

## Spar, or Awning Dk. IRON OR STEEL STEAMER.

No. 13982.

JUL 5 1904

Port of GREENOCK Date of completion of Report 30<sup>th</sup> June 1904 Received at London Office  
Survey held at PORT GLASGOW. " Date, First Survey 2<sup>nd</sup> Oct 1903 " Last Survey 20<sup>th</sup> June 1904  
On the STEEL SCREW STEAMER. INDIAN MONARCH RIG SCHOONER.TONNAGE under  
Tonnage Deck... 4022.52  
Do. between Tonnage Dk.  
and 3rd, 4th, Spar or  
Awning Dk.Total under Upper Dk. 4022.52  
Do. of Poop 127.14  
Do. of Bridge House  
Do. of Forecasts 69.46  
Do. of Houses on Deck 102.63  
Do. of excess of Hatchways 35.90  
Do. above Crown of  
Engine Room 25.20  
Gross Tonnage 4382.85  
Less Crew Space 134.30  
Less above Crown of  
Engine Room 25.20  
TONNAGE FOR FEES... 4223.35  
Less Engine Room 1402.51  
Less Navigation Spaces 27.66Register Tonnage 2818.38  
as cut on Beam...SPAR, AWNING OR PART AWNING-DECKED VESSEL,  
or a Vessel having a continuous Shade Deck.

CLASS 100.A.1.

Half Breadth (moulded) 24.79  
Depth from upper part of keel to top of Main Deck Beams 22.68  
Girth of Half Midship Frame (as per Rule) 43.51  
1st Number 90.98  
Length 368  
2nd Number 33480.6  
Proportions—Breadths to Length 7.42  
Depths to Length—Main Deck to top of Keel 16.22  
Destined Voyage NEW YORK

Master J. MORGAN

Year of Appointment 1904  
(1) As Master in service of  
owner of present vessel:—1904  
(2) As Master of this  
vessel:—1904

Built at PORT GLASGOW.

When built 1904 Launched 27<sup>th</sup> May 1904

By whom built RUSSELL &amp; CO.

Owners MONARCH STEAMSHIP COMPANY LIMITED

Managers RAEBURN &amp; VEREL.

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

Residence 81 ST VINCENT STREET GLASGOW

Port belonging to GLASGOW

AND  
Surveyed while Building, Afloat, or in Dry DockLENGTH on Deck 368 0 BREADTH 49 7 DEPTH, top of Floors to Spar or Awn. Dk. Beams 27 0  
as per Rule. Moulded. Do. do. Main Deck Beams 19 04  
Dimensions of Ship per Register, Length 369.9 breadth 49.85 depth 27.0 Spar or Awn. Dk. Moulded depth, ft. 21 ins. 8<sup>4</sup> To Main Dk. Round up of  
Main Deck. Beam, Main Dk. 12 ins.

