

3 Decks.

IRON OR STEEL STEAMER.

Received at London Office. **1003** **TUES. 24 NOV 1903**

Date of completion of report **13th Nov. 1903.** State if Report is also sent on the Machinery of the Vessel **Yes**
Survey held at **Glasgow** Port of **Glasgow.** No. **21309**
On the **Steel Twin Screw Steamer** "COMRIE CASTLE" Date, First Survey **15th Dec^r 1902.** Last Survey **9th Nov^r 1903.**
Rig **Schooner.**
TONNAGE under **4690.01** THREE DECKED VESSEL.
Tonnage Deck... **191.14** CLASS **100 A.1.** FEET.
Do. of Pop. **151.15**
Do. of Bridge House **44.56**
Do. of Forecastle **40.60**
Do. of Houses on Dk. **16.93**
Hatchways **5167.39**
Age **153.24**
5014.15
1653.56
49.72
3310.87
Master **Henry Prior Howay.**
Year of appointment **1903** (1) As Master in service of owner of present vessel. (2) As Master of this vessel.
Built at **Glasgow.**
When built **1903** Launched **5th Oct^r '03**
By whom built **Messrs Barclay Curle & Co.**
Owners **The Union-Castle Mail S.S. Co. Ltd.**
Managers **A. Currie & Co.**
Residence **London.**
Port belonging to **London.**
Destined Voyage **Surveyed while Building, Afloat, and in Dry Dock.**

Feet. Inches. BREADTH—Feet. Inches. DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams
417 3 Moulded 50 0 Do. do. do. do. Main Dk. Beams
per Register, Length 419.3 breadth 50.25 depth 28.3 Moulded depth, ft. 31 ins. 1 To Upper Dk. Round of Upper Dk. Beam, Actual 12 1/2 ins.

FRAMING.				FORGINGS or CASTINGS.				Inches in Ship.		Inches per Rule. Or as Approved.			
Inches in Ship	Inches in Ship.	20ths in Ship.	Inches per Rule Or as	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as		
Keel, Bar on Side Plates, depth and thickness	6	3 1/2	10	6	3 1/2	10		10 x 2		10 x 2			
Stem, moulding and thickness (F.S.T.)	"	"	9	"	"	9		11 1/2 x 3 1/2		11 1/2 x 3 1/2			
Stern-post for Rudder do. do. (Cast Steel)	3 1/2	3 1/2	10-9	3 1/2	3 1/2	10-9		11 1/2 x 4 1/2		11 1/2 x 4 1/2			
Main Piece of Rudder, diameter at head	25			25				10 1/2 x 10		10			
do. do. at heel	7 1/2	3 1/2	10-9	7 1/2	3 1/2	10-9		7 1/2		7 1/2			
Rudder, how constructed	Built frame of forced arch iron, annealed plate 2 1/2" thick												
Can the Rudder be unshipped afloat?													
KEELSONS & STRINGERS.								Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as		
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate													
Rider Plate													
Bulb Plate to Intercoastal Keelson													
Horizontal Plates on Floors													
Angles													
SIDE KEELSON, Angles													
Bulb or Plate above floors, for length													
Intercoastal Plate, for length													
Attached to outside Plating with Angle													
BILGE KEELSON, Angles													
Bulb or Plate above floors, for length													
Intercoastal Plate for length													
Attached to outside Plating with Angle													
BILGE STRINGER Angles													
Bulb Plate for length													
Intercoastal Plate for length													
Attached to outside Plating with Angle													
3 SIDE STRINGERS Angles								9	3 1/2	14	9	3 1/2	14
Bulb or Intercoastal Plate, for whole length								19	11		19		
Attached to outside plating with Angle								3 1/2	3 1/2	10	3 1/2	3 1/2	10
Upper Deck Stringer Plates, br'dth & thickness								63	11		63		
Angle on ditto								5.5	11		5.5		
Tie Plates fore and aft, outside Hatchways													
Deck * Iron Steel, for whole length													
Wood Deck. Material & thickness								3			3		
Middle Deck Stringer Plate, br'dth & thickness								63	11		63		
Angles on ditto, No. 2								4.4	9		4.4		
Tie Plates outside Hatchways													
Diagonal Tie Plates on Bulkheads													
Deck * Iron Steel, for whole length													
Wood Deck. Material & thickness								2 1/2			2 1/2		
Lower Deck Stringer Plate, br'dth & thickness								54	10		54		
Angles on ditto, No. 2								4.4	9		4.4		
Tie Plates, outside Hatchways													
Deck * Material and thickness								Steel	8				
Hold or Orlop Stringer Plate, br'dth & thickness													
Angles on ditto, No. 2													
Tie Plates outside Hatchways													
Deck * Material and thickness													
Poop Deck Stringer Plate, breadth & thickness								30	7		30		
Angle on ditto								3.3	7		3.3		
Tie Plates								17	6		17		
Deck. Material and thickness								3			3 1/2		
Bridge Deck Stringer Plate, br'dth & thickness								58	10		40		
Angle on ditto								3 1/2	9		3 1/2		
Tie Plates								5/16			5/16		
Deck. Material and thickness								2 1/2			2 1/2		
Forecastle Deck Stringer Plate, br'dth & thickness								36	7		36		
Angle on ditto								3.3	7		3.3		
Tie Plates													
Deck. Material and thickness								3			2 1/2		
BULKHEADS.				STIFFENERS.				Single or Double Frames.					
Number.		Thickness.		Horizontal.		Vertical.		Single or Double Frames.		Height up.			
In Vessel.	Per Rule.	Inches.	Per Rule.	Inches.	Spacing.	Inches.	Spacing.	Inches.	Per Rule.	Inches.	Per Rule.		
W. T. BULKHEADS	7	7	8-7	9-3 1/2	11 to end	7 1/2" R	30	Don't	4 1/2	OK			
PARTITION				B. Ang. Side									
LONGITUDINAL				4 ft.									
Are the outside Plates doubled two spaces of Frames in length? No													
Are the Side Plates and Watertight Doors in efficient working order? Yes													

