

3 Decks.

IRON OR STEEL STEAMER.

TUES. 4 SEP 1906
Received at London Office

Date of completion of report 30th August 1906 Port of Glasgow. No. 24374
Survey held at Glasgow. Date, First Survey 10th Nov 05 Last Survey 14th Aug 1886.
On the Steel Steamer "ARRINO" Rig Schooner.
TONNAGE under 4215.18
Tonnage Deck 4215.18
Do. between Tonnage Dk. and 3rd and 4th Dk.
Total under Upper Dk. 4215.18
Do. of Poop 167.61
Do. of Bridge House 77.65
Do. of Forecastle 5.14
Do. of Houses on Dk. 18.39
Do. of excess of Hatchways above Crown of Engine Room 4483.97
Gross Tonnage 150.27
Less Crew Space 18.39
Less above Crown of Engine Room 4315.31
TONNAGE FOR FEES. 1434.87
Less Engine Room 55.96
Image 2842.87
Destined Voyage Fremantle If Surveyed while Building, Afloat, or in Dry Dock While Building

State if Report is also sent on the Machinery of the Vessel Yes
CLASS 100 A.1
Half Breadth (moulded) 24.89
Depth from upper part of Keel to top of Upper Deck Beams 30.16
Girth of Half Midship Frame (as per Rule) 51.75
deduct 7 feet 7.00
1st Number 99.80
Length on deck from after part of stem to fore part of stern post 390.16
2nd Number 38937.40
Proportions—Breadth to Length 12.93
Depth to Length—Upper Deck to top of Keel 7.83
Main Deck ditto
Built at Glasgow
When built 1906 Launched 27th June 1906
By whom built J.W. Henderson & Co. Ltd.
Owners Australind Steam Shipping Co. Ltd.
Managers Trinder Anderson & Co. Ltd.
(Where necessary to be entered in Reg. Book.)
Residence Leadenhall Street, London
Port belonging to London.

Deck 390 2 BREADTH—Feet. Inches. Moulded 49 9¹/₂ DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams 26 6
Do. do. do. Main Dk. Beams 17 6
No. of Decks with flat laid 2
No. of Tiers of Beams 2
Round of Upper Dk. Beam, Actual 12 ins.
hip per Register, Length 392.3 breadth 50.1 depth 26.4. Moulded depth, ft. 29 ins. 2 To Upper Dk.

