

With or Without  
Disconnected Erections.

STEEL STEAMER.

Received at London Office 9-1912

Date of completion of report 8<sup>th</sup> February 1912

State if Report is also sent on the Machinery of the Vessel Sea cocks only

Survey held at Workington  
On the Steel Screw Steamer

Port of Barrow in Furness  
Date, First Survey 9<sup>th</sup> March 1910  
" McELWAIN

No. 1536  
Last Survey 15<sup>th</sup> January 1912  
Rig 4 masted fore and aft schooner

TONNAGE under	555.61
Tonnage Deck...	
Do. between Tonnage Dk. and 3rd and 4th Dk.	
Total under Upper Dk.	
Do. of Poop.	
Do. of R.Q.Dk.	130.66
Do. of Bridge House.	12.76
Do. of Forecastle.	22.11
Do. of Houses on Dk.	19.79
Do. of excess of Hatchways.	43.28
Do. above Crown of Engine Room ..	26.66
Gross Tonnage.	810.87
Less Crew Space.	43.28
Less above Crown of Engine Room ..	26.66
TONNAGE FOR FEES..	740.93
Less Engine Room.	360.15
Less Navigation Spaces.	49.14
Register Tonnage as cut on Beam ..	358.30

CLASS 100A1

FEET.

Master

Year of appointment (1) As Master in service of owner of present vessel—19 (2) As Master of this vessel—19

Built at Workington

When built 1912 Launched 8<sup>th</sup> January 1912

By whom built R Williams & Son

Owners Maritime Provinces Steam Ship Co Ltd

Managers

(Where necessary to be entered in Reg. Book)

Residence 116 Hope Street Glasgow

Port belonging to Glasgow

Breadth (greatest moulded).....	29.25
Depth, at middle of length from top of keel to top of upper deck beams at side.....	14.58
Transverse Number.....	43.83
Length on deck from fore part of stem to after part of stern post.....	186.33
Longitudinal Number.....	816.6
Depth "d," at middle of length (See Secs. 2 & 13).....	11.9 MD
Proportions—Depths to Length—Upper Deck Beam at side to top of keel.....	12.77 MD
" " Long Bridge Deck Beam at side to top of keel.....	9.76 RD

Destined Voyage Glasgow for Machinery If Surveyed while Building, Afloat, or in Dry Dock Building afloat

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 one
	186	4		29	3	Do. do. do. do. Second Dk. Beams	12	7 1/2	No. of Tiers of Beams one
Moulded depth, ft. 14 ins. 7 1/2 To Bridge Dk. Round of Upper Dk. Beam, Actual 17 1/2 ins.									
Dimensions of Ship per Register, Length 186.3 breadth 29.4 depth 12.4									
FRAMING.									
FRAME, Angles, or Bars amidships .....	5 1/2	3	48 1/2	3 1/2	3	48			
Do. in peaks .....	4 1/2	3	42 1/2	3 1/2	3	42			
Do. in way of Double Bottoms at Solid Floors.....	3 1/2	3	28 1/2	3 1/2	3	28			
Do. in way of Double Bottoms at intermdt. Bkts. ....	3	3	34 1/2	3	3	34			
Spacing " Frames from centre to centre amidships ..	22			22		22			
" " length to Collision bulkhead ..	22			22		22			
" " in peaks.....	3	3	28 1/2	3	3	28			
REVERSED FRAME, Angles.....	2 1/2	2 1/2	28 1/2	2 1/2	2 1/2	28			
FRAMING, depth of girder.....	31	30 1/2		31	30				
FLOORS, depth and thickness of Floor Plate.....	16	36 1/2		16	36 1/2				
" in way of Engine and Boiler Spaces .....		28 1/2			28				
" thickness at the ends of vessel .....	36	36 1/2		36	36 1/2				
" depth at 1/2 the half breadth, as per Rule .....	36	36 1/2		36	36 1/2				
" height extended at the Bilges .....	30			30					
FLOORS & BRACKETS in Cell Dble Bottoms .....									
" state if flanged (top & bottom) .....	22			22					
" Spacing .....	22			22					
CENTRE GIRDER, in Dbl. bottom, dpth. & thicknss. ....	31	38 1/2	31	38 1/2	32				
" Angles, Top .....	3	3	3	3	3				
" Bottom .....	3 1/2	3 1/2	40 1/2	3 1/2	3 1/2	40 1/2			
" to Floors .....	3	3	30 1/2	3	3	30			
SIDE GIRDERS, number on each side & thickness .....	20		28 1/2		28				
" state if flanged (top and bottom) .....	3	3	30 1/2	3	3	30			
" Angles .....	3	3	30 1/2	3	3	30			
MARGIN PLATE, depth (exclusive of flange) .....	30		32 1/2	30		32			
" and thickness .....	3	3	32 1/2	3	3	32			
" Angles to Outside Plating .....	3	3	30 1/2	3	3	30			
" Floors .....	3	3	30 1/2	3	3	30			
" Height of Brackets above at bilge .....	36	5		36					
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake .....	31		36 1/2	31		36 1/2			
" in Engine and Boiler space .....			30 1/2			30 1/2			
" Remainder in Holds .....	5 1/2	3	34 1/2	5 1/2	3	34			
BEAMS, Upper Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel .....									
" Angles on upper edge .....	22			22					
" Spacing .....	22			22					
BEAMS, Second Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel .....	5 1/2	3	34 1/2	5 1/2	3	34			
" Angles on upper edge .....									
" Spacing .....	22			22					
BEAMS, Third or Fourth Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel .....									
" Angles on upper edge .....									
" Spacing .....									
BEAMS, Fourth or Fifth Deck, Plate, Tee Bulb, or Channel .....									
" Angles on upper edge .....									
" Spacing .....									
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel .....									
" Angles on upper edge .....									
" Spacing .....									
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel .....	5	3	34 1/2	5	3	34			
" Angles on upper edge .....									
" Spacing .....	44			44					
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel .....	6 1/2	3	44 1/2	6 1/2	3	44			
" Angles on upper edge .....									
" Spacing .....	44			44					
PILLARS, In 'tween Deck, size and spacing .....	Double BA 7x3x45								
" Hold .....	" 2x3x40								
" Quarter 'tween Dks., .....	" 8x3x55								
" in Hold .....	" 9x3x45								
WEB-FRAMES, In Fore Body, No. and spacing .....									
" No. of Side Stringers .....	3 @ 67 1/2		3 @ 67 1/2						
WEB-FRAMES, In E. & B. Space, No. & spacing .....	15		15						
" No. of Side Stringers .....	15		15						
WEB-FRAMES, In After Body, No. and spacing .....	15		15						
" No. of Side Stringers .....	15		15						
" Size of Face Angles to Web-Frames .....	5	3	42	5	3	42			
BRACKET PLATES to Stringers between Web-Frames, depth and thickness .....									

