

With or Without Disconnected Erections.

STEEL STEAMER.

WED. NOV. 11. 1914

Received at London Office

State if Report is also sent on the Machinery of the Vessel

Date of completion of report
Survey held at
On the

Port of *Glasgow*
Date, First Survey *21/2/13*

No. *34548*
Last Survey *2/11/1914*
Rig *Schooner*

TONNAGE under
Tonnage Deck... *6345.21*
Do. between Tonnage Dk.
and 3rd and 4th Dk.
Total under Upper Dk.
Do. of Poop *81.79*
Do. of R.Q.Dk. *94.54*
Do. of Bridge House *71.23*
Do. of Forecastle *564.43*
Do. of Houses on Dk. *112.49*
Do. of excess of Hatchways
Do. above Crown of
Engine Room... *7269.69*
Gross Tonnage *146.76*
Less Crew Space *112.49*
Less above Crown of
Engine Room... *7011.14*
TONNAGE FOR FEES... *2326.30*
Less Engine Room *284.34*
Navigation Spaces

CLASS *+100.A.I. for carrying
Petroleum in Bulk*
Longitudinal Framing
Breadth (greatest moulded)... *55.75*
Depth, at middle of length from top of keel to top of
upper deck beams at side... *33.50*
Transverse Number... *89.25*
Length on deck from fore part of stem to after part of
stern post... *435*
Longitudinal Number... *39823.75*
Depth "d," at middle of length (See Secs. 2 & 13)... *12.98*
Proportions—Depth to Length—Upper Deck Beam at
side to top of keel...
" " Long Bridge Deck
" " Beam at side to top of keel

Master *A. H. John*
Year of appointment
Built at *Glasgow*
When built *1914* Launched *5th Oct. 1914*
By whom built *D. W. Henderson & Co. Ltd*
Owners *Bear Creek Oil & Shipping Coy. Ltd*
Managers *C. T. Bowring & Co. Ltd*
Residence *Liverpool*
Port belonging to *Liverpool*

er Tonnage *4572.99* Destined Voyage *Mexico* If Surveyed while Building, Afloat, or in Dry Dock *Yes*
GTH on Deck *4350* BREADTH—Feet. Inches. *55 9* DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams *34 7 3* No. of Decks with flat laid *two*
per Rule... Moulded... Do. do. do. do. Second Dk. Beams *26 0* No. of Tiers of Beams *two*
Moulded depth, ft. *39* ins. *6* To Bridge Dk. Round of Upper *13 1/2* ins.
Moulded depth, ft. *33* ins. *6* To Upper Dk. Dk. Beam, Actual

