STEEL	7	7	
PILLARS, In tween Deck, size and spacing	2 5 48	2 5 48		Forecastle Deck Stringer Plate, breadth & thickness	30 6	30 6	
" Hold INC AT ENDS	4 48	4 48		" Angles on ditto	3 x 3 6	3 x 3 6	
" Quarter, tween Dks., in Hold				" Tie Plates			
WEB-FRAMES, In Fore Body, No. and spacing				" Deck, Material and thickness STEEL DECK	5	5	
" breadth & thickness				" Deck, Material and thickness P.P.	2 2	2 2	
No. of Side Stringers				* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.			
WEB-FRAMES, In E. & B. Space, No. & spacing				BULKHEADS.			
" breadth & thickness				W. T. BULKHEADS	6 6	7.6	
WEB-FRAMES, In After Body, No. and spacing				PARTITION			
" breadth & thickness				LONGITUDINAL			
No. of Side Stringers				Are the outside Plates doubled two spaces of Frames in length? EFFICIENT BRACKETS			
Size of Angles or Tee Bars to Web Frames	4 3 8	4 3 8		Are the Stance Valves and Watertight Doors in efficient working order? YES			
BRACKET PLATES to Stringers between Web Frames, depth and thickness							

PLATING.										RIVETING.																																																																																																			
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FLAT PLATE KEEL	46	21	13	13	46	21	13	13	46	21	13	13	46	21	13	13	46	21	13																																																																																										
GARBOARD OR A STRAKE	57	14	12	12	57	14	12	12	57	14	12	12	57	14	12	12	57	14	12																																																																																										
B	62	12	10	10	62	12	10	10	62	12	10	10	62	12	10	10	62	12	10																																																																																										
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F	62	13	10	10	62	13	10	10	62	13	10	10	62	13	10	10	62	13	10																																																																																										
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L	44	17	9	9	44	17	9	9	44	17	9	9	44	17	9	9	44	17	9																																																																																										
<p>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, Plating, &c.: SIEMENS MARTIN PROCESS FROM CLYDEBIDGE, DALZELL, STEEL CO., CALDER BANK LANARKSHIRE, SOUTH DURHAM, GLASGOW 1875 & CLYDEDALE</p> <p>Has the steel been tested as required by the Rules? YES</p>																																																																																																													
<p>FRAMES extend in one length from CENTRE LINE to MARGIN PLATE, thence to GUNWALE state if ordinary or joggled? JOGGLED</p> <p>REVERSED FRAMES on floors and frames extend from CENTRE LINE to MARGIN PLATE, thence to MARGIN PLATE state if ordinary or joggled? JOGGLED</p> <p>ALTERNATELY, ALL TO SPAR DECK IN WAY OF ATER PEAK, ALTERNATELY TO SOLE PLATE, DOUBLE ON FLOORS IN ENGINE SPACE & UNDER BOILER STOWS.</p>																																																																																																													
<p>MASTS, SPARS, &C.</p> <table border="1"> <thead> <tr> <th rowspan="2">Material.</th> <th rowspan="2">Total Length</th> <th colspan="3">DIAMETER AND THICKNESS.</th> <th rowspan="2">No. of Plates in round.</th> <th colspan="2">ANGLES.</th> <th colspan="2">RIVETING.</th> </tr> <tr> <th>At Partners.</th> <th>Heel.</th> <th>Round.</th> <th>Number.</th> <th>Size.</th> <th>Seams.</th> <th>Butts.</th> </tr> </thead> <tbody> <tr> <td>Fore</td> <td>STEEL 55-0</td> <td>22</td> <td>20</td> <td>20</td> <td>18</td> <td>2</td> <td>✓</td> <td>✓</td> <td>SINGLE</td> <td>TREBLE</td> </tr> <tr> <td>Main</td> <td>" 56-9</td> <td>22</td> <td>20</td> <td>20</td> <td>18</td> <td>2</td> <td>✓</td> <td>✓</td> <td>"</td> <td>"</td> </tr> <tr> <td>Mizen</td> <td>"</td> <td>"</td> <td>"</td> <td>"</td> <td>"</td> <td>"</td> <td>✓</td> <td>✓</td> <td>"</td> <td>"</td> </tr> </tbody> </table> <p>Topmasts, Yards and Remainder of Spars PITCH PINE</p> <p>Rigging, Material and Size, Shrouds G.S.W. 3/4</p> <p>Sails, ONE Suit 4 Sails, and the following spare sails</p>																				Material.	Total Length	DIAMETER AND THICKNESS.			No. of Plates in round.	ANGLES.		RIVETING.		At Partners.	Heel.	Round.	Number.	Size.	Seams.	Butts.	Fore	STEEL 55-0	22	20	20	18	2	✓	✓	SINGLE	TREBLE	Main	" 56-9	22	20	20	18	2	✓	✓	"	"	Mizen	"	"	"	"	"	"	✓	✓	"	"																																								
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<p>Boats FOUR</p> <p>Pumps, Number DOWNTON PUMP to Hold. H.M. Pump to F. PEAK. Diameter of Barrel 5-3/4 State whether they are in efficient working order YES</p> <p>Windlass is of STEEL by EMERSON, WALKER & THOMPSON BROS. Capstan 9 STEEL WINCHES</p> <p>Engine Room Skylights. How constructed? OF STEEL PLATES AND ANGLES.</p> <p>What arrangements for deadlights in bad weather? STEEL SHUTTERS AND BULLS EYES.</p> <p>Coal Bunker Openings. How constructed? OF STEEL How are lids secured? BATTENS & GLASS Height above deck? B.A. 9'</p> <p>Number of Scuppers, and number and dimensions of Freeing Ports, &c. FINE SCUPPERS & SIX FREEING PORTS EACH SIDE 28x20</p> <p>Ceiling in Holds, thickness and material 2 1/2" W.P. OVER BULGE YIN WAY OF CARGO BATTENS, thickness and material 2" W.P.</p> <p>Cargo Hatchways. How formed? OF STEEL PLATES AND ANGLES Hatches, If strong and efficient? YES. 3 SOLID</p> <p>State size No. 1 Hatch (Forward) 19'x15'11"30. No. 2 Hatch 27'11"15'11"30. No. 3 Hatch 32'0"15'11"30. No. 4 Hatch 19'4"15'11"30</p> <p>Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch ONE WEB PLATE IN NO. 1 & 4. TWO WEB PLATES IN NO. 2. THREE WEB PLATES IN NO. 3. & THREE WOOD FORE & AFTERS TO EACH HATCHWAY. No. of Breasthooks SIX No. of Crutches DEEP FLOORS</p> <p>Bulwarks, height above deck and description 48x720 BULWARK STAYS 7x7/20 Main Rail and Stay material and size B.A. 6x3x7/20</p> <p>The above is a correct description</p> <p>Builder's Signature (Last only) Russell & Co. Surveyor's Signature J. French Surveyor to Lloyd's Register of British & Foreign Shipping.</p>																																																																																																													

