

Sailing Vessel. ~~IRON OR~~ STEEL SAILING SHIP.

No. 13226

Port of *Greenock*. Date of completion of Report *9<sup>th</sup> January 1902* Received at London OfficeSurvey held at *Port Glasgow* Date of First Survey *9<sup>th</sup> April 1900* Last Survey *2<sup>nd</sup> January 1902*On the *Steel Sailing Ship "DAYLIGHT"*Rig *Barque (4 masts)*Master *James Keade*Year of Appointment *1902*Built at *Port Glasgow*When built *1901/1902*. Launched *2<sup>nd</sup> Dec/01*By whom built *Russell & Co.*Owners *Anglo American Oil Co. Ltd.*Managers *J. McDonald*

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

Residence *22, Billiter St. London.*Port belonging to *London.*

Surveyed while Building, Afloat, or in Dry Dock

TONNAGE under Tonnage Deck *3550.60*Do. of Poop *114.56*Do. of raised Qr. *63.39*Do. of Break *27.58*Do. of Houses *27.58*Do. of Forecastle *27.58*Do. of Houses on Deck *27.58*Do. of excess of Hatchways *27.58*Gross Tonnage *3756.13*Less Crew Space *157.36*TONNAGE FOR FEES *3598.77*Less Navigation spaces *27.58*Register Tonnage *3598.77*as cut on Beam *3598.77*

ONE OR TWO DECKED VESSEL.

CLASS *-100 A-1*Half Breadth (moulded) *24.43*Depth from upper part of Keel to top of Upper Deck Beams *31.16*Girth of Half Midship Frame (as per Rule) *50.58*1st Number *106.17*Length *337.0*2nd Number *35779*Proportions—Breadths to Length *6.9*Depths to Length—Upper Deck to top of Keel *10.8*Destined Voyage *Surveyed while Building, Afloat, or in Dry Dock*

LENGTH on deck as per rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH—Top of Floors to Upper Deck Beams	Feet.	Inches.	No. of Decks with Flat laid	No. of Tiers of Beams
<i>337</i>	<i>0</i>	<i>0</i>	<i>48</i>	<i>10</i>	<i>2</i>	<i>28</i>	<i>6</i>	<i>2</i>	<i>2</i>	<i>2</i>

Dimensions of Ship per Register, Length, *351.5* breadth, *49.15* depth, *28.25* Moulded depth, ft. *30* in. *2* Round up of Beam *12* ins.

FORGINGS AND CASTINGS.	Inches in Ship.	Inches per Rule. Or as Approved.	KEELSONS AND STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule. Or as Approved.	Inches per Rule. Or as Approved.	Inches per Rule. Or as Approved.
KEEL, Bar or Side Plates, depth and thickness	<i>11 x 3</i>	<i>11 x 3</i>	CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate	<i>25</i>	<i>14</i>	<i>25</i>	<i>14</i>	<i>25</i>	<i>14</i>
STEM, moulding and thickness	<i>11 x 3</i>	<i>11 x 3</i>	" Rider Plate	<i>13 3/4</i>	<i>14</i>	<i>13 3/4</i>	<i>14</i>	<i>13 3/4</i>	<i>14</i>
STERN-POST, do. do.	<i>11 x 3</i>	<i>11 x 3</i>	" Bulb Plate to Intercoastal Keelson	<i>18</i>	<i>10</i>	<i>18</i>	<i>10</i>	<i>18</i>	<i>10</i>
MAIN-PIECE of RUDDER, diameter at head	<i>8 1/2</i>	<i>8 1/2</i>	" Horizontal Plates above floors	<i>6 1/2</i>	<i>4 1/2</i>	<i>6 1/2</i>	<i>4 1/2</i>	<i>6 1/2</i>	<i>4 1/2</i>
" " " at heel	<i>6 1/2</i>	<i>6 1/2</i>	" Angles	<i>18 3/4</i>	<i>14</i>	<i>18 3/4</i>	<i>14</i>	<i>18 3/4</i>	<i>14</i>

RUDDER, how constructed *Forged Single plate.*Can the Rudder be unshipped afloat? *Yes*