FRAMING.				FORGINGS or CASTINGS.			
Inches in Ship	Inches in Ship	20ths in Ship	Inches per Rule Or as Approved	Inches in Ship	Inches in Ship	20ths in Ship	Inches per Rule Or as Approved
es, or L, C or L Bars for $\frac{1}{2}$ length	6 $\frac{1}{2}$ 3 $\frac{1}{2}$	10	6 $\frac{1}{2}$ 3 $\frac{1}{2}$ 10	KEEL, Bar or Side Plates, depth and thickness	Flat 7 Plate Keel		
ships	" "	9	" " 9	STEM, moulding and thickness	11 x 3 $\frac{1}{8}$		11 x 3 $\frac{1}{8}$
each end	3 $\frac{1}{2}$ 3 $\frac{1}{2}$	10	3 $\frac{1}{2}$ 3 $\frac{1}{2}$ 10	STERN-POST for Rudder do. do.	11 x 7 $\frac{1}{2}$		11 x 7 $\frac{1}{2}$
if Double Bottoms at Solid Floors	" "	"	"	" for Propeller	90		90
Frames from moulding edge to edge, all fore and aft	25		25	MAIN PIECE of Rudder, diameter at head	10 $\frac{1}{2}$		10 $\frac{1}{2}$
FRAME, Angles	7 3 $\frac{1}{2}$	10	7 3 $\frac{1}{2}$ 10	" do. at heel	8		8
ING, depth of girder	10		10	RUDDER, how constructed Simple Plate Arms shrunk to main piece			
th and thickness of Floor Plate				Can the Rudder be unshipped afloat? Yes			
Line for $\frac{1}{2}$ length amidships				KEELSONS & STRINGERS.			
of Engines and Boilers				CENTRE LINE KEELSON, Vertical Plate above			
ss at the ends of vessel				floors, Through Plate, or Intercostal Plate			
t $\frac{1}{2}$ the half breadth, as per Rule				" Rider Plate			
extended at the Bilges				" Bulb Plate to Intercostal Keelson			
BRACKETS in Cell Bulk Bottoms	44 x 8	44 x 8		" Horizontal Plates on Floors			
Distance apart	25		25	" Angles			
ORDER, in Double bottom, depth	44 x 11-9	44 x 11-9		SIDE KEELSON, Angles			
thickness	4 4 10	4 4 10		" Bulb or Plate above floors, for			
" Angles, Top	4 $\frac{1}{2}$ 4 $\frac{1}{2}$ 12	4 $\frac{1}{2}$ 4 $\frac{1}{2}$ 12		" Intercostal Plate, for			
" Bottom	Two 8	Two 8		" Attached to outside Plating with Angle			
ERS, number on each side & thickness	3 $\frac{1}{2}$ 3 $\frac{1}{2}$ 8	3 $\frac{1}{2}$ 3 $\frac{1}{2}$ 8		BILGE KEELSON, Angles			
Angles to shell	36 x 10	36 x 10		" Bulb or Plate above floors, for			
ATE, depth (exclusive of flange)	Flanged			" Intercostal Plate for			
thickness	44 x 10	44 x 10		" Attached to outside Plating with Angle			
Angles to Outside Plating				BILGE STRINGER Angles			
TTOM PLATING, breadth and	44 x 10	44 x 10		" Bulb Plate for			
thickness of Middle Line Strake	12-14	12-14		" Intercostal Plate for			
" in Engine and Boiler space	8	8		" Attached to outside Plating with Angle			
" Remainder in Holds				SIDE STRINGER Angles			
Upper Deck, Single Angle Bulb	11 3 $\frac{1}{2}$ 15	11 3 $\frac{1}{2}$ 15		" Bulb or Intercostal Plate, for			
angle, Plate on Tee Bulb	50	50		" Attached to outside plating with angle flange			
angles on upper edge				Upper Deck Stringer Plates, br'dth & thickness	61 10	61 10	
verage space				" Angle on ditto	4 x 4 9	4 x 4 9	
iddle Deck, Single Angle Bulb	11 3 $\frac{1}{2}$ 15	11 3 $\frac{1}{2}$ 15		" Tie Plates fore and aft, outside Hatchways			
angle, Plate on Tee Bulb	50	50		" Deck * Iron or Steel, for Full Ing.	8-7	8-7	
angles on upper edge				" Wood Deck. Material & thickness			
verage space				Middle Deck Stringer Plate, br'dth & thickness	61 10	61 10	
ower Deck, Single Angle Bulb				" Angles on ditto, No.	4 x 4 9	4 x 4 9	
angle, Plate or Tee Bulb				" Tie Plates outside Hatchways			
angles on upper edge				" Diagonal Tie Plates on Bulk, No. of			
verage space				" Deck * Iron or Steel, for Full Ing.	8-7	8-7	
old, or Orlop, Plate or Tee Bulb				" Wood Deck. Material & thickness			
angles on upper edge				Lower Deck Stringer Plate, br'dth & thickness			
verage space				" Angles on ditto, No.			
oop 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, br'dth & th'kns			
verage space				" Angles on ditto, No.			
idge Deck, Angle, Bulb Angle, Plate	6 3 9	6 3 9		" Tie Plates outside Hatchways			
or Tee Bulb				" Deck. Material and thickness			
angles on upper edge				Poop Deck Stringer Plate, breadth & thickness	53 10	53 10	
verage space				" Angle on ditto	4 x 4 11	4 x 4 11	
orecastle Deck, Angle, Bulb Angle, Plate				" Tie Plates			
Plate or Tee Bulb				" Deck. Material and thickness			
angles on upper edge				Bridge Deck Stringer Plate, br'dth & thickness			
verage space				" Angle on ditto			
In 'tween Deck, size and spacing	2 $\frac{1}{2}$ 50	2 $\frac{1}{2}$ 50		" Tie Plates			
" Hold	4 $\frac{1}{2}$ 65	4 $\frac{1}{2}$ 65		" Deck. Material and thickness			
Quarter 'tween Dks.				Forecastle Deck Stringer Plate, b'dth & th'kns			
" in Hold				" Angle on ditto			
WEB-FRAMES, In Fore Body, No. and spacing				" Tie Plates			
" br'dth. & thickness				" Deck. Material and thickness			
" No. of Side Stringers				Complete Hull Deck 8-7			
WEB-FRAMES, In E. & B. Space, No. & spacing							
" br'dth. & thickness							
WEB-FRAMES, In After Body, No. and spacing							
" br'dth. & thickness							
" No. of Side Stringers							
" Size of Angles or Tee Bars to Web-Frames							
BRACKET PLATES to Stringers between							
Web Frames, depth and thickness							