FRAMING.				PILLARS.			
ME, Angles, or [or] Bars amidships	Inches in Ship	Inches in Ship	Inches in Ship	PILLARS, In 'tween Deck, size and spacing	Inches in Ship	Inches in Ship	Inches in Ship
in peaks	<i>Longitudinal Framing</i>			" " Hold forward cargo space	<i>3 1/2 x 4 1/2</i>	<i>9 5/8</i>	<i>3 1/2 x 4 1/2</i>
in way of Double Bottoms at Solid Floors	<i>7 1/2</i>	<i>3 1/2</i>	<i>4 1/2</i>	" " Quarter 'tween Dks	<i>10 1/4</i>	<i>9 5/8</i>	<i>10 1/4</i>
" " at intermdt. Bkts.	<i>3 1/2</i>	<i>3 1/2</i>	<i>4 1/2</i>	" " in Hold			
ing of Frames from centre to centre amidships				KEELSONS & STRINGERS.			
" " from # } length to Collision bulkhead				CENTRE LINE KEELSON, Vertical Plates above	<i>60</i>	<i>60</i>	<i>60</i>
" " in peaks	<i>24</i>		<i>24</i>	" " Ridor Plate	<i>5</i>	<i>5</i>	<i>60</i>
VERSE FRAME, Angles	<i>3 1/2</i>	<i>3 1/2</i>	<i>5 1/4</i>	" " Flat Plate Keel Angles			
o. in way of Double Bottom at Solid Floors				" " Horizontal Plates on Floors			
" " at intermdt. Bkts.				" " Angles or Bulb Angles			
LMING, depth of girder				SIDE KEELSONS, Number			
DOORS, depth and thickness of Floor Plate	<i>72</i>	<i>56</i>	<i>72</i>	" " Angles or Bulb Angles			
at mid-line for # length amidships		<i>40</i>	<i>40</i>	" " Plate above floors, for length			
in way of Engine and Boiler Space				" " Intercoastal Plate, for length			
thickness at the ends of vessel				" " Attached to outside Plating with Angle			
depth at # the half breadth, as per Rule				BILGE KEELSON, Angles			
height extended at the Bilges				" " Intercoastal Plate for length			
DOORS & BRACKETS in Double Bottom	<i>58 (iron)</i>		<i>52 (iron)</i>	" " Attached to outside Plating with Angle			
in boiler space	<i>no</i>		<i>no</i>	SIDE STRINGERS, Number			
" " state if flanged (top & bottom)	<i>39</i>	<i>69</i>	<i>39</i>	" " Angle			
" " Spacing	<i>48</i>	<i>62</i>	<i>45</i>	" " Intercoastal Plate, for length			
NTRE GIRDER, in Dbl. bottom, dpth. & thcknss.	<i>3 1/2</i>	<i>3 1/2</i>	<i>62</i>	" " Attached to outside plating with Angle			
" " Angle, Top (single)	<i>5</i>	<i>5 1/4</i>	<i>4 1/2</i>	Upper Deck Stringer Plate, br'dth & thickness	<i>64</i>	<i>64</i>	<i>64</i>
" " Bottom (double)	<i>6</i>	<i>5 1/4</i>	<i>5</i>	" " " " " " " " " "			
" " to Floors (single)	<i>6</i>	<i>5 1/4</i>	<i>5</i>	" " " " " " " " " "			
DE GIRDERS, number on each side & thickness	<i>One 58 (iron)</i>		<i>One 50</i>	" " " " " " " " " "			
" " state if flanged (top and bottom)	<i>no</i>		<i>no</i>	" " " " " " " " " "			
" " Angles (top and bottom)	<i>3 1/2</i>	<i>3 1/2</i>	<i>5 1/4</i>	" " " " " " " " " "			
" " " " " " " " " "	<i>3 1/2</i>	<i>3 1/2</i>	<i>5 1/4</i>	" " " " " " " " " "			
" " " " " " " " " "	<i>32</i>	<i>58</i>	<i>32</i>	" " " " " " " " " "			
BEGIN PLATE, depth (exclusive of flange)	<i>4</i>	<i>4</i>	<i>50</i>	" " " " " " " " " "			
