

~~Awning or Shelter Deck,~~
~~or Pt. Awning Deck.~~

STEEL STEAMER.

No. 41735.

State of Report is also sent on the Machinery of the Vessel. YES

Port of GLASGOW. Date of completion of Report 17.2.22 Received at London Office
Survey held at AYR Date, First Survey 16.12.19 Last Survey 10.2.1922

On the (State if Single, Twin, or Triple Screw) SINGLE SC. STR. "DRAKE" Rig SCHOONER.

TONNAGE under Tonnage Deck... 1048.55

Do. between Tonnage Dk. and 3rd, 4th, or Awning Dk. 15.38

Total under Upper Dk. 1063.93

Do. of Poop 5.53

Do. of Bridge House 278.74

Do. of Forecastle 111.22

Do. of Houses on Deck 22.64

Do. of excess of Hatchways 114.64

Do. above Crown of Engine Room... 1596.70

Gross Tonnage 90.74

Less Crew Space 1597

TONNAGE FOR FEES... 667.08

Less Engine Room 44.56

Less Navigation Spaces 794.32

CLASS *100A1. SHELTER Dk.

Breadth (greatest moulded) 38.00

Depth, at middle of length from top of keel to top of beams at side of uppermost Continuous Deck... 17.00

Deduct height of 'tween deck when this does not exceed 8ft.

Transverse Number 55

Length on deck from fore part of stem to after part of sternpost 245.75

Longitudinal Number 13516

Depth "d" at middle of length. See Secs. 2 & 13... 14.34

Proportions, Depths to Length, Uppermost Continuous Deck at side to top of keel... 9.92

" " " Upper Deck at side to top of keel... 14.45

Master

Year of Appointment

Built at AYR

When built 1922 Launched 22.9.21

By whom built AILSA S B & CO LTD

Owners GENERAL STEAM NAVIG CO LTD

Managers

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

Residence

Port belonging to LONDON.

Register Tonnage (as cut on Beam...) 794.32 Destined Voyage LONDON If Surveyed while Building, Afloat, & in Dry Dock YES

LENGTH on Rule	Ft.	Ins.	BREADTH Moulded	Ft.	Ins.	DEPTH, ACTUAL	Ft.	Ins.	No. of Decks with flat laid	No. of Tiers of Beams
245.9	24	9	38.0	38	0	17.0	17	0	2	2