FRAMING.	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.
FRAME, Angles, <i>7</i> Beams, for <i>3</i> length amidships	<i>7</i>	<i>3 1/2</i>	<i>10</i>	<i>7</i>	<i>3 1/2</i>	<i>10</i>	<i>7</i>	<i>3 1/2</i>	<i>10</i>
Do. for <i>1</i> at each end	<i>7</i>	<i>3 1/2</i>	<i>9</i>	<i>7</i>	<i>3 1/2</i>	<i>9</i>	<i>7</i>	<i>3 1/2</i>	<i>9</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>25</i>	<i>25</i>	<i>25</i>	<i>25</i>	<i>25</i>	<i>25</i>	<i>25</i>	<i>25</i>	<i>25</i>
REVERSED FRAME, Angles	<i>7</i>	<i>3 1/2</i>	<i>10</i>	<i>7</i>	<i>3 1/2</i>	<i>10</i>	<i>7</i>	<i>3 1/2</i>	<i>10</i>
DEEP FRAMING, depth of girder	<i>11</i>	<i>11</i>	<i>11</i>	<i>11</i>	<i>11</i>	<i>11</i>	<i>11</i>	<i>11</i>	<i>11</i>
FLOORS, depth and thickness of Floor Plate at mid line for <i>3</i> length amidships	<i>32</i>	<i>10</i>	<i>32</i>	<i>10</i>	<i>32</i>	<i>10</i>	<i>32</i>	<i>10</i>	<i>32</i>
" thickness at the ends of vessel	<i>16</i>	<i>8</i>	<i>16</i>	<i>8</i>	<i>16</i>	<i>8</i>	<i>16</i>	<i>8</i>	<i>16</i>
" depth at <i>1</i> the half breadth, as per Rule	<i>16</i>	<i>16</i>	<i>16</i>	<i>16</i>	<i>16</i>	<i>16</i>	<i>16</i>	<i>16</i>	<i>16</i>
" height extended at the Bilges	<i>64</i>	<i>64</i>	<i>64</i>	<i>64</i>	<i>64</i>	<i>64</i>	<i>64</i>	<i>64</i>	<i>64</i>
BEAMS, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>11 1/2</i>	<i>10</i>	<i>11 1/2</i>	<i>10</i>	<i>11 1/2</i>	<i>10</i>	<i>11 1/2</i>	<i>10</i>	<i>11 1/2</i>
" Angles on Upper Edge	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>
" Average space	<i>50</i>	<i>50</i>	<i>50</i>	<i>50</i>	<i>50</i>	<i>50</i>	<i>50</i>	<i>50</i>	<i>50</i>
BEAMS, Lower Deck, Plate or Tee Bulb	<i>12</i>	<i>11</i>	<i>12</i>	<i>11</i>	<i>12</i>	<i>11</i>	<i>12</i>	<i>11</i>	<i>12</i>
" Angles on Upper Edge	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>
" Average space	<i>50</i>	<i>50</i>	<i>50</i>	<i>50</i>	<i>50</i>	<i>50</i>	<i>50</i>	<i>50</i>	<i>50</i>
BEAMS, Hold, Plate or Tee Bulb	<i>9</i>	<i>3</i>	<i>12</i>	<i>9</i>	<i>3</i>	<i>12</i>	<i>9</i>	<i>3</i>	<i>12</i>
" Angles on Upper Edge	<i>25</i>	<i>25</i>	<i>25</i>	<i>25</i>	<i>25</i>	<i>25</i>	<i>25</i>	<i>25</i>	<i>25</i>
" Average space	<i>50</i>	<i>50</i>	<i>50</i>	<i>50</i>	<i>50</i>	<i>50</i>	<i>50</i>	<i>50</i>	<i>50</i>
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>8 1/2</i>	<i>3</i>	<i>12</i>	<i>8 1/2</i>	<i>3</i>	<i>12</i>	<i>8 1/2</i>	<i>3</i>	<i>12</i>
" Angles on upper edge	<i>50</i>	<i>50</i>	<i>50</i>	<i>50</i>	<i>50</i>	<i>50</i>	<i>50</i>	<i>50</i>	<i>50</i>
" Average space	<i>50</i>	<i>50</i>	<i>50</i>	<i>50</i>	<i>50</i>	<i>50</i>	<i>50</i>	<i>50</i>	<i>50</i>
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>9</i>	<i>3 1/2</i>	<i>13</i>	<i>9</i>	<i>3 1/2</i>	<i>13</i>	<i>9</i>	<i>3 1/2</i>	<i>13</i>
" Angles on upper edge	<i>50</i>	<i>50</i>	<i>50</i>	<i>50</i>	<i>50</i>	<i>50</i>	<i>50</i>	<i>50</i>	<i>50</i>
" Average space	<i>50</i>	<i>50</i>	<i>50</i>	<i>50</i>	<i>50</i>	<i>50</i>	<i>50</i>	<i>50</i>	<i>50</i>
PILLARS, In 'tween Decks, Size and Spacing	<i>3</i>	<i>50</i>	<i>3</i>	<i>50</i>	<i>3</i>	<i>50</i>	<i>3</i>	<i>50</i>	<i>3</i>
" Hold	<i>4 3/8</i>	<i>4 3/8</i>	<i>4 3/8</i>	<i>4 3/8</i>	<i>4 3/8</i>	<i>4 3/8</i>	<i>4 3/8</i>	<i>4 3/8</i>	<i>4 3/8</i>
" Quarter, 'tween Dks.	<i>3</i>	<i>100</i>	<i>3</i>	<i>100</i>	<i>3</i>	<i>100</i>	<i>3</i>	<i>100</i>	<i>3</i>
" in Holds	<i>4 3/8</i>	<i>4 3/8</i>	<i>4 3/8</i>	<i>4 3/8</i>	<i>4 3/8</i>	<i>4 3/8</i>	<i>4 3/8</i>	<i>4 3/8</i>	<i>4 3/8</i>

