

# With or Without Disconnected Erections.

## STEEL STEAMER.

THU. 21 OCT. 1915

Received at London Office

State if Report is also sent on the Machinery of the Vessel *Yes*

Date of completion of report *12<sup>th</sup> October 1915*

Port of *Greenock*

Survey held at *Port Glasgow*

Date, First Survey *14<sup>th</sup> December 1914*

Last Survey *7<sup>th</sup> October 1915*

On the (State if Single, Twin, or Triple Screw) *Single Screw Steamer "ILSTON"*

Rig *Fore and aft Schooner*

TONNAGE under *1956.21*

CLASS *100A1*

FEET.

Master *James A. S. Adams*

Year of appointment *(1) As Master in service of owner of present vessel—1915 (2) As Master of this vessel—1915*

Do. between Tonnage Dk. and 3rd and 4th Dk.

Breadth (greatest moulded) *43.92*

Built at *Port Glasgow*

Total under Upper Dk.

Depth, at middle of length from top of keel to top of upper deck beams at side *21.08*

When built *1915* Launched *10<sup>th</sup> Sept. 1915*

Do. of Poop *59.95*

Transverse Number *65.00*

By whom built *Dunlop, Bremner & Co. Ltd.*

Do. of R.Q. Dk. *157.34*

Length on deck from fore part of stem to after part of stern post *300*

Owners *Swansea Steamers Ltd.*

Do. of Bridge House *140.69*

Longitudinal Number *19500*

Managers *Richards, Turpin (Shipping) Ltd.*

Do. of Forecastle *5.84*

Depth "d," at middle of length (See Secs. 2 & 13) *18.822-676820*

Residence

Do. of Houses on Dk. *9.59*

Proportions—Depths to Length—Upper Deck Beam at side to top of keel *14.23*

Port belonging to *Swansea*

Do. of excess of Hatchways *96.06*

" " Long Bridge Deck Beam at side to top of keel *9.52*

Do. above Crown of Engine Room *2425.68*

Gross Tonnage *101.66*

Less Crew Space *2324.02*

Less above Crown of Engine Room *746.22*

Less Engine Room *74.26*

Less Navigation Spaces *1473.54*

Destined Voyage *Admiralty Charter* If Surveyed while Building *Afloat, or in Dry Dock* *Yes*

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	No. of Tiers of Beams
300	0		43	11		18	11		one	one

Dimensions of Ship per Register, Length *300.2* breadth *44.1* depth *18.85* Moulded depth, ft. *28* ins. *7* To Bridge Dk. Round of Upper Dk. Beam, Actual *11* ins.