FRAMING.						FORGINGS AND CASTINGS.					
	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 Bars, for length amidships	5 1/2	3 1/2	9	5 1/2	3 1/2	9	KEEL, Bar or Side Plates, depth and thickness	11 x 2 3/8	11 x 2 3/8	11 x 2 3/8	11 x 2 3/8
Do. for 1/2 at each end	5 1/2	3 1/2	8	5 1/2	3 1/2	8	STEM, moulding and thickness	11 x 6 3/4	11 x 6 3/4	11 x 6 3/4	11 x 6 3/4
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	8-7	3 1/2	3 1/2	8-7	STERN-POST for Rudder do. do.	11 x 6 3/4	11 x 6 3/4	11 x 6 3/4	11 x 6 3/4
Distance of Frames from moulding edge to moulding edge, all fore and aft	24			24			" " for Propeller	9 1/2	9 1/2	9 1/2	9 1/2
EVERSED FRAME, Angles	8	3 1/2	9-8	8	3 1/2	9-8	MAIN PIECE of Rudder, diameter at head	7 1/4	7 1/4	7 1/4	7 1/4
DEEP FRAMING, depth of girder	10 1/2			10 1/2			do. at heel				
LOORS, depth and thickness of Floor Plate							RUDDER, how constructed	BUILT IRON FRAME AND SINGLE PLATE			
at mid-line for length amidships							Can the Rudder be unshipped afloat?	YES.			
" in way of Engines and Boilers							KEELSONS AND STRINGERS.				
" thickness at the ends of vessel							CENTRE LINE KEELSON, Vertical Plate above				
" depth at 1/2 the half bath, as per Rule							floor, Through Plate, or Intercoastal Plate				
" height extended at the Bilges							" Rider Plate				
LOORS & BRACKETS, in Cell Dble Bottoms							" Bulb Plate to Intercoastal Keelson				
Distance apart	4 1/4	8		4 1/4	8		" Horizontal Plates on Floors				
" Angles, Top	4 1/4	11		4 1/4	11		" Angles				
" " Bottom	4 1/2	11		4 1/2	11		SIDE KEELSON, Angles				
DE GIRDERS, number and thickness	Two	9		Two	9		" Bulb or Plate above floor, for				
" Angles	FLANGED TOP AND BOTTOM			FLANGED TOP AND BOTTOM			" Intercoastal Plate, for				
REGIN PLATE, depth (exclusive of flange)	35	10		35	10		" Attached to outside plating with Angle				
and thickness	FLANGED TO OUTSIDE PLATING			FLANGED TO OUTSIDE PLATING			BILGE KEELSON, Angle, AT ENDS				
" Angles	54	10		54	10		" Bulb or Plate above floor, for				
ER BOTTOM PLATING, breadth and							" Intercoastal Plate, for				
thickness of Middle Line Strake							" Attached to outside plating with Angle				
" thickness in Engine and Boiler space							" Bulb Plate, for				
" Remainder in Holds							" Intercoastal Plate, for				
MS, Spar or Awning Deck, Single Angle, Bulb							" Attached to outside plating with Angle				
Bulb Angle, Plate or Tee Bulb							1-BILGE STRINGER Angle, SINGLE				
Angles on upper edge							" Bulb or Intercoastal Plate, for				
Average space							" Attached to outside plating with Angle				
MS, Main Deck, Single Angle, Bulb							Spar, or Awning Deck Stringer Plates,				
Angle, Plate or Tee Bulb							breadth and thickness				
Angles on upper edge							" Angle on ditto				
Average space							" Tie Plates, fore and aft, outside Hatchways				
MS, Lower Deck, Single Angle, Bulb							" Diagonal Tie Plates, No. of prs.				
Angle, Plate or Tee Bulb							" Deck, * Iron or Steel, for				
Angles on upper edge							" Wood Deck, Material & thickness				
Average space							Main Deck Stringer Plate, breadth & thickness				
MS, Hold, or Orlop, Plate or Tee Bulb							" Angles on ditto, No.				
Angles on upper edge							" Tie Plates, outside Hatchways				
Average space							" Diagonal Tie Plates, No. of prs.				
S, Poop Deck, Angle, Bulb Angle, Plate							" Deck, * Iron or Steel, for				
or Tee Bulb							" Wood Deck, Material & thickness				
Angles on upper edge							Lower Deck Stringer Plate, breadth & thickness				
Average space							" Angles on ditto, No.				
S, Bridge Deck, Angle, Bulb Angle, Plate							" Tie Plates, outside Hatchways				
or Tee Bulb							" Deck, * Material and thickness				
Angles on upper edge							Hold, or Orlop Stringer Plate, breadth & thickness				
Average space							" Angles on ditto, No.				
S, Forecastle Deck, Angle, Bulb Angle,							" Tie Plates, outside Hatchways				
Plate or Tee Bulb							" Deck, * Material and thickness				
Angles on upper edge							Poop Deck Stringer Plate, breadth & thickness				
Average space							" Angles on ditto				
MS, In tween Deck, size and spacing							" Tie Plates				
" Hold INCREASED AT ENDS							" Deck, Material and thickness				
" Quarter, tween Dks., "							Bridge Deck Stringer Plate, breadth & thickness				
" " " "							" Angles on ditto				
" " " "							" Tie Plates				
WEB-FRAMES, In Fore Body, No. and spacing							" Deck, Material and thickness				
" breadth & thickness							Forecastle Deck Stringer Plate, breadth & thickness				
" No. of Side Stringers							" Angles on ditto				
WEB-FRAMES, In E. & B. Space, No. & spacing							" Tie Plates				
" breadth & thickness							" Deck, Material and thickness				
WEB-FRAMES, In After Body, No. and spacing							BULKHEADS.				
" breadth & thickness							Number.				
" " " "							In Vessel.				
" No. of Side Stringers							Per Rule.				
BRACKET PLATES to Stringers between							Thickness.				
Web-Frames, depth and thickness							Horizontal.				
							Vertical.				
							Spacing				
							Single or Double				
							Frames.				
							Height up.				



