

3 Decks.

IRON OR STEEL STEAMER.

No. 719

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

Date of completion of report 2 May 1906. Port of Barrow. Received at London Office WED. MAY 6 1896
Survey held at Barrow. Date, First Survey August 27th. Last Survey April 30th 1896.
On the Steel Screw Steamer. CLAN LINDSAY. Rig Schooner.

TONNAGE under
Tonnage Deck...
Do. between Tonnage Dk.
and 3rd and 4th Dk.)
Total under Upper Dk. 2310.27
Do. of Poop. 64.88
Do. of Bridge House 184.30
Do. of Forecastle 20.72
Do. of Houses on Dk. 49.98
Do. of excess of Hatchways 8.67
Do. above Crown of
Engine Room 29.58
Gross Tonnage 2668.48
Less Crew Space 82.70
Less above Crown of
Engine Room 29.58
TONNAGE FOR FEES.. 2546.19
Less Engine Room 853.89
Less Navigation Spaces 17.18

THREE DECKED VESSEL.
CLASS 100. A. 1
FEET.
Half Breadth (moulded) 20.00
Depth from upper part of Keel to top of Upper Deck Beams 26.96
Girth of Half Midship Frame (as per Rule) 42.87
deduct 7 feet 7.00
1st Number 82.83
Length 310.33
2nd Number 25704.6
Proportions—Breadth to Length 7.76
Depth to Length—Upper Deck to top of Keel 11.51
Main Deck ditto 16.33

Master J. Schofield
Year of appointment (1) As Master in service of owner of present vessel—1882 (2) As Master of this vessel—1896
Built at Barrow
When built 1896. Launched 2 April
By whom built Naval Construction & Armament Co.
Owners Cayzer Irvine & Co.
Managers (Where necessary to be entered in Reg. Book.)
Residence Glasgow.
Port belonging to Glasgow.

Net Tonnage 1704.57
Destined Voyage Glasgow to Load. If Surveyed while Building, Afloat, or in Dry Dock
TH on Deck 310.4
Feet. 4
Inches. 4
BREADTH—Moulded 40.0
Feet. 40
Inches. 0
DEPTH top of Floor to Upper Deck Beams 23.75
Feet. 23
Inches. 7 1/2
Do. do. Main Deck Beams 15.8
Feet. 15
Inches. 8
Power of Engines 300
Horse.
No. of Decks with flat laid Two
No. of Tiers of Beams Four
Round up of Beam, Upper Dk. 9.1 ins.