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

17/4/05 17/4/05 17/4/05 17/4/05 17/4/05 17/4/05 17/4/05 17/4/05 17/4/05 17/4/05 17/4/05 17/4/05 17/4/05 17/4/05 17/4/05 17/4/05 17/4/05 17/4/05 17/4/05 17/4/05

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? **FRAMES JOGGLED** 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 faying surfaces? **YES** Do any rivets break into or through the seams or butts of plating? **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. 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.) **THIS VESSEL HAS BEEN BUILT IN ACCORDANCE WITH THE RULES AND APPROVED PLANS.**

THE QUALITY OF THE MATERIAL AND WORKMANSHIP IS GOOD

THE KEEL WAS SIGHTED BEFORE LAUNCHING AND FOUND TO HAVE 3/4" CAMBER

COPY OF MIDSHIP SECTION AND LONGITUDINAL PLANS FORWARDED HERewith

THIS IS A SISTER VESSEL TO THE S.S. HILLGLEN GREENOCK FIRST ENTRY REPORT No. 15101.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop **30** ft., R.D. or Break **4** ft., Bridge Dk. **108** ft., F'castle **41** 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 it should appear in the Register Book) **ONE DECK (STEEL) & SPAR DECK (STEEL) & DEEP FRAMING**

Official No. **128108**; Signal Letters

How are the surfaces preserved from oxidation? Inside **BY PORTLAND CEMENT & PAINT** Outside **BY 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.	Water Capacity.	Where fitted.	Length.	Water Capacity.
Double bottom, aft.	126	362	Fore-peak tank,		
Double bottom, under Engines and Boilers,	40	148	After peak tank,		
Double bottom, if under Engines only,			Deep tank aft,	32	765
Double bottom, if under Boilers only,			Deep tank forward,		
Double bottom, forward,	170	560	Other tanks, if fitted,		
	Total capacity	1070	(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. **2375**

Date **14th Oct 1908**

No. **572** in builder's yard.

Dates of Surveys held while building

1906. June 14. 19. Aug 31. Sep 4. 6. 11. 17. 19. 21. 25. Oct 3. 9. 12. 16. Nov 22. 24. 28. 30. Dec 4. 6. 11. 15. 18. 20. 22. 1907. Jan 11. 24. Feb 4. 25. Mar 5. 12. 16. 22. 26. April 1. 4. 9. 11. 18. May 1. 3. 6. 9. 14. 22. 28. June 5. 19. 24. July 2. 12. 22. 26. Aug 1. 2. 16. 21. 27. Sep 19. 20. 25. 28. Oct 10. 1908. Aug 6. 11. 14. 17. 24. 28. Sep 2. 4. 7. 8. 10.

Total No. of Visits **73.**

The amount of Entry Fee **£ 5:** .. **10/9/1908**

Special **£ 130: 14: 6**

Travelling Expenses, if any **£ ..**

Fees applied for, **10/9/1908**

Received by me, **17/9/1908**

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

I am of opinion this Vessel should be Classed **100-A-1 STEEL SPAR DECK**

without Freeboard, as condition of Class **S. BULKHEADS TO SPAR DECK 1. 6'20 TO MAIN DECK**

Committee's Minute **GLASGOW 22 SEP. 1908**

Character assigned **+ 100-A-1 (Steel)**

Sparks 9.08

5 Bds. to Spar Deck

Lloyd's at O.P. 1 Bhd. to main DK.

+ LMC 9.08

B. B. 6

J. French

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