STRAKES.	PLATING.				RIVETING.											
	AS IN SHIP.				PER RULE OR AS APPROVED.				EDGES.				BUTTS.			
	AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		Single or Double.		RIVETS.		RIVETS.		IF LAPPED.	
	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Diam.	Spacing.	Breadth.	Thickness.	Breadth.	Thickness.
FLAT PLATE KEEL	36	20	13	13	36	20	DOUBLE	6	1	4	3/4	1	3 1/2	14	WHOLE	
GARBOARD OF A Strake	48	15	12	12	48	15	"	6 1/2	1 1/8	4 3/8	7/8	3 1/2	9	"		
B "	60	11	9	9	60	11	"	5 1/4	7/8	3 3/8	3/4	3 1/2	12	"		
C "	60	11	9	9	60	11	"	"	"	"	"	"	"	"		
D "	60	11	9	9	60	11	"	"	"	"	"	"	"	"		
E "	60	13	10	10	60	13	"	"	"	"	"	"	"	"		
F "	50	13	10	10	50	13	"	"	"	"	"	"	"	"		
G "	60	13	10	10	60	13	"	"	"	"	"	"	"	"		
H "	60	12	9	9	60	12	"	"	"	"	"	"	"	"		
J "	60	12	9	9	60	12	"	"	"	"	"	"	"	"		
K "	60	13	10	10	60	13	"	"	"	"	"	"	"	"		
L "	61	14	8	8	61	14	"	5 1/2	6 7/8	1 3/8	4	"	"	"		
M "	44	15	9	9	44	15	"	6	1	4	3/4	1	"	14	"	
N "	AFTER LENGTHS OF PLATING CONNECTED TO THE STERN FRAME ARE OF THE MIDSHIP THICKNESS EXCEPTING															
O "	THE BOSS PLATES, AND PLATES ABOVE AND BELOW SAME WHICH ARE 3/8" THICKER															
P "	MIDSHIP THICKNESS OF B AND C STRAKES MAINTAINED TO COLLISION BULKHEAD.															
DOUBLING OF Flat Plate Keel	DOUBLED AT ENDS OF BRIDGE															
Length and thickness of Sheerstrakes	7															
POOP SIDES	988				988		SINGLE	3	3/4	3	DOUBLE	3/4	2 5/8	5	WHOLE	
BRIDGE SIDES		7			7		"	"	"	"	"	"	"	"	"	
FORECASTLE SIDES							"	"	"	"	"	"	"	"	"	

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 GLYEBRIDGE, GLASGOW K.S.C.B., LANARKSHIRE. HALLSIDE AND DALZELL.**

Spar or Stringer Butts, treble riveted for HALF length amidship. Stringer Plate Straps, single, double or overlapped for WHOLE length amidship. Main Stringer Butts, treble riveted for WHOLE length amidship. Plate Straps, single, double or overlapped for WHOLE length amidship. Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted? Inner Bottom Plating, riveting of Edges DOUBLE SINGLE Butts DOUBLE Centre Girder Butts, TREBLE riveted. Keelson Butts, TREBLE riveted. Frames, riveted through Plates with 7/8 in. Rivets, about 6" apart. Rivets, state whether Iron or Steel. **IRON.**

