

1st 2 Dks., R.Q.Dk.,
and Pt. Awng. Dk.

IRON OR STEEL STEAMER.

No. 12137

State if Report is also sent on the Machinery of the Vessel *no*
Date of completion of Report *25 September 1908*
Date, First Survey *8 April*

Received at London Office, **WED 30 SEP 1908**

Survey held at *Grangemouth*
On the *"ONEIDA"*

Port of *Leith*
Last Survey *2nd September 1908*
Rig *Ketch*

TONNAGE under
Tonnage Deck... *496.31*
Do. of Poop *54.04*
Do. of Raised Qr. *29.13*
Do. of Bridge House *25.91*
Do. of Forecastle *13.80*
Do. of Houses on Deck *34.98*
Do. of excess of Hatchways *40.55*
Do. above Crown of Engine Room... *694.42*
Gross Tonnage *25.91*
Less Crew Space *671.81*
Less above Crown of Engine Room... *365.26*
TONNAGE FOR FEES... *40.55*
Less Engine Room...
Less Navigation Spaces...
Register Tonnage as cut on Beam... *332.46*

ONE OR TWO DECKED VESSEL.
CLASS *100 F1*

Master *Samuel Hall*

Year of appointment *1908*
(1) As master in service of owner of present vessel:—1906
(2) As master of this vessel:—1908

Built at *Grangemouth*
When built *1908* Launched *12/9/08*
By whom built *The Grangemouth Dockyard Co.*
Owners *Anglo American Oil Co.*

Managers *do*
(Where necessary to be entered in Reg. Book.)
Residence *22 Buller St. London*

Port belonging to *London*

Half Breadth (moulded) *16.16*
Depth from upper part of Keel to top of Main Deck Bms. *13.42*
(with the normal round up of beam)
Girth of Half Midship Frame (as per Rule) *27.04*
1st Number *56.62*
Length on deck from after part of stem to fore part of stern post *163.91*
2nd Number *9280.58*
Proportions—Breadths to Length *5.06*
Depths to Length—Main Deck to top of Keel... *12.21*
Destined Voyage *If Surveyed while Building, Afloat, or in Dry Dock*

LENGTH on Deck as per Rule... *163* Feet. *11* Inches.
BREADTH Moulded... *32.4* Feet. *4* Inches.
DEPTH, ACTUAL—Top of Floors to top of Main Deck Beams... *12* Feet. *14* Inches.
No. of Decks with Flat laid *One*
No. of Tiers of Beams *One*
Dimensions of Ship per Register, Length, *165.0* breadth, *32.5* depth, *12.1* Moulded Depth, *12* ft. *9* ins. Round of Beam, Actual *8 1/4* ins.