FRAMING.				FORGINGS OR CASTINGS.			
Inches in Ship	Inches in Ship	20ths in Ship	Inches per Rule Or as Approved	Inches in Ship	Inches in Ship	20ths in Ship	Inches per Rule Or as Approved
KEEL, Angles, 7.5 or 8 Bars for 1/2 length amidships	5	3 1/2	8 1/5 3 1/2 8	KEEL, Bar or Side Plates, depth and thickness	10 x 2 3/4	10 x 2 3/4	
for 1/2 at each end	5	3 1/2	7 1/5 3 1/2 7	STEM, moulding and thickness	10 x 2 3/4	10 x 2 3/4	
in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	8 1/5 3 1/2 8	STERN-POST for Rudder do. do.	10 x 6	10 x 6	
" " " at intermediate Plats				" for Propeller	10 x 6	10 x 6	
ace of Frames from moulding edge to building edge, all fore and aft	24		24	MAIN PIECE of Rudder, diameter at head	8 3/8	8 3/8	
PERSED FRAME, Angles	3 1/2	3 1/2	8 1/5 3 1/2 8	" do. at heel	4 1/8	4 1/8	
FRAMING, depth of girders				RUDDER, how constructed Iron forging Single plate			
ORS, depth and thickness of Floor Plate at mid line for 1/2 length amidships				Can the Rudder be unshipped afloat? Yes.			
in way of Engines and Boilers				KEELSONS & STRINGERS.			
thickness at the ends of vessel				CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate			
depth at 1/2 the half breadth, as per Rule				" Rider Plate			
height extended at the Bilges				" Bulb Plate to Intercoastal Keelson			
ORS & BRACKETS in Cell Dble Bottoms				" Horizontal Plates on Floors			
" Distance apart	24		24	" Angles			
TRE GIRDER, in Double bottom, depth and thickness	40	10	40 10	SIDE KEELSON, Angles			
" Angles, Top	4	4	9 1/4 4 4 9	" Bulb or Plate above floors, for lng.			
" Bottom				" Intercoastal Plate, for length			
E GIRDERS, number and thickness	3	3 1/2	7 1/5 3 1/2 7	" Attached to outside Plating with Angle			
" Angles	3 1/2	3 1/2	8 1/5 3 1/2 8	BILGE KEELSON, Angles			
RGIN PLATE, depth (exclusive of flange) and thickness	26	8	26 8	" Bulb or Plate above floors, for lng.			
" Angles	3 1/2	3 1/2	8 1/5 3 1/2 8	" Intercoastal Plate for length			
ER BOTTOM PLATING, breadth and thickness of Middle Line Strake	36	9	36 9	" Attached to outside Plating with Angle			
" in Engine and Boiler space	7/10	12 1/4	7/10 12 1/4	BILGE STRINGER Angles			
" Remainder in Holds	7		7	" Bulb Plate for length			
AMS, Upper Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	9	5 1/2	9 5 1/2 9	" Intercoastal Plate for length			
" Angles on upper edge				" Attached to outside Plating with Angle			
" Average space	48		48	SIDE STRINGER Angles			
AMS, Middle Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	7 1/2	3	9 1/2 3 9	" Bulb or Intercoastal Plate, for lng.			
" Angles on upper edge				" Attached to outside plating with Angle			
" Average space	24		24	Upper Deck Stringer Plates, br'dth & thickness	50	10	44 1/2 10
AMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb				" Angle on ditto	4 1/2	4 1/2	10 4 1/2 4 1/2 10
" Angles on upper edge				" Tie Plates fore and aft, outside Hatchways			
" Average space				" Deck. Iron or Steel, for whole lng.			
AMS, Hold, or Orlop, Plate or Tee Bulb				" Wood Deck. Material & thickness P.P.	5 x 3 1/2	5 x 3 1/2	
" Angles on upper edge				Middle Deck Stringer Plate, br'dth & thickness	44 1/2	10	44 1/2 10
" Average space				" Angles on ditto, No.	4	4	9 1/4 4 4 9
AMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	7	3	8 1/7 3 8	" Tie Plates outside Hatchways			
" Angles on upper edge				" Diagonal Tie Plates on Dms, No. of pps.			
" Average space	48		48	" Deck. Iron or Steel, for whole lng.		6	6
AMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb				" Wood Deck. Material & thickness			
" Angles on upper edge				Lower Deck Stringer Plate, br'dth & thickness			
" Average space				" Angles on ditto, No.			
AMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	8	3	9 1/8 3 9	" Tie Plates, outside Hatchways			
" Angles on upper edge				" Deck. Material and thickness			
" Average space	48		48	Hold, or Orlop Stringer Plate, br'dth & thckn's			
ILLARS, In 'tween Deck, size and spacing	2 3/4	48	2 3/4 48	" Angles on ditto, No.			
" Hold	4		4	" Tie Plates outside Hatchways			
" Quarter 'tween Dms.				" Deck. Material and thickness			
" in Hold				Poop Deck Stringer Plate, breadth & thickness	28	7	28 7
WEB-FRAMES, In Fore Body, No. and spacing	10 Webs 5 x 6			" Angle on ditto	3	3	7 3 3 7
" br'dth. & thickness	18	8	18 8	" Tie Plates	12	6	12 6
" No. of Side Stringers	Two		Two	" Deck. Material and thickness P.P.	5 x 3	5 x 3	
WEB-FRAMES, In E. & B. Space, No. & spacing	4 Webs 5 x 6			Bridge Deck Stringer Plate, br'dth & thickness	36	8	36 8
" br'dth. & thickness	18	8	18 8	" Angle on ditto	3 1/2	3 1/2	9 1/2 3 1/2 9
WEB-FRAMES, In After Body, No. and spacing	7 Webs 5 x 6			" Tie Plates	12	7	12 7
" br'dth. & thickness	18	8	18 8	" Deck. Material and thickness P.P.	5 x 3	5 x 3	
" No. of Side Stringers	Two		Two	Forecastle Deck Stringer Plate, b'dth & th'kns	28	7	28 7
" Size of Angles or Tee Bars to Web-Frames	3 1/2	3 1/2	8 3 1/2 3 1/2 8	" Angle on ditto	3	3	7 3 3 7
BRACKET PLATES to Stringers between Web Frames, depth and thickness	Hanger brackets 8			" Tie Plates	12	6	12 6
				" Deck. Material and thickness P.P.	5 x 3	5 x 3	