WEB FRAMES, Number and Spacing

" Breadth and thickness

" No. of Side Stringers, breadth &amp; thickness

" Size of Angles or Tee Bars to Web Frames

BRACKET PLATES to Stringers between Web Frames, Depth and Thickness

BULKHEADS. Number. Thickness. STIFFENERS. Horizontal. Vertical. Spacing. Single or Double Frames. Height up.

W. T. BULKHEADS *1* *1* *8.78* *6 x 3 1/2* *48* *16* *16* *16*PARTITION *3* *3* *8.78* *6 x 3 1/2* *48* *16* *16* *16*Are the outside Plates doubled two spaces of Frames in length? *Yes*



PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.		BUTTS.										
	AMIDSHIP.	FORWARD.	AFT.	THICKNESS.	AMIDSHIP.	THICKNESS.	Single or Double.	Breadth of Lap.	RIVETS.	Double or Triple and for what Length.	RIVETS.	STRAPS.	IF LAPPED.						
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.			Diam.	Spacing or to or.	Diam.	Breadth.	Thickness.						
KEEL (Riveting) .....	1 1/4	1/4	1/4	1/4	1 1/4	1/4	Double	6	1	1/8	3 R. 4 A.	1	3 1/2						
GARBOARD OR A Strake .....	4 1/2	1 1/4	1 1/4	1 1/4	4 1/2	1 1/4	Double	6	1	1/8	3 R. 4 A.	1	3 1/2						
B " .....	5 1/4	1 1/4	1 1/4	1 1/4	5 1/4	1 1/4	Double	6	1	1/8	3 R. 4 A.	1	3 1/2						
C " .....	4 1/2	1 1/4	1 1/4	1 1/4	4 1/2	1 1/4	Double	6	1	1/8	3 R. 4 A.	1	3 1/2						
D " .....	5 1/4	1 1/4	1 1/4	1 1/4	5 1/4	1 1/4	Double	6	1	1/8	3 R. 4 A.	1	3 1/2						
E " .....	5 1/4	1 1/4	1 1/4	1 1/4	5 1/4	1 1/4	Double	6	1	1/8	3 R. 4 A.	1	3 1/2						
F " .....	5 1/4	1 1/4	1 1/4	1 1/4	5 1/4	1 1/4	Double	6	1	1/8	3 R. 4 A.	1	3 1/2						
G " .....	4 1/2	1 1/4	1 1/4	1 1/4	4 1/2	1 1/4	Double	6	1	1/8	3 R. 4 A.	1	3 1/2						
H " .....	5 1/4	1 1/4	1 1/4	1 1/4	5 1/4	1 1/4	Double	6	1	1/8	3 R. 4 A.	1	3 1/2						
J " .....	4 1/2	1 1/4	1 1/4	1 1/4	4 1/2	1 1/4	Double	6	1	1/8	3 R. 4 A.	1	3 1/2						
K " .....	5 1/4	1 1/4	1 1/4	1 1/4	5 1/4	1 1/4	Double	6	1	1/8	3 R. 4 A.	1	3 1/2						
L " .....	4 1/2	1 1/4	1 1/4	1 1/4	4 1/2	1 1/4	Double	6	1	1/8	3 R. 4 A.	1	3 1/2						
M " .....	5 1/4	1 1/4	1 1/4	1 1/4	5 1/4	1 1/4	Double	6	1	1/8	3 R. 4 A.	1	3 1/2						
POOP OR R.Q. DE. SIDES .....	4 1/2	1 1/4	1 1/4	1 1/4	4 1/2	1 1/4	Double	6	1	1/8	3 R. 4 A.	1	3 1/2						
FORECASTLE SIDES .....	4 1/2	1 1/4	1 1/4	1 1/4	4 1/2	1 1/4	Double	6	1	1/8	3 R. 4 A.	1	3 1/2						
LENGTHS OF PLATING .....	12 frame spaces.																		