FRAMING.						FORGINGS AND CASTINGS.					
	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.		Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.
FRAME, Angles, <i>7</i> <i>E</i> or <i>L</i> Bars, for $\frac{1}{2}$ length amidships	<i>5</i>	<i>3</i>	<i>8</i>	<i>5</i>	<i>3</i>	KEEL, Bar or Side Plates depth and thickness	<i>36-12-9</i>	<i>36-12-9</i>	<i>36-12-9</i>	<i>36-12-9</i>	<i>36-12-9</i>
Do. for $\frac{1}{2}$ at each end	<i>5</i>	<i>3</i>	<i>7</i>	<i>5</i>	<i>3</i>	STEM, moulding and thickness	<i>6 1/2-12</i>	<i>6 1/2-12</i>	<i>6 1/2-12</i>	<i>6 1/2-12</i>	<i>6 1/2-12</i>
Do. in way of Double Bottoms at Solid Floors.	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>3</i>	STERN-POST for Rudder do. do.	<i>6 1/2-3 1/4</i>	<i>6 1/2-3 1/4</i>	<i>6 1/2-3 1/4</i>	<i>6 1/2-3 1/4</i>	<i>6 1/2-3 1/4</i>
Spacing of Frames from centre to centre	<i>22</i>	<i>22</i>	<i>22</i>	<i>22</i>	<i>22</i>	for Propeller	<i>6 1/2-3 1/4</i>	<i>6 1/2-3 1/4</i>	<i>6 1/2-3 1/4</i>	<i>6 1/2-3 1/4</i>	<i>6 1/2-3 1/4</i>
REVERSED FRAME, Angles	<i>3</i>	<i>2 1/2</i>	<i>5</i>	<i>3</i>	<i>2 1/2</i>	MAIN PIECE of Rudder, diameter at head...	<i>5 3/4</i>	<i>5 3/4</i>	<i>5 3/4</i>	<i>5 3/4</i>	<i>5 3/4</i>
DEEP FRAMING, depth of girder	<i>16</i>	<i>16</i>	<i>16</i>	<i>16</i>	<i>16</i>	do. at heel	<i>5 3/4</i>	<i>5 3/4</i>	<i>5 3/4</i>	<i>5 3/4</i>	<i>5 3/4</i>
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships	<i>16</i>	<i>16</i>	<i>16</i>	<i>16</i>	<i>16</i>	RUDDER, how constructed <i>Tracing single plate 17/20</i>					
in way of Engines and Boilers	<i>6-8</i>	<i>6-8</i>	<i>6-8</i>	<i>6-8</i>	<i>6-8</i>	Can the Rudder be unshipped afloat?					
thickness at the ends of vessel	<i>6</i>	<i>6</i>	<i>6</i>	<i>6</i>	<i>6</i>						
depth at $\frac{1}{2}$ the half breadth, as per Rule	<i>32</i>	<i>32</i>	<i>32</i>	<i>32</i>	<i>32</i>	KEELSONS AND STRINGERS.					
height extended at the Bilges	<i>31</i>	<i>6-8</i>	<i>31</i>	<i>6-8</i>	<i>31</i>	CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate	<i>42</i>	<i>7</i>	<i>42</i>	<i>7</i>	<i>42</i>
FLOORS & BRACKETS, in Cell Dble Bottoms	<i>31</i>	<i>6-8</i>	<i>31</i>	<i>6-8</i>	<i>31</i>	do. do. in fore hold	<i>31</i>	<i>8</i>	<i>31</i>	<i>8</i>	<i>31</i>
state if flanged (top & bottom)	<i>no</i>	<i>no</i>	<i>no</i>	<i>no</i>	<i>no</i>	Bulb Plate to Intercoastal Keelson	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>
Spacing	<i>22</i>	<i>22</i>	<i>22</i>	<i>22</i>	<i>22</i>	Horizontal Plates on Floors	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>
CENTRE GIRDER, in Double Bottom, depth and thickness	<i>31</i>	<i>7-6</i>	<i>31</i>	<i>7-6</i>	<i>31</i>	Angles for hold keelsons	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>
Angles, Top (single)	<i>4 1/2</i>	<i>4 1/2</i>	<i>9-8</i>	<i>4 1/2</i>	<i>4 1/2</i>	SIDE KEELSON, Angles	<i>5</i>	<i>3</i>	<i>7</i>	<i>5</i>	<i>3</i>
Bottom	<i>4 1/2</i>	<i>4 1/2</i>	<i>11-10</i>	<i>4 1/2</i>	<i>4 1/2</i>	Bulb or Plate above floors for full lng.	<i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	<i>3</i>