PLATING.										RIVETING.													
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.			BUTTS.													
	AMIDSHIP.		FORWARD.	AFT.	AMIDSHIP.		Single or Double.	Breadth of Lap.	RIVETS.		Double or Treble and for what Length.	RIVETS.		STRAPS.		IF LAPPED.							
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.			Diam.	Spacing or to cr.		Diam.	Spacing or to cr.	Breadth.	Thick-ness.	Breadth.	For what Length.						
Flat Plate Keel (If Bar Keel, state Riveting)	18	12	11	12	36	12	Double	5 1/4	7/8	3 3/8	Double 3/4 in.	7/8	3 3/8	16 3/4	16								
GARBOARD OR A STRAKE	36	12	11	12	36	12																	
State actual thickness in way of Double Bottom.	B	5 3/2	10	9	11	55	10										13 1/2						
	C	5 1/2	11	9	13	55	11																
	D	5 1/4	11	9	13	55	11																
	E	5 1/4	11	9	11	55	11																
	F	4 9/16	12	9	12	49	12																
	G	5 2 1/2	11	9	11	54	11																
	H	4 9	12	9	9	49	12																
	J	5 0 1/2	11	9	9	51	11																
	K	4 8	12	9	9	48	12																
Sheerstrake	L	5 0 1/2	11	9	9	51	11																
	M	4 2	13	10	10	42	13		6	1	4	Double 3/4 in.		16 3/4	13	in way of following							
	N																						
	O																						
	P																						
	Q																						
	R																						
Double of Flat Plate Keel																							
Length and thickness of Bilges																							
of Sheerstrakes	24	11																					
of Strake below																							
POOP SIDES		7																					
BRIDGE SIDES		7																					
FORE-CASTLE SIDES		7																					
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, Plating, &c. <i>Siemens Martin Steel.</i>										Upper Deck Butts, treble riveted for <i>3/4</i> length amidship.													
<i>Plater, Cornett, Clydebridge, West. Hambleton, Stockton, Middlesbrough.</i>										Stringer Plate Straps, single, double or overlapped for <i>1/2</i> length amidship.													
<i>Steel Co. of Scotland & Clydebank.</i>										Middle Deck Butts, treble riveted for <i>3/4</i> length amidship.													
<i>Angus Brothers, built to order, Colville, Steel Co. of Scotland, Glasgow & Palmer.</i>										Stringer Plate Straps, single, double or overlapped for <i>whole</i> length amidship.													
										Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted? <i>Single & double</i>													
										Inner Bottom Plating, riveting of Edges <i>Single & double</i> Butts <i>Single & double</i>													
										Centre Girder Butts, <i>Double</i> riveted Keelson Butts, <i>Double</i> riveted.													
										Frames, riveted through Plates with <i>7/8</i> in. Rivets, about <i>6</i> apart.													
										Rivets, state whether Iron or Steel <i>Iron.</i>													
FRAMES extend in one length from <i>Center line</i> to <i>Bridge, Side & Poop decks.</i>																							
REVERSED FRAMES on floors and frames extend from <i>Center line to Main & Upper Decks: double in E & B. space</i>																							
<i>Main & Side Decks in way of Side, and aft as required.</i>																							
MASTS, SPARS, &c.																							
Material. Total Length. DIAMETER AND THICKNESS. No. of Plates in round. ANGLES. RIVETING.																							
At Partners. Heel. Hounds. Head. Number. Size. Seams. Butts.																							
LOWER MASTS.....	Fore	Steel	76. 9 1/2	21 x 7/16	16 1/2 x 7/16	16 x 7/16	14 x 7/16	1	Two														
	Main	"	73. 8	21 x 7/16	18 1/2 x 7/16	16 x 7/16	14 x 7/16	1	"														
	Mizzen																						
Bowsprit																							
Topmasts, Yards and Remainder of Spars <i>Wood.</i>																							
Rigging, Material and Size, Shrouds <i>E. S. N. 3 1/2" + 3 1/4"</i> Stays <i>5"</i>																							