FORGINGS or CASTINGS.

	Inches in Ship.	Inches per Rule Or as Approved.
KEEL, Bar, depth and thickness .....	6 x 2 1/2	6 x 2 1/2
STEM, moulding and thickness .....	5 1/2 x 4 1/2	5 1/2 x 4 1/2
STERN-POST for Rudder do. do. ....	6 1/2 x 4 1/2	6 1/2 x 4 1/2
" for Propeller .....	9 3/4	9 3/4
RUDDER—A x D Table 22 .....	4 1/2	4 1/2
" Main-Piece, diameter at head .....	3 1/2	3 1/2
" " " at heel .....		

RUDDER, how constructed Single Plate Can the Rudder be unshipped afloat? Yes

KEELSONS & STRINGERS.

	Inches in Ship.	Inches per Rule Or as Approved.
CENTRE LINE KEELSON, Vertical Plates above floors, Through Plate, or Intercoastal Plate .....	36 1/2	36 1/2
" Rider Plate .....	3 1/2	3 1/2
" Flat Plate Keel Angles .....	3 1/2	3 1/2
" Horizontal Plates on Floors .....	7	7
" Angles or Bulb Angles .....	3 1/2	3 1/2
SIDE KEELSONS, Number <u>Two</u> .....	4	4
" Angles or Bulb Angles .....	3 1/2	3 1/2
" Plate above floors, for length .....	3	3
" Intercoastal Plate, for length .....	3 1/2	3 1/2
" Attached to outside Plating with Angle .....	4	4
SIDE BILGE KEELSON, Angles <u>IN WAY MD</u> .....	3 1/2	3 1/2
" Intercoastal Plate, for length .....	3 1/2	3 1/2
" Attached to outside Plating with Angle .....	3	3
SIDE STRINGERS, Number <u>2 IN WAY R.Q.D.</u> .....	4	4
" Angle .....	3 1/2	3 1/2
" Intercoastal Plate, for length .....	3 1/2	3 1/2
" Attached to outside plating with Angle .....	3	3
MAIN Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge) .....	67	44
" " " " (in way of Bridge) .....	67	44
" " " Angle (clear of Bridge) .....	3 1/2 x 3 1/2	44
" " Tie Plate at sides of Hatchways .....	30	30
" Deck * Iron or Steel, for whole lng. .....	30	30
" " Thickness (clear of Bridge) .....	30	30
" " (in way of Bridge) .....	2 1/2	under forecastle
R/O Wood Deck, Material & thickness .....	63	40 1/2
Second Deck Stringer Plate, br'dth & thickness .....	3 x 3 x	42 1/2
" Angles on ditto, No. <u>ONE</u> .....		
" Tie Plates outside Hatchways .....	30	30
" Deck * Iron or Steel, for whole lng. .....	30	30
" Wood Deck, Material & thickness .....	Plating	30
Third Deck Stringer Plate, br'dth & thickness .....	3 x 3	30
" Angles on ditto, No. <u>ONE</u> .....		
" Tie Plates, outside Hatchways .....	30	30
" Deck * Material and thickness .....	30	30
Fourth and Fifth Deck Stringer Plate, breadth & thickness .....		
" Angles on ditto, No. .....		
" Tie Plates outside Hatchways .....		
" Deck, Material & thickness .....		
Poop Deck Stringer Plate, breadth & thickness .....		
" Angle on ditto .....		
" Tie Plates .....		
" Deck, Material and thickness .....		
Bridge Deck Stringer Plate, br'dth & thickness .....	32	26
" Angle on ditto .....	3 x 3 x	28
" Tie Plates .....	26	26
" Deck, Material and thickness .....	5 x 2 3/4	28
Forecastle Deck Stringer Plate, br'dth & thickness .....	18	28
" Angle on ditto .....	3 x 3 x	28
" Tie Plates .....	7	28
" Deck, Material and thickness .....	5 x 2 1/2	28