PLATING. STRAKES. AS IN SHIP. PER RULE OR AS APPROVED. RIVETING. EDGES. BUTTS. ... [Handwritten entries for ship specifications, including materials, dimensions, and testing results.] ...

Form No. 1B.

The Surveyors are requested not to write on or below the Committee's Minute.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case) *30/1/04 M.*
10/1/05 M. 27/1/05 M. 27/2/05 M. 28/2/05 M. 29/3/05 E. 30/6/05 M. 17/7/05 13/3/06

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed and lapped.*
 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 plating? *no.*

Are the butts of Plating, Stringers, &c., properly shifted and strapped? *Yes.* State results of tests *Satisfactory.*
 Have all the upper and weather decks been tested as required by the Rules (Sec. 23, par. 24)? *Yes.* State results of tests *✓*
 Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? *✓*

General Remarks (State quality of workmanship, &c.) *This is a sister vessel to the 1/8 Ashlinton, same Builders No 445. See 1/8 Report No 22989*
The workmanship throughout is good. The vessel has been built in accordance with the approved plans, the Secretary's letters of above dates, and in general conformity with the Rules for the class contemplated. While being removed from the Kelvin to the Queen's dock this vessel grounded in the Clyde on the 10th Aug. 1906. She was refloated and placed in dry dock the same evening, without any notice being given to the Surveyors, and undocked early the following morning. No opportunity was therefore afforded the Surveyors of making an examination in dry dock. The vessel afterwards proceeded to Antwerp, where a number of minor details required to complete the survey were attended to, see Antwerp Report No 7130 and copy of correspondence attached hereto.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *✓* ft., R.Q.D. or Break *✓* ft., Bridge Dk. *✓* ft., F'castle *✓* ft.
 (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *Complete Shelter Deck.*

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) *2 Dks. (Stl) & deep framing & Shelter Dk. (Stl.)*

Official No. *✓*; Signal Letters *✓*

How are the surfaces preserved from oxidation? Inside *Paint, and inside double bottom partly cemented (see letter 13/3/06 M.)* Outside *Paint.*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with g'rders on floors

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	119	315	Fore peak tank,	18	23
Double bottom, under Engines and Boilers,	46	172	After peak tank,	8	19
Double bottom, if under Engines only,	✓	✓	Midship deep tank,	✓	✓
Double bottom, if under Boilers only,	✓	✓	Other tanks, if fitted,	✓	✓
Double bottom, forward,	171	538	(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. <i>4144</i>	Dates of Surveys held while building
Date <i>20.10.05</i>	<i>1905 Nov 10 14 16 20 27 29 Dec 4 12 15 21 22 27 1906 Jan 11 15 22 24 29 Feb 1 7 12 19 23 28 Mar 8 13 15 19 22 26 Apr 2 6 17 20 27 May 2 10 18 17 23 28 30 June 4 7 13 15 19 21 22 26 July 2 5 12 25 27 28 Aug 1 8 11 12 14.</i>
No. <i>452</i> in builder's yard.	Total No. of Visits <i>60</i>

The amount of Entry Fee.....£ *17* : *6* : *0*
 Special Survey Fee£ *17* : *6* : *0*
 Travelling Expenses, if any £ : :
 Fees applied for, *3 SEP 1906*
 Received by me, *6/9/06*
 Certificate to be sent to *Glasgow*
Ed. S.
7.4.06

State whether the Vessel has been built under Special Survey *Yes*
 I am of opinion this Vessel should be Classed *100A1 Shelter Dk. subject to examination*
 With, or without Freeboard, as condition of Class *with freeboard* in dry dock. Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute
 Character assigned *+ 100A1 (Steel) Shelter dk. with freeboard* Lloyd's Reg.
(Subject to examination in dry dock.)

General Committee
 Thursday, 6th September, 1906.

+ 100A1 Steel Shelter Dk. with freeboard