Sails. <i>One Complete</i> Suit of <i>Schooner</i> Sails, and the following spare sails																							
EQUIPMENT No. <i>29584</i> LETTER <i>F.</i> ANCHORS.																							
Number of Certificate. Anchors. WEIGHT, EX. STOCK. WEIGHT OF STOCK. TEST, PER CERTIFICATE. WEIGHT REQ. BY RULE. Description of Anchor. Makers. Where and when tested and Superintendent.																							
Cwts. qrs. lbs. Cwts. qrs. lbs. Tons. cwt. qrs. lbs. Cwts. qrs. lbs.																							
28861	1st Bower	34	1	0	8	2	7	31	16	1	0	34	0	0	Rodgers Patent	S. Taylor & Son	Slid. 27/1/96.	J. Hardman					
28862	2nd "	32	2	7	8	1	0	30	11	3	14	34	0	0	"	"	"	"					
28860	3rd "	30	2	0	7	2	14	29	0	0	0	29	0	0	"	"	"	"					
	Collective weight	97	1	7								97	0	0									
28863	Stream	10	3	0	2	2	21	12	13	0	14	10	3	0	Common	S. Taylor & Son	Slid. 27/1/96.	J. Hardman					
28864	Kedge	5	2	0	1	1	14	7	16	1	0	5	2	0	"	"	"	"					
	2nd Kedge																						
CHAIN CABLES. * See Secretary's Letter dated 11/4/96. HAWSERS AND WARPS.																							
Number of Certificate. Fathoms. Size. Test per Certificate. Tons. WEIGHT OF CHAIN CABLE. Fathoms and Size per Rule. Description. Makers of Cables. When and where tested, and Superintendent. Material. Fathoms. Size. Breaking Test of Steel Wire Towline. Fathoms and Size per Rule.																							
Supplied. Per Rule.																							
11929	242 1/2	1 1/8	88 1/2	63 1/2	17	425	1.0	240	1 1/8	88 1/2	63 1/2	17	425	1.0	S. Taylor & Son	Slid. 4/4/96.	J. Hardman	TOWLINE	100	1 1/8	36 1/2	100	4 1/2
11930																		HAWSEI	90	3 3/8	24	90	3 3/8
Iron Stream Chain	75	1 1/8	3 1/2	27 1/2	49	2	14	48	2.6	75	1 1/8							WARP	90	2 3/4	17 1/2	90	2 3/4
Boats <i>2 Life boats and 2 others.</i>																							
Pumps, Number <i>11 hand pumps as per plan.</i> Diameter of Barrel and Tail Pipe <i>Hand pumps 6 x 3 and 2. 3 x 1 1/2</i>																							
Windlass is <i>Common Walker & Thompson.</i> Capstan <i>1 on Side Head.</i>																							
Engine Room Skylights.—How constructed? <i>Steel plates.</i>																							
What arrangements for deadlights in bad weather? <i>Solid shutters & huddles open.</i>																							
Coal Bunker Openings.—How constructed? <i>Cut iron</i> How are lids secured? <i>Lockings</i> Height above deck? <i>Flush.</i>																							
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. <i>7 Scuppers on each side and 6 freeing ports.</i>																							
Ceiling in Holds, thickness and material <i>2 1/2 P.P.</i> Ceiling 'tween Decks, thickness and material <i>2" H.P.</i>																							
Cargo Hatchways.—How formed? <i>Plates and angles in the usual manner.</i> Hatches, If strong and efficient? <i>Yes.</i>																							
State size No. 1 Hatch (Forward) <i>12' 0" x 12' 0"</i> No. 2 Hatch <i>28' 0" x 14' 0"</i> No. 3 Hatch <i>16' 0" x 12' 0"</i> No. 4 Hatch <i>16' 0" x 12' 0"</i>																							
Number of Web Plates Shifting Beams and Fore and Afters to each Hatch. No. 1. <i>1 web. 3. 4 ribs</i> No. 2. <i>2 webs. 3. 4 ribs</i>																							
No. 3. <i>1 web. 3. 4 ribs</i> No. 4. <i>1 web. 3. 4 ribs</i> No. of Breasthooks <i>6</i> No. of Crutches <i>4</i>																							
Bulwarks, height above deck and description <i>4' 3" iron plates.</i> Main Rail, material and size <i>Plated section</i>																							
The above is a correct description.																							
Builder's Signature (Here only) <i>A. Williams</i> Surveyor's Signature <i>Wm. Johnston</i>																							
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 this case)
(M) 23 July/95. (M) 1st Aug/95. (M) 19th Aug/95 (E) 28th Aug/95 (M) 10th Sep/95 (M) 14th Nov/95.