SIDE GIRDERS, number on each side & thickness	<i>2 in 8. 9/16 + one 2 in 8. 5/16 + one 2 in 8. 9/16 not flanged in B.S. 9/16 flanged</i>	<i>2 in 8. 9/16 + one 2 in 8. 5/16 + one 2 in 8. 9/16 not flanged in B.S. 9/16 flanged</i>	<i>2 in 8. 9/16 + one 2 in 8. 5/16 + one 2 in 8. 9/16 not flanged in B.S. 9/16 flanged</i>	<i>2 in 8. 9/16 + one 2 in 8. 5/16 + one 2 in 8. 9/16 not flanged in B.S. 9/16 flanged</i>	<i>2 in 8. 9/16 + one 2 in 8. 5/16 + one 2 in 8. 9/16 not flanged in B.S. 9/16 flanged</i>	Intercoastal Plate for full length	<i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	<i>3</i>
Angles	<i>3</i>	<i>3</i>	<i>6-8</i>	<i>3</i>	<i>3</i>	Attached to outside plating with Angle	<i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	<i>3</i>
MARGIN PLATE, depth (exclusive of flange) and thickness	<i>3</i>	<i>3</i>	<i>6-8</i>	<i>3</i>	<i>3</i>	BILGE KEELSON, Angles	<i>5</i>	<i>3</i>	<i>7</i>	<i>5</i>	<i>3</i>
Angles to Outside Plating	<i>3</i>	<i>3</i>	<i>6-8</i>	<i>3</i>	<i>3</i>	Bulb or Plate above floors for full lng.	<i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	<i>3</i>
Floors	<i>3</i>	<i>3</i>	<i>6-8</i>	<i>3</i>	<i>3</i>	Intercoastal Plate for full length	<i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	<i>3</i>
Height of Floors at the Bilges	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	Attached to outside plating with Angle	<i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	<i>3</i>
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>6-9</i>	<i>6-9</i>	<i>6-9</i>	<i>6-9</i>	<i>6-9</i>	SIDE STRINGER Angles	<i>5</i>	<i>3</i>	<i>7</i>	<i>5</i>	<i>3</i>
thickness in Engine and Boiler space	<i>6-9</i>	<i>6-9</i>	<i>6-9</i>	<i>6-9</i>	<i>6-9</i>	Bulb or Intercoastal Plate for full lng.	<i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	<i>3</i>
Remainder in Holds	<i>7-6</i>	<i>7-6</i>	<i>7-6</i>	<i>7-6</i>	<i>7-6</i>	Attached to outside plating with Angle	<i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	<i>3</i>
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>5 1/2</i>	<i>3</i>	<i>8</i>	<i>5 1/2</i>	<i>3</i>	Main and Raised Quarter Deck Stringer Plate, breadth and thickness	<i>40</i>	<i>22</i>	<i>8-6</i>	<i>40</i>	<i>22</i>
Angles on Upper Edge	<i>5 1/2</i>	<i>3</i>	<i>8</i>	<i>5 1/2</i>	<i>3</i>	Angle on ditto	<i>3 1/2</i>	<i>5 1/2</i>	<i>7</i>	<i>3 1/2</i>	<i>5 1/2</i>
Spacing	<i>22</i>	<i>22</i>	<i>22</i>	<i>22</i>	<i>22</i>	Tie Plates, outside Hatchways	<i>9</i>	<i>7</i>	<i>6</i>	<i>9</i>	<i>7</i>
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>5 1/2</i>	<i>3</i>	<i>11-10</i>	<i>5 1/2</i>	<i>3</i>	Diagonal Tie Plates on Bms., No. of Pairs	<i>9</i>	<i>7</i>	<i>6</i>	<i>9</i>	<i>7</i>
Angles on Upper Edge	<i>5 1/2</i>	<i>3</i>	<i>11-10</i>	<i>5 1/2</i>	<i>3</i>	Main Dk* Iron or Steel for whole lng.	<i>6</i>	<i>6</i>	<i>6</i>	<i>6</i>	<i>6</i>
Spacing	<i>44</i>	<i>44</i>	<i>44</i>	<i>44</i>	<i>44</i>	R. Q. Dk* Iron or Steel for 3/4 lng.	<i>7</i>	<i>7</i>	<i>7</i>	<i>7</i>	<i>7</i>
BEAMS, Hold, Plate or Tee Bulb	<i>5 1/2</i>	<i>3</i>	<i>8</i>	<i>5 1/2</i>	<i>3</i>	Wood Deck, Material & thickness	<i>P.P. 5-3</i>	<i>P.P. 5-3</i>	<i>P.P. 5-3</i>	<i>P.P. 5-3</i>	<i>P.P. 5-3</i>
Angles on Upper Edge	<i>5 1/2</i>	<i>3</i>	<i>8</i>	<i>5 1/2</i>	<i>3</i>	Lower Deck Stringer Plate, breadth and thickness					