of Ship per Register, length 245.9 breadth 38.1 depth 14.58 Upper Deck. Moulded depth, ft. 24 ins. 9 To Awning Shelter Dk. Round up of Uppermost Dk. Beam, Actual... 9 1/2 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.	Inches in Ship.	Inches in Ship.
IN WAY OF LOWER DECK						PILLARS, In 'tween Deck, size and spacing					
Angles, or Bars, amidships	5 1/2	3	40	5 1/2	3	40	2 1/2	46	2 1/2	46	
Peaks	5 1/2	3	40	5 1/2	3	40	"	"	"	"	
Way of Double Bottoms at Solid Floors	3	3	38	3 1/2	3	32	"	"	"	"	
" at intermed. Bkts.	DOUBLE TANK FRAMES 102-120 (3x3x38 & 4x3x40)						"	"	"	"	
Frames from centre to centre amidships	23"						"	"	"	"	
Length to collision bulkhead	THROUGHOUT						"	"	"	"	
Frames from centre to centre in peaks	3 1/2 x 3 x 48						"	"	"	"	
ED FRAME, Angles	3 1/2	3	38	3	3	32	"	"	"	"	
Way of Double bottoms at Solid Floors	3	3	38	3	3	32	"	"	"	"	
" at intermed. Bkts.	(3 1/2 x 3 x 36 DOUBLE IN ES)						"	"	"	"	
G, depth of girder	AS ABOVE						KEELSONS AND STRINGERS.				
Length and thickness of Floor Plate	23"						CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate				
Mid-line for 1/2 length amidships	THROUGHOUT						Rider Plate				
Way of Engine and Boiler spaces	3 1/2 x 3 x 48						Flat Keel Plate Angles				
Thickness at the ends of vessel	3 1/2 x 3 x 36						Horizontal Plates on Floors				
Depth at 1/2 the half-bdth. as per Rule	3 1/2 x 3 x 36						Angles or Bulb Angles				
Height extended at the Bilge	36						SIDE KEELSONS, Number				
in Cell Double Bottoms	36	48	57	32	35	42	Angles or Bulb Angles				
State if flanged (top and bottom)	No						Plate above floors, for length				
Spacing of Solid	23						Intercoastal Plate, for length				
GIRDER, in Dbl. bottom, dpth. & thcknss	34	42	52	34	42	52	Attached to outside plating with Angle				
" Angles, Top	3	3	40	3	3	40	BILGE KEELSON, Angles				
" " Bottom	4	4	48	4	4	48	Intercoastal Plate, for length				
" " to Floors	3	3	36	3	3	32	Attached to outside plating with Angle				
Brackets at intermed. frmg. width & thcknss	36						SIDE STRINGERS, Number				
RDERS, number and thickness	ONE	34	35	30	35	40	Angle				
" state if flanged (top & bottom)	3	3	36	3	3	32	Intercoastal Plate, for lng.				
Angles	2 1/2	2 1/2	36	2 1/2	2 1/2	32	Awning or Shelter Deck Stringer Plates, breadth and thickness				
PLATE, depth (exclusive of flange) and thickness	29	36	29	36	36	36	Angle on ditto				
Angles to outside plating	3 1/2	3 1/2	36	3 1/2	3 1/2	36	Tie Plates, fore and aft, outside Hatchways				
" to floors	3	3	36	3	3	32	Deck * Iron or Steel, for FULL lng.				
Brackets at intermed. frmg. width & thcknss	36						Wood Deck, Material & thickness				
Height of Brackets above at bilge	46						Upper Deck Stringer Plate, breadth and thickness				
BOTTOM PLATING, breadth and thickness of Middle Line Strake	69 5/8	38	72	38	38	38	Angles on ditto, No. CHOCKS 3 1/2 x 3 1/2 x 38				
" thickness in Engine and Boiler space	55	38	56	35	48	48	Tie Plates, outside Hatchways				
" Remainder in Holds	(35	36	32	32	32	32	Deck * Material and thickness				
Awning or Shlter Dk. Single Angle, Bulb Angle, Plate, Tee Bulb or Channel	5 1/2	3	40	5 1/2	3	40	Third, Fourth & Fifth Deck Stringer Plates, breadth and thickness				
Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel	5 1/2	3	40	5 1/2	3	40	Angles on ditto, No.				
Second, Third & Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel	9 x 3 1/2 x 3 1/2	8 1/2	3 1/2 x 3 1/2	8 1/2	3 1/2 x 3 1/2	46	Tie Plates, outside Hatchways				
Angles on upper edge	7	13 1/2 x 3 1/2	20	7 1/2	3 x 3	40	Deck, Material and thickness				
Spacing	46						Poop Deck Stringer Plate, breadth & thickness				
Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel	7	3	40	7	3	40	Angles on ditto				
Angles on upper edge	6 1/2	3	36	6 1/2	3	36	Tie Plates				
Spacing	46						Deck, Material and thickness				
Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel	7	3	40	7	3	40	Bridge Deck Stringer Plate, br'dth & thickness				
Angles on upper edge	6 1/2	3	36	6 1/2	3	36	Angle on ditto				
Spacing	46						Tie Plates				
							Deck, Material and thickness				