PLATING. RIVETING.

STRAKES. AS IN SHIP. PER RULE OR AS APPROVED. EDGES. BUTTS.

FLAT PLATE KEEL (If Bar Keel, state Riveting) GARBORD or A Strake ...

State actual thickness in way of Double Bottom.

DOUBLING of Flat Plate Keel ...

Length and thickness of Strake below.

POOP SIDES ...

BRIDGE SIDES ...

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.?

Has the Steel been tested as required by the Rules?

FRAMES extend in one length from middle line to margin plate and chance to gunwale.

REVERSED FRAMES on floors and frames extend from middle line to margin plate & from chance to upper deck on every frame for 24 in. amidships, in peaks and in way of tunnel recess; rest to upper and main decks at 4; alternately to forecastle deck.

MASTS, SPARS, &c.

LOWER MASTS ...

Topmasts, Yards and Bowsprit ...

Rigging, Material and Size, Shrouds ...

Sails, One ...

EQUIPMENT NO. 49036 LETTER Z.

ANCHORS.

Number of Certificate. Anchors. WEIGHT, EX STOCK. WEIGHT OF STOCK. TEST, PER CERTIFICATE. WEIGHT REQUIRED BY TABLE 22. Description of Anchor. Makers. Where and when tested and Superintendent.

CHAIN CABLES.

Number of Certificate. Fathoms. Size. Test per Certificate. Tons. Supplied. Per Table 22. Description. Makers of Cables. When and where tested, and Superintendent.

HAWSERS AND WARPS.

Number of Certificate. Fathoms. Size. Breaking Test of Steel Wire Towline. Fathoms and Size per Table 22.

Boats, Eight Life boats.

Pumps, Number 10 in holds, 1 in E.R., 1 in F.P.

Windlass is of Iron, Napier Bros Patent.

Engine Room Skylights, How constructed? Teak on steel casings 7" 6" above Bridge DK.

What arrangements for deadlights in bad weather? Thick glass bulls eyes in hinged teak covers.

Coal Bunker Openings, How constructed? Plate casings & hatches. How are lids secured? Taraulum & battens. Height above deck? 15"

Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 2 scuppers each side for 12 ft. aft; 3 F.P. each side for 12 ft. aft 42" x 16"

Ceiling in Holds, thickness and material 2 1/2" Ponder hatches & bulkheads. Ceiling 'tween Decks, thickness and material 6" x 2" W.P. battens.

Cargo Hatchways, How formed? Plate casings and angles.