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, outside Plating, &c. *Siemens-Martin Process.*

Any built up or Glasgow, Dalglish & Co. Ltd.

Plating: Clydeside, Glasgow, & Dalglish.

Iron plates: West. Kent's.

FRAMES extend in one length from Centre line to gunwale.

REVERSED FRAMES on floors and frames extend from the middle line to gunwale from fore mast for 2 1/2 ft. after at each end to after mast for 2 1/2 ft. alternately.

MASTS AND SPARS.										
MASTS, &c.	MATERIAL.	Total Length.	DIAMETER AND THICKNESS AT—				No. of Plates in Round.	ANGLES.	RIVETING.	RIGGING.
			Partners.	Heel.	Hoards.	Head.				
		Feet. Ins.	Ins.	Ins.	Ins.	Ins.				
LOWER MASTS .....	Fore .....	101.9	33 x 3/4	26 x 3/4	27 x 3/4	21 x 3/4	2	4	5 x 3/4	3 R. + 2 R. G.S.M.
	Main .....									
	Mizen .....									
	Jigger .....									
BOWSPRIT .....	Fore .....	71.10	31 x 3/4	26 x 3/4	27 x 3/4	21 x 3/4	2	4	5 x 3/4	3 R.
	Main .....	61.11	21 x 3/4	21 x 3/4	19 x 3/4	17 x 3/4	2	3 1/2 x 3 1/2	Sample	3 R.
	Mizen .....									
	Jigger .....	77.0		17 x 3/4		8 x 3/4				
TOPMASTS .....	Fore .....									
	Main .....									
	Mizen .....									
	Jigger .....									
YARDS .....	Fore .....	95.10	At Centre	23 x 3/4	At Ends	14 x 3/4	2		Single	3 R.
	Main .....									
	Crossjack .....									
	Jigger .....									
LOWER YARDS .....	Fore .....	87.0		21 x 3/4		10 x 3/4				
	Upper .....	79.0		19 x 3/4		9 x 3/4				
	Main .....	87.0		21 x 3/4		10 x 3/4				
	Upper .....	79.0		19 x 3/4		9 x 3/4				
	Mizen .....	87.0		21 x 3/4		10 x 3/4				
	Upper .....	79.0		19 x 3/4		9 x 3/4				
	Jigger .....									
REMAINDER OF SPARS .....	P. Pine (Upper & lower topgallant yards steel)									

EQUIPMENT No. 38164 LETTER Z.										
Number of Certificate.	Anchors.	WEIGHT, E.C. STOCK.		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.		ANCHORS.		
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	
23004	1st Bower .....	48	3	21	12	2	14	41	13	1
43004	2nd " .....	47	2	18	12	0	6	40	19	1
22995	3rd " .....	41	3	12	11	2	24	36	19	1
	Collective weight .....	38	1	20				137	0	0
20553	Stream .....	18	2	17	4	5	26	19	10	3
23003	Kedge .....	8	2	32	2	0	24	10	15	0
	2nd Kedge .....									

CHAIN CABLES.									
Number of Certificate.	Fathoms.	Size.	WEIGHT OF CHAIN CABLE.		WEIGHT OF CHAIN CABLE.		Description.	Makers of Cables.	When and where tested, and Superintendent.
			Supplied.	Per Rule.	Supplied.	Per Rule.			
22844	300	2 1/2	10.10.0	8.4.1	1.2.8	4.1.0	300.2 1/2	Steel	Robt. Green
22872	120	1 1/4	2.2.0	0.9	0.1	0.9	120.1 1/4	Steel	Robt. Green

HAWSERS AND WARPS.									
Number of Certificate.	Fathoms.	Size.	WEIGHT OF CHAIN CABLE.		WEIGHT OF CHAIN CABLE.		Description.	Makers of Cables.	When and where tested, and Superintendent.
			Supplied.	Per Rule.	Supplied.	Per Rule.			
22844	300	2 1/2	10.10.0	8.4.1	1.2.8	4.1.0	300.2 1/2	Steel	Robt. Green
22872	120	1 1/4	2.2.0	0.9	0.1	0.9	120.1 1/4	Steel	Robt. Green

Boats 4 in number.