" " and thickness	<i>6</i>	<i>3 1/2</i>	<i>5 1/4</i>	" " " " " " " " " "			
" " Angles to Outside Plating				" " " " " " " " " "			
" " Floors (double)				" " " " " " " " " "			
" " Height of Brackets above at bilge	<i>58 x 70 (iron)</i>		<i>56</i>	" " " " " " " " " "			
VER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>70</i>		<i>56</i>	" " " " " " " " " "			
" " in Engine and Boiler space	<i>56</i>		<i>56</i>	" " " " " " " " " "			
" " Remainder in Hold				" " " " " " " " " "			
AMS, Upper Deck, Single Angle, Bulb	<i>9 x 3 1/2 x 5 1/2 x 48</i>		<i>9 x 3 1/2 x 5 1/2 x 48</i>	" " " " " " " " " "			
" " Angle, Plate, Tee Bulb, or Channel	<i>8 1/2 x 3 1/2 x 50</i>		<i>8 1/2 x 3 1/2 x 50</i>	" " " " " " " " " "			
" " Angles on upper edge	<i>8 1/2 x 3 1/2 x 50</i>		<i>8 1/2 x 3 1/2 x 50</i>	" " " " " " " " " "			
" " In way of Long Bridge	<i>48</i>		<i>48</i>	" " " " " " " " " "			
" " Spacing	<i>8 x 3 x 42</i>		<i>8 x 3 x 42</i>	" " " " " " " " " "			
AMS, Second Deck, Single Angle, Bulb	<i>8 x 3 x 42</i>		<i>8 x 3 x 42</i>	" " " " " " " " " "			
" " Angle, Plate, Tee Bulb, or Channel	<i>8 x 3 x 42</i>		<i>8 x 3 x 42</i>	" " " " " " " " " "			
" " Angles on upper edge	<i>8 x 3 x 42</i>		<i>8 x 3 x 42</i>	" " " " " " " " " "			
" " Spacing	<i>8 x 3 x 42</i>		<i>8 x 3 x 42</i>	" " " " " " " " " "			
AMS, Third and Fourth Deck, Single Angle	<i>8 x 3 x 42</i>		<i>8 x 3 x 42</i>	" " " " " " " " " "			
" " Bulb Angle, Plate, Tee Bulb, or Channel	<i>8 x 3 x 42</i>		<i>8 x 3 x 42</i>	" " " " " " " " " "			
" " Angles on upper edge	<i>8 x 3 x 42</i>		<i>8 x 3 x 42</i>	" " " " " " " " " "			
" " Spacing	<i>8 x 3 x 42</i>		<i>8 x 3 x 42</i>	" " " " " " " " " "			
AMS, Poop Deck, Angle, Bulb Angle, Plate	<i>11 x 3 1/2 x 5 1/2 x 48</i>		<i>11 x 3 1/2 x 5 1/2 x 48</i>	" " " " " " " " " "			
" " Tee Bulb, or Channel	<i>11 x 3 1/2 x 5 1/2 x 48</i>		<i>11 x 3 1/2 x 5 1/2 x 48</i>	" " " " " " " " " "			
" " Angles on upper edge	<i>11 x 3 1/2 x 5 1/2 x 48</i>		<i>11 x 3 1/2 x 5 1/2 x 48</i>	" " " " " " " " " "			
" " Spacing	<i>48</i>		<i>48</i>	" " " " " " " " " "			
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate	<i>Longitudinals</i>		<i>Longitudinals</i>	" " " " " " " " " "			
" " Tee Bulb, or Channel	<i>Longitudinals</i>		<i>Longitudinals</i>	" " " " " " " " " "			
" " Angles on upper edge	<i>Longitudinals</i>		<i>Longitudinals</i>	" " " " " " " " " "			
" " Spacing	<i>Longitudinals</i>		<i>Longitudinals</i>	" " " " " " " " " "			
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate	<i>Longitudinals</i>		<i>Longitudinals</i>	" " " " " " " " " "			
" " Tee Bulb, or Channel	<i>Longitudinals</i>		<i>Longitudinals</i>	" " " " " " " " " "			
" " Angles on upper edge	<i>Longitudinals</i>		<i>Longitudinals</i>	" " " " " " " " " "			
" " Spacing	<i>Longitudinals</i>		<i>Longitudinals</i>	" " " " " " " " " "			

