

1 or 2 Decks.

and
IRON ~~STEEL~~ STEEL STEAMER.

BOX CASE.

THURS. 10 DEC 1891

Received at London Office,

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

Date of completion of Report 9 December 1891 Port of Glasgow

11151 Survey held at Bowling Date, First Survey 25 May 1891 Last Survey 8 December 1891

Or the Iron and Steel Screw Steamer

Topaz

Rig Schooner. 3 masts

Master P. Walsh

Year of appointment (1) As master in service of owner of present vessel: 1886
(2) As master of this vessel: 1891Built at Bowling
When built 1891 Launched 5 November 1891

By whom built Scott & Co

Owners W. Robertson

Managers

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

Residence Gordon St Glasgow

Port belonging to Glasgow

and as in Dry Dock

ONE OR TWO DECKED VESSEL.

CLASS 100 A 1

FEET.

Half Breadth (moulded) 13.25

Depth from upper part of Keel to top of Main Deck Bms. 13.66

Girth of Half Midship Frame (as per Rule) 24.20

1st Number 51.11

Length 143.63

2nd Number 8844

Proportions Breadths to Length 6.5

Depths to Length—Main Deck to top of Keel 12.6

Destined Voyage Coasting

If Surveyed while Building, Afloat, or in Dry Dock

Tonnage under Deck 374.04

Coop

Raised Or 71.85

Do. or Break 16.88

Bridge House 1.72

Houses on Deck 14.19

Excess of Hatchways 23.31

Do. of Forecastle 23.31

Do. above Crown of 23.31

Engine Room 23.31

Tonnage 501.99

New Space 45.47

Do. above Crown of 23.31

Engine Room 23.31

Tonnage 433.21

Do. on Deck 247.08

Tonnage 11.56

Do. on Deck 197.91

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BULKHEADS. No. in Vessel 3 No. Req'd. by Rule 3

Coiling betwixt Decks, thickness and material 2 1/2 in. hold do. do. 3

Number of Breasthooks 3

Crutches 1 and deck floor

Are the outside Plates doubled two spaces of Frames in length? Yes

The FRAMES extend in one length from middle line to margin plate and to upper plates Riveted through Plates with 3/4 in. Rivets, about 5/8 apart

The REVERSED ANGLE on floors and frames extend from middle line to margin plate and thence to bilge stringer and deck alternately in way of K&D the reverse angle extend to hold strake & K&D alternately

RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c.

Garboard, double riveted to Bar Keel on Flat Plate Keel, with rivets 1 in. diameter, averaging 5 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets 3/4 in. diameter, averaging 3 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, treble double riveted; with rivets 3/4 in. dia., averaging 2 1/2 ins. from cr. to cr.

Butts of 2 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 2 1/2 thicker than the plates they connect.

Edges from Bilge to Sheerstrake, worked clench, double single riveted; with rivets 3/4 in. dia., averaging 3 1/2 ins. from centre to centre.

Butts from Bilge to Sheerstrake, worked carvel, treble double riveted; with rivets 3/4 in. dia., averaging 2 1/2 ins. from cr. to cr.

Edges of Sheerstrake, double single riveted.

Butts of Main Stringer Plate, treble riveted for 1/2 length amidships.

Butts of Inner Bottom Plating single riveted for whole length.

Breadth of edge laps of Shell Plating in double riveting 4 1/2

Butt Straps of Shell Plating breadth and thickness 1 1/2 x 1/4 to 2 x 1/4

Butt Straps of Keelsons, Stringer and Tie Plates, treble double riveted

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c. Siemens Martin Steel. Frames & Riv. Frames. Clifton. Bulkheads, brackets & bulbs. Stockton. Plates. Plate.

Shell. Moulded.

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

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 to plate, &c., conform well to each other? Yes

Are the rivet holes well and sufficiently countersunk in the plate and put from the facing surfaces? Yes

Do any rivets break into or through the seams or butts of the plating? A few at butts

Are the butts of Plating, Stringers, &c., properly shifted and strapped? Yes

MASTS, SPARS, &c.

	Material	Total Length	DIAMETER AND THICKNESS.			No. of Plates in round.	ANGLES.		Rivets.
			At Partners.	Heel.	Hounds.		Number.	Size.	
Fore									
Lower Masts...	Main	Three masts - each a P. Pine Pole							
Mizen									
Bowsprit	None								
Topmasts, Yards and Remainder of Spars									
Rigging, Material and Size, Shrouds	2 1/2 ft. pale iron wire								
Stays	2 1/2 ft. pale iron wire								
Sails.	one	Suit of							
		Sails, and the following spare sails							

EQUIPMENT No. 9640 LETTER W

ANCHORS.

Number of Certificate.	Weight, Ex. Stock	Weight of Stock	TEST PER CERTIFICATE.			WEIGHT REQ. BY RULE			Description of Anchor.	Makers.	Where and when tested at Superintendent's.
			Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
22486	1st Bower	12 2 13	-	-	-	14	8	1	21	Stockton	Spencer & Co. & W. & A. & Co.
22486	2nd "	10 1 14	2	3	14	12	6	2	7	Stockton	W. & A. & Co.
22487	3rd "	8 2 14	2	1	14	10	15	0	0	Stockton	W. & A. & Co.
22487	Collective weight	31 2 18				31	0	0		Stockton	W. & A. & Co.
22489	Stream	3 3 0	1	0	0	6	3	0	14	Stockton	W. & A. & Co.
22413	Kedge	1 3 21	0	2	14	4	10	0	0	Stockton	W. & A. & Co.
22413	2nd Kedge	3 0								Stockton	W. & A. & Co.