State size No. 1 Hatch (Forward) 20' 10" x 16' x 29" No. 2 Hatch 41' 8" x 16' x 29" No. 3 Hatch 10' 5" x 16' x 29" No. 4 Hatch 16' 8" x 16' x 30"

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 1 on P.W. h 1 1/4, 4 on P.W. h 2, one 5 B in 2' 5"

Three Iron Fore Ladders in each.

Bulwarks, height above deck and description 54", 3/40 plate.

The above is a correct description.

Builder's Signature (here only) FOR BARCLAY, CURLE & CO., LTD. W. B. Ferguson. Secretary.

Surveyor's Signature E. B. Chambers. Surveyor to Lloyd's Register of British and Foreign Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case) 1902-10-14, 10-20-14, Nov. 4-14, 17-14, Dec. 8-14, 8-14, 17-14, 31-14; 1903-1-4-14, May 18-14, Oct. 16-14.

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

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? A few only.

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 Good.

Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? Yes.

State results of tests Good.

General Remarks (State quality of workmanship, &c.) The workmanship is good and the vessel has been built in accordance with the approved plans, the Secretary's letters and in general conformity with the Rules for the class contemplated. The fore peak has been filled with water to above the load line and bulkhead and shell found tight. The tunnels have been tested with water from a hose and found tight.

Copies of letters from the owners respecting fitting of ceiling on tank tops only under hatchways and respecting the cement in tanks are attached hereto. The original letters were forwarded with the report on the sister vessel "Cluny Castle" 11-2-1179.

In consequence of grounding at time of launch the vessel was placed in dry dock bottom examined and found undamaged except the paint on P.W. side at and below bilge defaced in places and the plating slightly scored in way of same but this does not impair the efficiency of the vessel. Bottom cleaned & recoated.

In consequence of collision with "S. Stronboli" in the Clyde one indent in shell plating, lower frame & reversed frame in way of same in P.W. bunker had not yet paired in place and recoated. The insulation on top of high water tank on P.W. side removed, the W.T. chock angle between the frames overhauled, recoated & fastened, the S.W. tank released and insulation made "good".

This is a sister vessel to the "Cluny Castle" Glasgow Report 11-2-1179.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 61 ft., R.Q.D. or Break 1 ft., Bridge Dk. 114 5/8 ft., F'castle 57 5/8 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). 2 SKs (1 SK-W.S. & 1 SK-Teak 51' 4" deep, planking cement in tanks under boilers cement on side strakes only in rest of hull as approved per Sec. 23, par. 14, 4. 03.

Official No. ; Signal Letters

How are the surfaces preserved from oxidation? Inside Paint above tank sides Outside Paint

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

Where fitted. Length. Water Capacity. Where fitted. Length. Water Capacity.

Double bottom, aft, 96, 221

Double bottom, under Engines and Boilers, 27, 87

Double bottom, if under Engines only, 35.5, 87

Double bottom, if under Boilers only, (no water ballast) 179, 501

Double bottom, forward, 179, 501

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. 3599

Date 9.10.02

No. 442 in builder's yard.

DATES of Surveys held while building

1902- Dec. 15, 17, 22, 26, 30, 1903- Jan. 12, 15, 20, 24, 29 Feb. 5, 9, 12, 16, 19, 24, 29 Mar. 4, 10, 13, 18, 19, 23, 26, 31 Apr. 6, 9, 14, 20, 23, 27, 29 May 4, 11, 15, 20 June 1, 5, 11, 17, 18, 23, 26 July 3, 7, 13, 28, 31, Aug. 5, 7, 10, 13, 14, 18, 19, 21, 25, 28, Sept. 1, 8, 11, 14, 17, 21, 24, 25, 30 Oct. 1, 2, 14, 15, 22, 29 Nov. 4, 6, 9.

Total No. of Visits 77

The amount of Entry Fee £ 2. : 23.11.1902

Special Survey Fee £ 150 7. : Received by me, 27.10.03

Traveling Expenses, if any £ : 27.10.03

State whether the Vessel has been built under Special Survey. Yes.

I am of opinion this Vessel should be Classed * 100 A. 1.

With or without Freeboard, as condition of Class 21' 3"

Committee's Minute Glasgow 13 NOV 1903

Character assigned + 100 A. 1 (Steel) Lloyd's R. & S. P.

When fee is paid

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

Certificates Issued. 4/11/03.