* If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.

Vessel stated to have grounded in the River Clyde, off
Princes Pier on 30th Oct., whilst proceeding to Glasgow after the
trial trip. In consequence of this, she was placed in dry dock
and her bottom examined fore and aft; but, except that the paint
was considerably scrubbed, and in some places removed, there
was no sign of damage. It was recommended the bottom be
recoated, which was done.

W547-0266 3/3

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.			AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.					
			In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.		Rivets in Brackets to Bulkheads.	
			Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam. Speng.	Inches.	Number.	Diameter.		
			Forward end.			Forward end.			Forward end.			Forward end.								
Framing of L, L or C			6	3	36	6	3	36	6	3	36	6	3	36	7/8	5 1/4	5 1/4" apart	7	3/8	
Frames in Bridge 'tween Decks			bulk angles			bulk angles			bulk angles			bulk angles								
Frames from Uppermost Continuous Deck			No 1	7 1/2	3 1/2	4	6 1/2	3 1/2	4	7 1/2	3 1/2	4	6 1/2	3 1/2	4	"	"	✓	"	
			" 2	7 1/2	3 1/2	4	6 1/2	3 1/2	4	7 1/2	3 1/2	4	6 1/2	3 1/2	4	"	"	✓	"	
			" 3	9	3 1/2	4 1/2	7 1/2	3 1/2	4 1/2	9	3 1/2	4 1/2	7 1/2	3 1/2	4 1/2	"	"	✓	8	
			" 4	9 1/2	3 1/2	4 1/2	8	3 1/2	4 1/2	9 1/2	3 1/2	4 1/2	8	3 1/2	4 1/2	"	"	✓	"	
			" 5	10	3 1/2	4 1/2	8	3 1/2	4 1/2	10	3 1/2	4 1/2	8	3 1/2	4 1/2	"	"	✓	9-10	
			" 6	10	3 1/2	5 1/2	8 1/2	3 1/2	4 1/2	10	3 1/2	5 1/2	8 1/2	3 1/2	4 1/2	"	"	✓	10	
			" 7	10 x 3 1/2 x 3 1/2	5 1/2	9	3 1/2	4 1/2	10 x 3 1/2 x 3 1/2	5 1/2	9	3 1/2	4 1/2	"	"	"	"	✓	"	
			" 8	12 x 3 1/2 x 3 1/2	5 1/2	9 1/2	3 1/2	4 1/2	12 x 3 1/2 x 3 1/2	5 1/2	9 1/2	3 1/2	4 1/2	"	"	"	"	✓	"	
			" 9	12 x 4 x 3 1/2	5 1/2	W. T. Flat			12 x 4 x 3 1/2	5 1/2	W. T. Flat			"	"	"	"	✓	"	
			" 10	12 x 5 1/2 x 4 1/2	6 1/2	10	3 1/2	5 1/2	12 x 5 1/2 x 4 1/2	6 1/2	10	3 1/2	5 1/2	"	"	"	"	✓	"	
			" 11	12 x 6 1/4 x 4 1/2	6 1/2	10	3 1/2	5 1/2	12 x 6 1/4 x 4 1/2	6 1/2	10	3 1/2	5 1/2	"	"	"	"	✓	"	
			" 12	15 x 6 1/2 x 4 x 6 1/2	6 1/2	10	3 1/2	6 1/2	15 x 6 1/2 x 4 x 6 1/2	6 1/2	10	3 1/2	6 1/2	"	"	"	"	✓	16	
			" 13	Plate 17 x 4 1/4		Plate 12 x 3 1/2			Plate 17 x 4 1/4		Plate 12 x 3 1/2			"	"	"	"	✓	16	
			" 14	Shell angles		"			Shell angles		"			"	"	"	"	✓	12	
			" 15	3 1/2 x 3 1/2	4 1/2	Plate 14 x 3 1/2			3 1/2 x 3 1/2	4 1/2	Plate 14 x 3 1/2			"	"	"	"	✓	8	
			" 16			Plate 15 x 3 1/2					Plate 15 x 3 1/2			"	"	"	"	✓		
						Longitudinals 16 to 22 same as N. 15					Longitudinals 16 to 22 same as N. 15			"	"	"	"	✓		
Spacing of Longitudinal Frames			Amidships	30					30											
			At Ends	30				30												
Double Bottom						7 1/2 x 3 1/2	5 1/2		7	3 1/2	5 1/2	7/8	5 1/4	4 3/8 for 4 rivets each side from shell						
Tank Top Longitudinals						8	3 1/2	4 1/2			8	3 1/2	4 1/2	3 1/2 for 4 "						
Bottom																				
Spacing of Longitudinals			Amidships																	
			At Ends	30		30			30											
Transverses.																				
In Bridge			Depth and Thickness	15 x 38		15 x 38			15 x 38											
'tween Decks			Face Angles	3 1/2 x 3 1/2	40	3 1/2 x 3 1/2	40		3 1/2 x 3 1/2	40										
			Lugs to Shell	3 3 38		3 x 3	38		3 3 38					7/8 3 1/2						
In Awaiting Shelter or Upper 'tween Decks.			Depth and Thickness	18 x 40		18 x 40			18 x 40											
			Face Angles	4 x 3 1/2	44	4 x 3 1/2	44		4 x 3 1/2	44										
			Lugs to Shell	3 1/2 x 3 1/2	40	3 1/2 x 3 1/2	40		3 1/2 x 3 1/2	40				7/8 3 1/2						
			Depth and Thickness	35 x 46		30 x 50			35 x 46											
In Hold.			Face Angles	7 x 3 1/2	60	9 x 3 1/2	60		7 x 3 1/2	60										
			Lugs to Shell	6 x 6	46	6 x 6	46		6 x 6	46				7/8 3 1/2						
			Brackets	40 x 46		40 x 46			40 x 46											
Spacing of Transverse Frames <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>																				
Longitudinal Beams of L, L or E			Bridge Deck	5 1/2 x 3	30	5 1/2 x 3	30		5 1/2 x 3	30										
			Awaiting Shelter Dk.	7	3	42	6	3	36	7	3	42	6	3	36					
			Upper	8	3	42	6 1/2	3	40	8	3	42	6 1/2	3	40					
			Second																	
			Third																	
</																				

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.

Double bottom, if under Boilers only,	25	98	Deep tank, forward,	47.0	560
Double bottom, forward,			Other tanks, if fitted,		
Total capacity of double bottom			(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.		