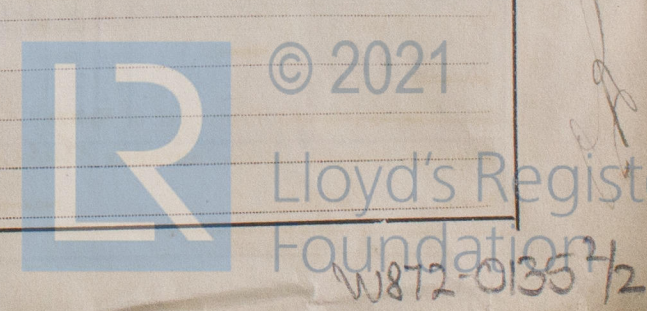
FRAMING.					PILLARS.				
Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
FRAME, Angles, or E or L Bars amidships	<i>9 1/2</i>	<i>3 1/2</i>	<i>52</i>	<i>9 1/2</i>	<i>3 1/2</i>	<i>52</i>	PILLARS, In 'tween Deck, size and spacing	<i>2 5/8</i>	<i>alt fine</i>
Do. in peaks	<i>6</i>	<i>3</i>	<i>38</i>	<i>6</i>	<i>3</i>	<i>38</i>	" " Hold	<i>4</i>	<i>alt fine</i>
Do. in way of Double Bottoms at Solid Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>34</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>34</i>	" " to Quarter 'tween Dk.,	<i>4 5/8</i>	<i>alt fine</i>
" " at intermdt. Bkts.	<i>8</i>	<i>3</i>	<i>40</i>	<i>8</i>	<i>3</i>	<i>40</i>	" " in Hold	<i>4 5/8</i>	<i>alt fine</i>
Spacing of Frames from centre to centre amidships	<i>30</i>			<i>30</i>			Increased at ends as per Rule		
" " length to Collision bulkhead	<i>27</i>			<i>27</i>					
" " in peaks	<i>24</i>			<i>24</i>					
REVERSED FRAME, Angles	<i>3 1/2</i>	<i>3 1/2</i>	<i>34</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>34</i>			
Do. in way of Double Bottoms at Solid Floors	<i>6 1/2</i>	<i>3</i>	<i>48</i>	<i>7</i>	<i>3</i>	<i>40</i>			
" " at intermdt. Bkts.	<i>9 1/2</i>			<i>9 1/2</i>					
FRAMING, depth of girder	<i>36</i>			<i>36</i>					
FLOORS, depth and thickness of Floor Plate at mid-line for length amidships	<i>34</i>			<i>34</i>					
" in way of Engine and Boiler Spaces									
thickness at the ends of vessel									
depth at 3/4 the half breadth, as per Rule									
height extended at the Bilges									
FLOORS in Cell. Double Bottoms	<i>34</i>			<i>34</i>					
" state if flanged (top & bottom)	<i>no</i>			<i>no</i>					
Spacing of Solid floors	<i>60</i>			<i>60</i>					
CENTRE GIRDER, in Dbl. bottom, dpth. & thcknss.	<i>37</i>	<i>46</i>	<i>37</i>	<i>46</i>					
" " Angles, Top	<i>4</i>	<i>4</i>	<i>54</i>	<i>4</i>	<i>4</i>	<i>54</i>			
" " Bottom	<i>4</i>	<i>4</i>	<i>54</i>	<i>4</i>	<i>4</i>	<i>54</i>			
" " to Floors	<i>3 1/2</i>	<i>13 1/2</i>	<i>34</i>	<i>3 1/2</i>	<i>13 1/2</i>	<i>34</i>			
" " Brackets at intermdt. frmg., wdth & thcknss	<i>36</i>	<i>34</i>	<i>36</i>	<i>34</i>					
SIDE GIRDERS, number on each side & thickness	<i>1</i>	<i>34</i>	<i>1</i>	<i>34</i>					
" " state if flanged (top and bottom)	<i>no flanging</i>			<i>no flanging</i>					
" " Angles (top and bottom)	<i>3 1/2</i>	<i>3 1/2</i>	<i>34</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>34</i>			
" " to Floors	<i>3</i>	<i>3</i>	<i>34</i>	<i>3</i>	<i>3</i>	<i>34</i>			
MARGIN PLATE, depth (exclusive of flange) and thickness	<i>37</i>	<i>40</i>	<i>37</i>	<i>40</i>					
" " Angle to Outside Plating	<i>3 1/2</i>	<i>13 1/2</i>	<i>40</i>	<i>3 1/2</i>	<i>13 1/2</i>	<i>40</i>			
" " Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>34</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>34</i>			
" " Brackets at intermdt. frmg., wdth & thcknss	<i>36</i>	<i>34</i>	<i>36</i>	<i>34</i>					
" " Height of Outside Brackets above at bilge	<i>19</i>		<i>19</i>						
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>37</i>	<i>44</i>	<i>37</i>	<i>44</i>					
" " in Engine and Boiler space	<i>42</i>	<i>52</i>	<i>42</i>	<i>52</i>					
" " Remainder in Holds	<i>40</i>		<i>40</i>						
BEAMS, Upper Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel	<i>9</i>	<i>3</i>	<i>46</i>	<i>9</i>	<i>3</i>	<i>46</i>			
" " In way of Long Bridge	<i>8</i>	<i>3</i>	<i>42</i>	<i>8</i>	<i>3</i>	<i>42</i>			
" " Spacing	<i>30</i>		<i>30</i>						
BEAMS, Second Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel	<i>7 1/2</i>	<i>3</i>	<i>40</i>	<i>7 1/2</i>	<i>3</i>	<i>40</i>			
" " Spacing	<i>30</i>		<i>30</i>						
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>9</i>	<i>3 1/2</i>	<i>48</i>	<i>9 1/2</i>	<i>3 1/2</i>	<i>50</i>			
" " Angles on upper edge	<i>48</i>		<i>48</i>						
" " Spacing	<i>30</i>		<i>30</i>						
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>7 1/2</i>	<i>3</i>	<i>40</i>	<i>7 1/2</i>	<i>3</i>	<i>40</i>			
" " Angles on upper edge	<i>30</i>		<i>30</i>						
" " Spacing	<i>30</i>		<i>30</i>						
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>9</i>	<i>3 1/2</i>	<i>48</i>	<i>9 1/2</i>	<i>3 1/2</i>	<i>50</i>			
" " Angles on upper edge	<i>48</i>		<i>48</i>						
" " Spacing	<i>30</i>		<i>30</i>						

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



Form No. 1B. WEB FRAMES. FORGINGS or CASTINGS. RUDDER, how constructed. PLATING. RIVETING. STRAKES. BUTTS. THICKNESS OF SHEET PILE. UPPER DECK. STRINGER PLATE. SECOND DECK. STRINGER PLATE. FRAMES. REVERSED FRAMES. MASTS, SPARS, &c. LOWER MASTS. RIGGING. SAILS.

EQUIPMENT No. 20810-49. LETTER Z. ANCHORS. TONNAGE T. D. OR PLATING No. FOR TRAWLERS. CHAIN CABLES. HAWERS AND WARPS. Boats. Pumps. Windlass. Engine Room Skylights. Coal Bunker Openings. Ceiling in Holds. Cargo Hatchways. Bulwarks. Correspondence. Workmanship. General Remarks. The intermediate bulkhead in the fore hold has been dispensed with. One report on forgings and one report on castings forwarded herewith.





GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 46.6 ft., R.Q.D. 87.5 ft., Bridge 65 ft., Forecastle 33.33 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated; the poop is joined to the raised quarterdeck and the raised quarterdeck is joined to the bridge deck (Well deck vessel)

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). 1 DR (slb.)

Official No. 136128; Signal Letters J. L. V. S.

State if Machinery is fitted aft No.

How are the surfaces preserved from oxidation? Inside Cement and 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,	<u>97.5</u>	<u>258</u>	Fore peak tank,		<u>62</u>
Double bottom, under Engines and Boilers,	<u>32.5</u>	<u>100</u>	After peak tank,		<u>76</u>
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	<u>122.75</u>	<u>312</u>	Other tanks, if fitted,		
	Total capacity of double bottom	<u>670</u>	(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. 2809

Date 7-12-14

No. 286 in builder's yard.

DATES of Surveys held while building

(1914) Dec. 14-21-29 (1915) Jan. 7-13-19-25-28 Feb. 1-5-9-12-14-19-23 Mar. 1-3-5-9-12-17-22-24-29 Apr. 23-28 May 3-5-7-12-14-21-24-31 June 3-7-14-16-21-24-28 July 8-19-21-23-28-30 Aug. 4-9-13-16-18-23-25-27-30-31 Sept. 3-8-9-10-15-21-27-28-29 Oct. 1-2-4-5-6-7

Total No. of Visits 72

Surveyor's Signature

Robert Howie for self + R. P. W. McKab.

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