

WEB FRAMES. WEB-FRAMES, In Fore Body, No. and spacing. WEB-FRAMES, In E. & B. Space, No. and spacing. WEB-FRAMES, In After Body, No. and spacing. BULKHEADS. W.T. BULKHEADS. COLLISION PARTITION. LONGITUDINAL. PLATING. STRAKES. AS IN SHIP. PER RULE OR AS APPROVED. EDGES. RIVETING. BUTTS. UPPER DECK STRINGER PLATE. SECOND DECK STRINGER PLATE. FRAMES. REVERSED FRAMES. MASTS, SPARS, &c. LOWER MASTS. RIGGING. SAILS.

MECHANICAL TESTS. EQUIPMENT No. 32268. LETTER. ANCHORS. TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS. CHAIN CABLES. HAWSERS AND WARPS. Boats. Steering Gear, Steam by Caldwell & Co. Steering Gear, Hand by J. Harker & Co. Windlass is Steam by Emerson Walker & Co. Capstan. Engine Room Skylights. Coal Bunker Openings. Number of Scuppers. Ceiling in Holds. Cargo Hatchways. State size No. 1 Hatch. Number of Web Plates. Bulwarks. Correspondence. Workmanship. Are the rivets work properly closed? Are the liners between the frames and plates solid single pieces? Are the butts of plating, Stringers, &c., properly shifted and staggered? General Remarks. The materials and workmanship are of good quality. The oil fuel compartments have been tested in compliance with Sec 49 of the rules and found satisfactory. The oil tanks (24 in number) have been tested as required by the rules and found satisfactory. The Cofferdams have also been tested and found satisfactory. An installation of Marconi's wireless telegraphy has been fitted on board. NOTE. On account of damage done to have been caused through striking the dockhead of the James Watt St. Greenock when proceeding on her steam trials on 1st April 1914, the vessel was placed in Eiderlie Quay Dock Glasgow & examined. Shell plate of F stroke port side indented in way of sea inlet, also indented & scored on after side of after pump room bulkhead, the next two shell plates of F stroke on port side aft of pump room bulkhead, upper deck sheerstrake plate on starboard side in way of pump room slightly indented, upper deck sheerstrake plate on starboard side in way of pump room over.

GENERAL REMARKS—(continued).

NOTE. slightly indented & the 2, 3 & 4 lengths of bilge keel on port side counting from forward slightly buckled. As a temporary repair the indent in F stroke in way of the sea inlet has been faired in place, about 20 started rivets renewed & the caulking overhauled in way of the indent aft of the after pump room bulkhead, the oil tanks on each side of the pump room have been retanked & found tight. No other repairs have been effected & as the damage does not affect the efficiency of the vessel the owner's desired to defer the repairs to suit their convenience, this proposal being in my opinion satisfactory. For further particulars see copy of damage report.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 93.5 ft., R.Q.D. ✓ ft., Bridge 27.5 ft., Forecastle 38.0 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 DECK (STEEL) & WOOD FRAMES.

Official No. 136656; Signal Letters ✓ State if Machinery is fitted aft ✓.

How are the surfaces preserved from oxidation? Inside BY PORTLAND CEMENT & PAINT INSIDE OIL TANKS. Outside BY PAINT.

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft.			Fore peak tank.		33.
Double bottom, under Engines and Boilers.			After peak tank.		26.
Double bottom, if under Engines only. 9 ft.	37.0	77.	Deep tank, aft.		
Double bottom, if under Boilers only.	33.0	80.	Deep tank, forward.	33.0	330.
Double bottom, forward.			Other tanks, if fitted.		
Total capacity of double bottom		157.	(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. 2745

Date 10th April, 1913.

No. 355 in builder's yard.

DATE OF SURVEY held while building

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

Total No. of Visits 108

Surveyor's Signature

A. W. W. Rab.

Rpt. 9a.

Port of GREENOCK

Continuation of Report No. 16634 dated 6th April, 1914. on the

S. S. "Cassia."

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.		
			Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inches.	Number.	Diameter.			
Framing of L, L and C			TRANSVERSE FRAMING.															✓		✓	
Frames in Bridge 'tween Decks...			12" x 5/8"															✓		✓	
Deck			12" x 5/8"															✓		✓	
Frames from Uppermost Continuous Deck			12" x 5/8"															✓		✓	
Deck			12" x 5/8"															✓		✓	
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The particulars of framing in peaks (if ordinary), floors, Centre Girders, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

5m.12-T.

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.



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