FRAMES extend in one length from CENTRE LINE to MARGIN PLATE THENCE TO GUNWALE. REVERSED FRAMES on floors and frames extend from CENTRE LINE to MARGIN PLATE, MARGIN PLATE TO MAIN AND SPAR DECKS ALTERNATELY. ALL TO SPAR DECK IN WAY OF BRIDGE AND AFTER PEAK, ALTERNATELY TO FORECASTLE DECK. DOUBLE ON FLOORS IN ENGINE AND BOILER SPACE.

## MASTS, SPARS, &amp;c.

LOWER MASTS.	Material.	Total Length	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
Fore	STEEL	55-0	22 x 7/20	20 x 7/20	18 1/2 x 6 1/2	20	Two	✓	✓	SINGLE	TREBLE
Main	"	56-9	"	"	"	"	"	✓	✓	"	"
Mizen	"										

Bowspit: Topmasts, Yards and Remainder of Spars **PITCH PINE**  
Rigging, Material and Size, Shrouds **G.S.W. 3/4** Stays **G.S.W. 4**  
Sails, **ONE COMPLETE** Suit of **FORE & AFT SCHOONER** Sails, and the following spare sails

## EQUIPMENT No. 42577 LETTER X ANCHORS.

ANCHOR TEST REPORT NO. 1000															IF Patent state Name of Producer.									
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE.				WEIGHT REQ. BY RULE			Description of Anchor.	Makers.	Where and when tested and Superintendent.							
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts	qrs.	lbs.	Cwts.	qrs.	lbs.										
51720	1st Bower	56	2	0	STOCKLESS	46	6	1	0	54	2	0	HARTSHORNE	G. HARTSHORNE & CO	NEWMERTON	3/4/04	H. GREEN							
51723	2nd "	52	3	17	DO	44	5	1	0	54	2	0	DO	DO	DO	3/5/04	DO							
51722	3rd "	47	1	6	DO	40	14	2	21	46	1	0	DO	DO	DO	3/5/04	DO							
	Collective weight	155	2	23						155	1	0												
5533	Stream	13	0	16	3	1	0	14	17	0	21	12	3	0	COMPING	S. TAYLOR & SONS	G.L.S.	7/5/04	F. SEEDHURST					
5534	Kedge	6	2	11	1	2	11	8	17	2	0	6	2	0	DO	DO	DO	7/5/04	DO					
	2nd Kedge	DRILL AND MECHANICAL TEST APPLIED TO ANCHOR HOOKS BY C.E. PERRINS. 20/5/04.																						

## CHAIN CABLES.

## HAWSERS AND WARPS.

Number of Certificate.	Fathoms.	Size.	Test per Certificate. Tons.	WEIGHT OF CHAIN CABLE		Fathoms and Size Per Rule.	Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size Per Rule.	
				Supplied.	Per Rule.										
2773	135	2 1/2	113-1500 410	306	3-17	608	2-14	270	2 1/2	STUD	S. Taylor & Sons GLS.	100	4 1/2	39	100 - 4 1/2
2772	135	2 1/2	81-500	305	1-3	612	0-20	LINK	DO	DO	20	180	2 3/8	11	180 - 2 3/8
	270														
Stream Cable and Steel Wire ...	90	4 1/2	39					90-4 1/2	STEEL WIRE	BY GARNOCK BIDDY & Co					