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

BULKHEADS.	Number.	Thickness.	STIFFENERS.	Single or Double Frames.	Height up.
	Vessel.	Per Rule.	Horizontal, Vertical, Size, Spacing.		
W. T. BULKHEADS	3	30 1/2	BA 7x3x40	Double	In H
COLLISION	"	30 1/2	BA 5 1/2 x 3 x 24	Double	In H
PARTITION	"	25			
LONGITUDINAL, AFT PEAK		30 1/2	BA 4x3x36	Double	In H
Are the outside Plates doubled two spaces of Frames in length? <u>one space</u>					
Are the Sluice Valves and Watertight Doors in efficient working order? <u>one</u>					



Correspondence. State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case) 1910 (M) 19 Jan 12-23 Feb 10th 15th 18th March 11th April 17th 27th May 20th Oct 1911 25th March 1st May 15th June 1st 16th Sept 27th Nov 20th Dec

Workmanship. Are the butts of plating planed or otherwise fitted? Yes

Is the riveted work properly closed? Yes

Are the liners between the frames and plates solid single pieces? Yes

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 the plating? No

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 Satisfactory

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

State results of tests Satisfactory

General Remarks (State quality of workmanship, &c.) This Vessel has been built in accordance with the approved Plans, the Secretary's letter of the above mentioned dates and in other respects in accordance with the Rules, and the workmanship is good.

After launching the Vessel proceeded to Glasgow in tow, where the machinery will be fitted, to complete the Survey the engine and boiler casing require to be riveted up after the machinery is shipped, and the bolts for securing the web plates to the side coamings of the hatchways to be examined fitted in place, The Glasgow Secretary has been advised.

At the owners request a temporary plate secured with bolts and nuts has been fitted to an opening 2'-0" x 1'-10" in the bulkhead at the forward end of the machinery space, in order that coal may be worked from the main hold through to the stoke hold during the passage out to New foundland. This opening should be permanently closed by the plate being riveted up on the vessels arrival at her destination in accordance with the Secretary's letter (M) dated 20th December 1911

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 16' 0" ft., R.Q. 11' 16' 0" ft., Bridge 9' 16" ft., Forecastle 24' 5" ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated Raised Quarter deck joined to Bridge

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) one tier beams

Official No. : Signal Letters State if Machinery is fitted aft Yes

How are the surfaces preserved from oxidation? Inside Portland 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,			Fore peak tank,	20'-4"	48
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, in main hold	110	168	Other tanks, if fitted,		
	Total capacity of double bottom	168	(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. 130

Date 8th April 1910

No. 218 in builder's yard.

DATES OF SURVEYS held while building

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

Total No. of Visits 89

The amount of Entry Fee ..... £ 3 : 0 : 0 Fees applied for, 8th Feb 1912

Special Survey Fee.... £ 37 : 1 : 0 Received by me, 28.2.1912

Travelling Expenses, if any £ 3 : 12 : 6

State whether the Vessel has been built under Special Survey Yes

I am of opinion this Vessel should be Classed 100A1

With, or without Freeboard, as condition of Class Without freeboard as condition of class

Surveyor to Lloyd's Register of British and Foreign Shipping. J. A. G. Coote

Committee's Minute

Character assigned

FRI. FEB. 23. 1912

100A1

Lloyd's A.B.P. + L.M.B. 2.12

Wm. Ch. JHC

24/2/12