005558 - 005566 - 0108

WEB FRAMES.				FORGINGS & CASTINGS.			
Inches in Ship.		Inches per Rule.		Inches in Ship.		Inches per Rule.	
WEB FRAMES, In Fore Body, No. and spacing No. of Side Stringers <u>2 IN FORE HOLD</u> <u>23</u> <u>36</u> <u>23</u> <u>36</u>							
WEB FRAMES, In E & B Space, No. and spacing No. of Side Stringers <u>2</u> <u>36</u> <u>23</u> <u>36</u>							
WEB FRAMES, In After Body, No. and spacing No. of Side Stringers <u>2</u> <u>36</u> <u>23</u> <u>36</u>							
BRACKET PLATES to Stringers between No. of Side Stringers <u>2</u> <u>36</u> <u>23</u> <u>36</u>							
BULKHEADS. Number, Thickness, STIFFENERS, Single or Double Frames, Height up state deck.							
W.T. BULKHEADS 67-9 1 36-26 W.T. Flat 62x3x40@24 5D							
COLLISION 120-121 1 40-26 S.B.D. 7x3x38@24							
LONGITUDINALS 119 30 4x3x36@30 U.D.							
PLATING. STRAKES, AS IN SHIP, PER RULE OR AS APPROVED.							
RIVETING. EDGES, BUTTS.							
FRAMES extend in one length from <u>C.L. TO MARGIN & THENCE TO SHELTER DECK</u> State if ordinary or joggled <u>YES</u> .							
REVERSED FRAMES on floors and frames extend from <u>C.L. TO MARGIN</u> State if ordinary or joggled <u>YES</u> .							
MASTS, SPARS, &c.							
LOWER MASTS. Fore <u>STEEL</u> 57'-0" 20x30 17x30 16 1/2 x 30 2							
Topmasts, Yards and Remainder of Spars <u>WOOD</u>							
Rigging, Material and Size, Shrouds <u>3 G.S.W.</u>							
Sails. <u>TRY SAIL.</u> Suit of <u>3 G.S.W. (TOPMASTS 2 1/2")</u>							

EQUIPMENT No. 15366 LETTER 4				ANCHORS.			
Number of Certificate.		Anchors.		WEIGHT, EX. STOCK.		WEIGHT, PER CERTIFICATE.	
54054		1st Bower		34 0 21		31 14 1 14	
54058		2nd		34 0 7		31 12 2 0	
54055		3rd		33 1 16		31 3 0 14	
53892		Stream		9 2 0 2		11 11 1 0	
53919		Kedge		4 3 14 1		7 5 0 0 4	
Particulars of Drop Test of Cast Steel Anchors, viz.: Weight, Surveyor's Initials, Number of Certificate, Date of Test.							
CHAIN CABLES.							
HAWSERS AND WARPS.							
Boats <u>2 LIFEBOATS & 1 DINGHY</u>							
Pumps, Number <u>3 TO F.P. & DOWNTON</u>							
Windlass is <u>CLARKS CHAPMAN & CO. LTD.</u>							
Engine Room Skylights. How constructed? <u>STEEL PLATES & ANGLES</u>							
Coal Bunker Openings. How constructed? <u>STEEL PLATES & ANGLES</u>							
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. <u>SCUPPERS = 3 @ 3 1/2" @ 3" EACH SIDE.</u>							
Ceiling in Holds, thickness and material <u>3" BALTIC PINE, WITH OIL UNDER MATCHES</u>							
Cargo Hatchways. How formed? <u>STEEL PLATES & ANGLES</u>							
State size No. 1 Hatch (Forward) <u>11'6" x 11'6"</u> No. 2 Hatch <u>23'0" x 13'0"</u> No. 3 Hatch <u>15'4" x 13'0"</u> No. 4 Hatch <u>13'5" x 13'0"</u>							
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch <u>3 WEBS IN NO. 2; REMAINDER = 2 WEBS.</u>							
Bulwarks, height above deck and description <u>OPEN RAILS</u>							
The foregoing is a correct description <u>ALMA SHIPBUILDING CO., LIMITED.</u>							
Builder's Signature (here only) <u>W. W. W. W.</u> Managing Director							
Correspondence. State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case)							
Workmanship. Are the butts of plating planed or otherwise fitted? <u>YES</u> .							
Is the riveted work properly closed? <u>YES</u> .							
Are the liners between the frames and plates solid single pieces? <u>YES</u> .							
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? <u>YES</u> .							
Are the rivet holes well and sufficiently countersunk in the plate and punched from the facing surfaces? <u>YES</u> .							
Do any rivets break into or through the seams or butts of the plating? <u>A FEW.</u>							
Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? <u>YES</u> State results of tests <u>SATISFACTORY.</u>							
Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? <u>YES</u> State results of tests <u>SATISFACTORY.</u>							
General Remarks (State quality of workmanship, &c.) <u>THE VESSEL HAS BEEN BUILT IN ACCORDANCE WITH APPROVED PLANS & THE MATERIAL & WORKMANSHIP ARE OF GOOD QUALITY.</u>							
THE NOS 2 & 4 DOUBLE BOTTOM TANKS HAVE BEEN TESTED FOR THE CARRIAGE OF OIL FUEL F.P. ABOVE 150° F. & OTHERWISE IN ACCORDANCE WITH SECTION 44 OF THE RULES.							
COPIES OF APPROVED PLANS & 4 FORGING CERTIFICATES ARE FORWARDED AT THIS TIME.							
MIDSHIP SECTION OF VESSEL AS BUILT IS ALSO ENCLOSED.							
The Surveyor should state the Number of Report and Name of any Sister Vessel.							
FREEBOARD £ 6 0 0 Fees applied for,							
The amount of Entry Fee £ 5 0 0 21/2/22.							
Special Survey Fee £ 15 17 0 Received by me,							
Travelling Expenses, if any £ 10 0 0 22/2-1922							
State whether the Vessel has been built under Special Survey <u>YES</u>							
I am of opinion this Vessel should be Classed <u>100 A1 SHELTER DECK</u>							
With, or without Freeboard, as condition of Class <u>YES</u> .							
Committee's Minute <u>GLASGOW 21 FEB 1922</u>							
Character assigned <u>100 A1</u>							
Shelter Deck with fbd							
Lloyds Arch.							
+ LMC 2,22.							