CHAIN CABLES.

Number of Certificate.	Fathoms.	Test per Certificate.	Weight of Chain Cable	Fathoms & Size.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Fathoms.	Size.	Fathoms & Size.
9130	105	1 1/2	58.25	75.3	8 1/2	195	1 1/2	Steel high 4. Harthorne & Co. R. Warlow & Co. 27/41.	105	8	75.3
9215	90	1 1/2	"	66.3	23			"	90	8	66.3
Iron Stream Chain or Steel Wire	60	2	18	45	2 1/2	Steel wire	Spencer & Co. 27/41		60	2	18

Boats 3 in No. 2

Pumps, Number 2 and Inj. Suction as affords

The Windlass is Keld's Patent

Engine Room Skylights. How constructed? Iron coverings and seals

What arrangements for deadlights in bad weather? Expansive properly secured

Coal Bunker Openings. How constructed? Self-trimming hatches

How are lids secured? Hatches with capstans

Number of Scuppers, and number and dimensions of Freeing Ports, &c. Three ports in well on each side of the well, and two scuppers on each side

2. 8 x 1. 9 (Collective area = 11.65 sq. ft.) Length of well = 5 1/2 ft. - also two scuppers on each side

Cargo Hatchways. How formed? Plate coverings & thresholds 30 x 16

Hatches, if strong and efficient? Yes Solid 3

State size No. 1 Hatch (Forward) 8. 9 x 19. 0

No. 2 Hatch 26. 3 x 14. 0

No. 3 Hatch 19. 3 x 12. 0

No. 4 Hatch

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch No. 2 and 3 hatchways have web plates viz 2 in No. 2 and 1 in No. 3 - also 3 fore and afters in each

Bulwarks, height above deck and description 4 ft. above deck

Main Rail, material and size Channel iron 6 x 3 and 3 x 1 1/2

The above is a correct description.

Builder's Signature, (here only.) Scott 16

Surveyor's Signature, J. Hearle

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

Order for Special Survey No. 2449

Date 25 Feb 1891

Order for Ordinary Survey No. 1

Date 1891 May 25. June 1. 7. 9. 12. 18. 22. 26. July 1. 6

1st. On the several parts of the frame, when in place, and before the plating was wrought

2nd. On the plating during the process of riveting

3rd. When the beams were in and fastened, and before the decks were laid

4th. When the ship was complete, and before the plating was finally coated or cemented

5th. After the ship was launched and equipped

State dates and initials of letters respecting this case 31/10/90. 10/11/90. 1/12/90. 12/12/90

General Remarks (State quality of workmanship, &c.)

This is a well deck steamer built with iron frames, keelsons, girders, brackets and steel shell plating.

She has been built in accordance with the approved plans, attached hereto, and with the Rules generally.

The cellular double bottom and fore peak tank have been tested with water pressure and found satisfactory.

This is a sister vessel to the "Asteria" (Glasgow Report No 10698) by same builders for the same owners.

The materials and workmanship are good.

TICULARS FOR RECORD in the REGISTER BOOK. Length of Poop 85 1/2 ft., R.Q.D. or Break 85 1/2 ft., Bridge Dk. 10 1/2 ft., F'castle 25 ft.

where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. is joined to the B.D., this should be distinctly stated

Raised Quarter deck joined to Bridge deck

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 would appear in the Register Book) One deck. 1st iron, 1st of brass

Signal Letters

TICULARS OF WATER BALLAST.

Double bottom, forward, length and water capacity in tons

Double bottom, under engines and boilers, length and water capacity in tons

Double bottom, constructed on the cellular system, length 96 1/2 ft. and water capacity in tons 120

Fore peak tank, water capacity in tons 15

After peak tank, water capacity in tons

Lidship deep tank, length and water capacity in tons

Other tanks, if fitted, length and water capacity in tons

The above have all been tested as required by the Rules.

(If necessary, furnish further information by sketch.)

How are the surfaces preserved from oxidation? Inside Paint and Portland Cement Outside Paint & Composition

EEBOARD assigned by the Committee, as per Secretary's Letter, dated 4 Decr 1891

In Summer 1 ft. 0 ins.

In Winter 1 ft. 1 1/2 ins.

For Winter in North Atlantic ft. ins.

Fresh Water above the centre of disc 3 ins.

From Statutory dk line which is 1 1/2 above top of Wood, Iron or Steel Upper Deck.

Amount of Entry Fee £ 2 - - is received by me, 30/11/1891

Special £ 21 : 13 - -

Certificate £ - -

Travelling Expenses, if any £ - -

I am of opinion this Vessel should be Classed 100 A 1. Iron Framing & Steel Plating

1 Dk. part iron. Well Dk.

Committee's Minutes TUES. 15 DEC 1891

Character assigned 100 A 1

Iron framing Steel plating

1 Dk (pt. Iron)

Well deck

From further information received it is submitted that this vessel appears eligible to be Classed 100 A 1 with the notation "Iron Framing & Steel Plating" as recommended.

1 Dk (pt. iron) Well Deck

W.B. = C.D.B. & F.P.T. particulars as above

2020

Lloyd's Register

002846-002852-007342