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? *Yes*. 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 plating? *None*
Are the butts of Plating, Stringers, &c., properly shifted and strapped? *Yes*.

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the approved plans, the Secretary's letters of the above date and in other respects in accordance with the Rules, and the workmanship throughout 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 iron joirings have been manufactured by the N. C. & A. Co. Ltd. and inspected during course of construction.
The requirements of Circulars Nos. 880 and 887 have been complied with.
This is a Sister Vessel to the S/S "Clan Menzies" Brw. Rpt. No. 706.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *30.0* ft., B.Q.D. or Break _____ ft., Bridge Dk *86.0* ft., F' castle *38.0* ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *Poop not joined to Bridge.*

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 Dks (1 Steel U. Iron 1 S.) & Web frames.*
Official No. *105,997*; Signal Letters _____
How are the surfaces preserved from oxidation? Inside *Portland Cement Paint* Outside *Paint.*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system *All S.B. fore & aft.*

Where fitted.	Length. Feet.	Water Capacity. Tons.	Where fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	<i>82.0</i>	<i>133</i>	Fore peak tank,	<i>20.0</i>	<i>97</i>
Double bottom, forward,	<i>130.0</i>	<i>288</i>	After peak tank,	<i>10.0</i>	<i>38</i>
Double bottom, under Engines and Boilers,	<i>42.0</i>	<i>114</i>	Midship deep tank,		
Double bottom, if under Engines only,			Other tanks, if fitted,		
Double bottom, if under Boilers only,			(If necessary, furnish further information by sketch.)		

State whether the above have been tested as required by the Rules *Subst. as required found satisfactory.*

Order for Special Survey No. <u>51</u>	DATES of Surveys held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	<u>1895-27. 29. Sep. 10. 13. Oct. 3. 7. 16. 18. 23. 25. 29. 31. Nov. 1. 4.</u>
Date <u>16 Aug/95</u>		2nd. On the plating during the process of riveting	<u>7. 8. 11. 14. 15. 18. 21. 23. 27. Dec. 2. 3. 6. 10. 16. 18. 19. 23. 1896 Jan 7. 10.</u>
Order for Ordinary Survey No.		3rd. When the beams were in and fastened, and before the decks were laid	<u>14. 23. 25. 27. 29. Feb. 1. 3. 7. 12. 14. 18. 19. 21. 24. 26. Mar. 2. 3. 6. 11. 13.</u>
Date		4th. When the ship was complete, and before the plating was finally coated or cemented ...	<u>16. 18. 30. April 1. 9. 10. 15. 16. 21. 22. 24. 28. 30.</u>
No. <u>246</u> in builder's yard.		5th. After the ship was launched and equipped	Total No. of Visits <u>66.</u>

The amount of Entry Fee £ *5-0-0* Fees applied for, *1st May 1896*
Special Survey Fee ... £ *88-13-0* Received by me, *5th May 1896*
Travelling Expenses, if any £ - - -
I am of opinion this Vessel should be Classed *100-A-1 (Steel)* Certificate to be sent to *Barrow Office*
Wm Johnstone
without Freeboard, as condition of Class *2 Dks (1 Steel U. Iron 1 S.) & Web frames* Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *FRI. MAY 8 1896*
Character assigned *100-A-1 (steel)*
2 Dks (1 steel, 1 iron 1 S.) & web frames

a + 6 D *+ L.M.C. 4.96*
Hull built
The Surveyors are requested not to write on or before the Committee's Minute.
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