Order for Special Survey No. 4764	1913. Feb. 21-24 Mar. 4-5-18 Apr. 10-14-16-24-28-30 May 5-6-7-9-16-19-21-23-28 June 4-5-13-18-27 July 2-3-4-8
Date 26.3.13	Aug. 1-12-14-18-22-26-29 Sept. 2-4-5-10-12-16-18-19-24-30 Oct. 2-7-8-10-21-27 Nov. 3-8-12-13-14-17-19-2
No. 487 in builder's yard	Dec. 2-10-11-12-15-16-17-18-23-24-29 1914. Jan. 8-9-12-14-20-21-28-29 Feb. 4-11-12-17-18-20-24 Mar. 3-5-11-17
	25-30-31 Apr. 17-20-21-23-29-30 May 5-7-14-18-21-22-28 June 3-12-15-17-18-19-23-25-26-29-30 Oct. 2-5-9-12-15-19-20-22-23-26-27-29 Nov. 2
	Total No. of Visits 173

Surveyor's Signature

George Lloyd's Register Foundation

GENERAL REMARKS—(continued).

Vessel stated to have grounded in the River Clyde off
Princes Pier on 30th Oct, whilst proceeding to Glasgow after the
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was considerably scrubbed, and in some places removed, there
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W547-0266 3/3

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.		
	In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		
	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.
Framing of L, L or C															
Frames in Bridge 'tween Decks	6	3	36	6	3	36	6	3	36	6	3	36	7/8	5 1/4	5 1/4" apart
Frames from Uppermost Continuous Deck	No 1	17 1/2	3 1/2	4	6 1/2	3 1/2	4	7 1/2	3 1/2	4	6 1/2	3 1/2	4	11	7
	No 2	17 1/2	3 1/2	4	6 1/2	3 1/2	4	7 1/2	3 1/2	4	6 1/2	3 1/2	4	11	"
	No 3	19	3 1/2	4 1/2	7 1/2	3 1/2	4 1/2	9	3 1/2	4 1/2	7 1/2	3 1/2	4 1/2	11	8
	No 4	21	3 1/2	4 1/2	8	3 1/2	4 1/2	9 1/2	3 1/2	4 1/2	8	3 1/2	4 1/2	11	9-10

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 103.75 ft., R.Q.D. 103.75 ft., Bridge 33.5 ft., Forecastle 43 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 should appear in the Register Book) 2 decks Stl

Official No. 137406; Signal Letters

State if Machinery is fitted aft yes

How are the surfaces preserved from oxidation? Inside on bunkers, fore hold, peak, paint Outside Paint
Bottom in water ballast tanks, fresh, cement

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.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	✓		Fore peak tank,	20.6	25
Double bottom, under Engines and Boilers,	✓		After peak tank,	14.0	23
Double bottom, if under Engines only,	✓		Deep tank, aft,	✓	
Double bottom, if under Boilers only,	25	98	Deep tank, forward,	47.0	560
Double bottom, forward,	✓		Other tanks, if fitted,	✓	
Total capacity of double bottom		98	(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. 4764

Date 26.3.13

No. 487 in builder's yard

Dates of Surveys held while building

1913. Feb. 21-24 Mar. 4-5-18 Apr. 10-14-16-24-28-30 May 5-6-7-9-16-19-21-23-28 June 4-5-13-18-27 July 2-3-4-8
Aug. 1-4-6-12-14-18-22-26-29 Sept. 2-4-5-10-12-16-18-19-24-30 Oct. 2-7-8-10-21-27 Nov. 3-8-12-13-14-17-19-2
Dec. 2-10-11-12-15-16-17-18-23-24-29 1914. Jan. 8-9-12-14-20-21-28-29 Feb. 4-11-12-17-18-20-24 Mar. 3-5-11-17
25-30-31 Apr. 17-20-21-23-29-30 May 5-7-14-18-21-22-25 June 3-11-5-8-9-10-12-15-17-18-19-23-25-26-29-30
July 2-3-6-13-30-31 Aug. 4-6-11-14-17-18-24-28 Sept. 2-4-7-8-9-10-11-14-16-17-18-21-23-24-25-26-29-30 Oct. 2-5-9-12-
15-19-20-22-23-26-27-29 Nov. 2

Total No. of Visits 173

Surveyor's Signature

George Niel

Lloyd's Register
Foundation