Pumps, Number 4 pumps to hold 1 1/2 tons of water.

Windlass is Embury's Patent & Thompson's.

Number of Scuppers, and number and dimensions of Freeing Ports 5 Scuppers and 7 H. P. on each side.

Ceiling in Holds, thickness and material 2 1/2".

Ceiling 'tween Deck, thickness and material 2".

Cargo Hatchways.—How formed? Steel plates & angles in the usual manner.

Hatches, if strong and efficient? Yes 3".

State size No. 1 Hatch (Forward) 8.4.18.0 x 3.0.

No. 2 Hatch 12.6 x 12.0 x 3.0.

No. 3 Hatch 16.8 x 10.8 x 3.0.

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch 1 Shipping beam in.

No. of Breasthooks 2.

Main Rail, material and size.

No. of Crutches 2.

Topgallant Rail.

The above is a correct description.

Builder's Signature (here only.) *Robt. Green*

Surveyor's Signature *Wm. Johnston*

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

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case) 1901 (M) 30th Mar.

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

Is the riveted work properly closed? *Yes.*

Are the liners between the frames and plates solid single pieces? *Joggled frames.*

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Yes.*

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *Yes.*

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

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

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the approved plans, the Secretaries letters of above dates and in other respects in accordance with the Rules, and the workmanship is good.*

*The steel used in her construction has been manufactured at the Works set forth on this report and duly tested by the Society's Surveyors.*

*The weather decks and gutter waterways have been tested with water and found satisfactory and the efficiency of the pumps ascertained.*

*This vessel has a midships deep tank. Length 68'-9" Capacity 2000 tons tested as required by rule and found satisfactory.*

*There is a counter of 7/8" on the keel of this vessel.*

This is a Sister Vessel to the Bk "Brilliant" G.R. 179.13026.

The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 50' 7 1/2", R.Q.D. or Break ft., Bridge Dk. ft., F'castle 37' 0" ft. (in feet and tenths). 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 Sts (1 pl. Sts & U Sts - 17.5) Deep Framing*

Official No. *490*; Signal Letters *—*

How are the surfaces preserved from oxidation? Inside *Portland Cement & paint* Outside *Paint.*

Order for Special Survey No. *2107*

Date *9th Jan 1901*

Order for Ordinary Survey No. *—*

Date *—*

No. *490* in builder's yard.

1st. On the several parts of the frame, when in place, and before the plating was wrought *1900. April 9. 12. 22. 23. 25. May 7. 15. 20. 21. 29. June 4.*

2nd. On the plating during the process of riveting *10. 12. 14. 17. 20. 27. July 1. 16. 19. 23. 24. 26. 31. Aug 5. 6.*

3rd. When the beams were in and fastened, and before the decks were laid *14. 16. 20. 21. 26. 29. Sept 3. 5. 11. 17. 19. 20. 22. 30. Oct 2. 3.*

4th. When the ship was complete, and before the plating was finally coated or cemented *7. 15. 16. 18. 25. 29. 30. 31. Nov 1. 4. 7. 12. 14. 15. 19. 22. 26. 27. 28.*

5th. After the ship was launched and equipped *29. 30. Dec 2. 4. 9. 13. 14. 16. 19. 23. 25. 30. 31. 1901. Jan 2.*

Total No. of Visits *75*

The amount of Entry Fee ..... £ *5*

Special Survey Fee ..... £ *114*

Travelling Expenses, if any £ *—*

Fees applied for, *6.1.1902*

Received by me, *Wm. Johnston*

Certificate to be sent to *Glasgow.*

I am of opinion this Vessel should be Classed *-100. A. 1 (Steel)*

Without Freeboard, as condition of Class

Committee's Minute *Glasgow, 13 JAN. 1902*

Character assigned *+ 100. A. 1 (Steel) dlogh. S. & C. S.*

*+ D.B. 1.02.*

TUES. 22 APR 1902

Full Certificate Written. *19/02*

008186-008200-0328 2/2