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge 63.25 ft., Forecastle 2 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

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)

1 DECK STEEL & SHELTER DECK (STL)

Official No. 146515; Signal Letters

State if Machinery is fitted aft No

How are the surfaces preserved from oxidation? Inside CEMENT, BITUMASTIC, PAINT.

Outside PAINT.

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

Where Fitted.	Length.		Water Capacity.	Where Fitted.	Length.		Water Capacity.
	Feet.	Tons.			Feet.	Tons.	
Double bottom, aft,	<u>84.33</u>	<u>116</u>		Fore peak tank,	<u>12.50</u>	<u>16</u>	
Double bottom, under Engines and Boilers,	<u>17.25</u>	<u>35</u>		After peak tank,	<u>11.50</u>	<u>24</u>	
Double bottom, if under Engines only,				Deep tank, aft,			
Double bottom, if under Boilers only,				Deep tank, forward,			
Double bottom, forward,	<u>112.90</u>	<u>188</u>		Other tanks, if fitted,			
Total capacity of double bottom			<u>339</u>	(If necessary, furnish further information by sketch.)			

* The wells are not to be included in the lengths of the tanks. 214.68

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

Order for Special Survey No. 5299

Date 13. 8. 1919

No. 370 in builder's yard.

DATES OF SURVEYS held while building

1919 Dec 16. 24 1920 Mar 24 Apr 2. 30 May 12. 21 Jun 4. 23 July 7. 12 Aug 2. 20. 25 Sep 13. 22. 28. 29 Oct 5. 12. 18. 23
29 Nov 5. 9. 16. 19. 23 29 Dec 6. 8. 13. 15. 20. 29 1921 Jan 13. 21. 25. 28 Feb 4. 9. 18. 24 Mar 4. 8. 16. 22 Apr 5. 13. 18 May 9. 12. 20
26. 27 Jun 8. 21 July 6 Aug 3. 9. 12. 19. 24. 29 Sep 2. 7. 12 Oct 19 Nov 2. 18. 30 Dec 21. 1922 Jan 23 Feb 7. 10.

Total No. of Visits 75

Surveyor's Signature W. M. B. Meek

Lloyd's Register Foundation