## Boats FOUR

Pumps, Number DOWNTON PUMP TO HULL. HAND PUMP TO FORE PEAK. Diameter of Barrel and Tail Pipe DOWNTON PUMP 5 1/2. HAND PUMP 4 X 2. Windlass is OF STEEL BY EMERSON WALKER AND THOMPSON BROS. CAPSTAN 8. STEERING WINCHES. Engine Room Skylights.—How constructed? OF STEEL PLATES AND ANGLES. What arrangements for deadlights in bad weather? SOLID TEAK SHUTTERS AND BULLS EYES. Coal Bunker Openings.—How constructed? OF STEEL. How are lids secured? BATTENS & CLENTS. Height above deck? 9. BULG ANGLES. Number of Scuppers, and number and dimensions of Freeing Ports, &c. SIX SCUPPERS & FIVE FREEING PORTS. 26 X 22. Ceiling in Holds, thickness and material. 2 1/2. RED & WHITE PINE. Ceiling 'tween Decks, thickness and material. 2. WHITE PINE. Cargo Hatchways.—How formed? OF STEEL PLATES AND ANGLES. Hatches, If strong and efficient? YES. SOLID 3". State size No. 1 Hatch (Forward) 20-0 X 16-0 X 30. No. 2 Hatch 28-0 X 16-0 X 30. No. 3 Hatch 32-0 X 16-0 X 30. No. 4 Hatch 19-11 X 16-0 X 30. Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch ONE WEB PLATE IN NO. 1 & 2. TWO WEB PLATES IN NOS. 3 & 4. THREE WOOD FORE AND AFTERS TO EACH HATCHWAY. No. of Breasthooks SIX. No. of Crutches DEEP FLOORS. Bulwarks, height above deck and description. 50 X 7/20 STEEL BULG STRIPS 7 X 7/20. Main Rail, material and size. BULG ANGLE 6 X 3 X 7/20. The above is a correct description. For Russell & Co. Surveyor's Signature J. French. Surveyor to Lloyd's Register of British & Foreign Shipping.

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

M. 24/2/03. 3/6/03 7/6/03 12/6/03 17/6/03 24/6/03 17/9/03 E. 24/4/03.

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.**

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 STEEL USED IN THE CONSTRUCTION WAS TESTED AS REQUIRED BY THE RULES.**

**THE WEATHER DECKS HAVE BEEN FLOODED AND FOUND FREE FROM LEAKAGE.**

**DOWNTON PUMP, HAND PUMP AND WATERTIGHT DOORS TRIED AND FOUND SATISFACTORY**

**IRON PLATES ARE EMBEDDED IN THE CEMENT UNDER EACH SOUNDING PIPE**

**THE KEEL WAS SIGHTED BEFORE LAUNCHING AND FOUND TO HAVE 3/8" CAMBER**

**THIS IS A SISTER VESSEL TO THE S.S. VOLGA GREENOCK FIRST ENTRY REPORT NO. 13787**  
The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 36 ft., R.Q.D. or Break ft., Bridge Dk. 108 ft., F'castle 40 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) **1 DECK (STEEL) AND SPAR DECK (STEEL) AND DEEP FRAMING**  
Official No. ; 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 **CELLULAR SYSTEM.**

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
Double bottom, aft.	114	317	Fore peak tank.		
Double bottom, forward.	160	526	After peak tank.	45	
Double bottom, under Engines and Boilers.	26	99	Midship deep tank.	28	686
Double bottom, if under Engines only.			Other tanks, if fitted.		
Double bottom, if under Boilers only.			(If necessary, furnish further information by sketch.)		

State whether the above have been tested as required by the Rules. **YES.**

Order for Special Survey No. 2196  
Date 9<sup>th</sup> April 1904  
Order for Ordinary Survey No. 1  
Date 10<sup>th</sup> April 1904  
No. 514 in builder's yard.  
Fees applied for, 28-6-1904  
Received by me, J. French  
Travelling Expenses, if any £ 30-6-1904  
I am of opinion this Vessel should be Classed **100 A.I. STEEL "SPAR DECK"**  
With or without Freeboard, as condition of Class  
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute  
Character assigned **+ 100 H (Steel) "Spar deck" Lloyd's A.I.C.P.**  
Glasgow - 2 JUL 1904