Spacing	<i>44</i>	<i>44</i>	<i>44</i>	<i>44</i>	<i>44</i>	Angles on ditto, No.					
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>5 1/2</i>	<i>3</i>	<i>8</i>	<i>5 1/2</i>	<i>3</i>	Tie Plates, outside Hatchways					
Angles on Upper Edge	<i>5 1/2</i>	<i>3</i>	<i>8</i>	<i>5 1/2</i>	<i>3</i>	Deck* Material and thickness					
Spacing	<i>44</i>	<i>44</i>	<i>44</i>	<i>44</i>	<i>44</i>	Hold Stringer Plate					
BEAMS, Bridge or Pt. Awng. Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>5 1/2</i>	<i>3</i>	<i>8</i>	<i>5 1/2</i>	<i>3</i>	Angles on ditto, No.					
Angles on Upper Edge	<i>5 1/2</i>	<i>3</i>	<i>8</i>	<i>5 1/2</i>	<i>3</i>	Poop Deck Stringer Plate, breadth & thickness					
Spacing	<i>44</i>	<i>44</i>	<i>44</i>	<i>44</i>	<i>44</i>	Angle on ditto					
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>7</i>	<i>3</i>	<i>9</i>	<i>7</i>	<i>3</i>	Tie Plates					
Angles on Upper Edge	<i>7</i>	<i>3</i>	<i>9</i>	<i>7</i>	<i>3</i>	Deck, Material and thickness					
Spacing	<i>44</i>	<i>44</i>	<i>44</i>	<i>44</i>	<i>44</i>	Bridge or Pt. Awng. Deck Stringer Plate, breadth and thickness	<i>16</i>	<i>5</i>	<i>16</i>	<i>5</i>	<i>16</i>
PILLARS, In 'tween Decks, Size and Spacing	<i>3 x 2 1/2 chnl 48</i>	<i>3 x 2 1/2 chnl 48</i>	<i>3 x 2 1/2 chnl 48</i>	<i>3 x 2 1/2 chnl 48</i>	<i>3 x 2 1/2 chnl 48</i>	Angle on ditto	<i>3</i>	<i>3</i>	<i>5</i>	<i>3</i>	<i>3</i>
Hold	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	Tie Plates	<i>7</i>	<i>5</i>	<i>7</i>	<i>5</i>	<i>7</i>
Quarter, 'tween Dks.,	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	Deck, Material and thickness	<i>P.P. 5-23/4</i>	<i>P.P. 5-23/4</i>	<i>P.P. 5-23/4</i>	<i>P.P. 5-23/4</i>	<i>P.P. 5-23/4</i>
in Hold	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	Forecastle Deck Stringer Plate, brdth & thcknss	<i>24</i>	<i>5</i>	<i>24</i>	<i>5</i>	<i>24</i>
WEB FRAMES, In Fore Body, No. and Spacing	<i>2 ex profile</i>	<i>2 ex profile</i>	<i>2 ex profile</i>	<i>2 ex profile</i>	<i>2 ex profile</i>	Angle on ditto	<i>3</i>	<i>3</i>	<i>5</i>	<i>3</i>	<i>3</i>
Brdth. & Thickness	<i>15</i>	<i>6</i>	<i>15</i>	<i>6</i>	<i>15</i>	Tie Plates	<i>7</i>	<i>5</i>	<i>7</i>	<i>5</i>	<i>7</i>
No. of Side Stringers	<i>15</i>	<i>6</i>	<i>15</i>	<i>6</i>	<i>15</i>	Deck, Material and thickness	<i>P.P. 5-23/4</i>	<i>P.P. 5-23/4</i>	<i>P.P. 5-23/4</i>	<i>P.P. 5-23/4</i>	<i>P.P. 5-23/4</i>
WEB FRAMES, In E. & B. Space, No. & Spacing	<i>3 ex profile</i>	<i>3 ex profile</i>	<i>3 ex profile</i>	<i>3 ex profile</i>	<i>3 ex profile</i>	Longitudinal	<i>5 1/6</i>	<i>5 1/6</i>	<i>5 1/6</i>	<i>5 1/6</i>	<i>5 1/6</i>
Brdth. & Thickness	<i>15</i>	<i>6</i>	<i>15</i>	<i>6</i>	<i>15</i>	Are the outside Plates doubled two spaces of Frames in length?	<i>Yes</i>	<i>Yes</i>	<i>Yes</i>	<i>Yes</i>	<i>Yes</i>
No. of Side Stringers	<i>15</i>	<i>6</i>	<i>15</i>	<i>6</i>	<i>15</i>	Are the Stair Valves and Watertight Doors in efficient working order?	<i>Yes</i>	<i>Yes</i>	<i>Yes</i>	<i>Yes</i>	<i>Yes</i>
Size of Angles on Tee Bars to Web Frames	<i>5</i>	<i>3</i>	<i>7</i>	<i>5</i>	<i>3</i>						
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness	<i>5</i>	<i>3</i>	<i>7</i>	<i>5</i>	<i>3</i>						

