

No. *6192* Survey held at *Gaisley* Date, First Survey *Dec 12<sup>th</sup> 1882* Last Survey *July 18<sup>th</sup> 1883*  
 On the *S.S. Strathadder*

Tonnage under Tonnage Deck	246.53
Ditto of Third, Spar, or Awning Deck	Ex of Hatches 3.25
Ditto of Poop, or Raised Or. Dk.	35.54
Ditto of Houses on Deck	5.4
Ditto of Forecastle	16.51
Gross Tonnage	334.53
Less Crew Space	40.53
	294.00
Less Engine Room	149.40
Register Tonnage as out on Beam	144.60

**ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.**

Half Breadth (moulded)	11.5
Depth from upper part of Keel to top of Upper Deck Beams	12.25
Girth of Half Midship Frame (as per Rule)	21.15
1st Number	44.9
1st Number, if a 3-Decked Vessel deduct 7 feet	
Length	159
2nd Number	4139
Proportions— Breadths to Length	6.9
Depths to Length— Upper Deck to Keel	
Main Deck ditto	12.9

Master *Clark*  
 Built at *Gaisley*  
 When built *1883* Launched *May 8-1883*  
 By whom built *J. Fullerton & Co.*  
 Owners *J. Hay & Sons*  
 Residence *111 Galloway Street, Glasgow*  
 Port belonging to *Glasgow*  
 Destined Voyage *Coasting*  
 If Surveyed while Building, Afloat, or in Dry Dock. *While building & afloat*

LENGTH on deck as per Rule	159	BREADTH— Moulded	23	DEPTH top of Floors to Upper Deck Beams	11	Power of Engines		No. of Decks with flat laid	1
				Do. do. Main Deck Beams	2 1/2			No. of Tiers of Beams	

Dimensions of Ship per Register, length, *160.2* breadth, *23.2* depth, *10.95*

	Inches in Ship		Inches per Rule		Class 100A		Inches in Ship		Inches per Rule		Class 100A	
	In Ship	In Ship	In Ship	In Ship	In Ship	In Ship	In Ship	In Ship	In Ship	In Ship	In Ship	In Ship
KEEL, depth and thickness	6	2	6	2	6	2	6	2	6	2	6	2
STEM, moulding and thickness	6	1 3/4	6	1 3/4	6	1 3/4	6	1 3/4	6	1 3/4	6	1 3/4
STERN-POST for Rudder do. do.	6 1/2	3 1/2	6 1/2	3 1/2	6 1/2	3 1/2	6 1/2	3 1/2	6 1/2	3 1/2	6 1/2	3 1/2
" " for Propeller	6 1/2	3 1/2	6 1/2	3 1/2	6 1/2	3 1/2	6 1/2	3 1/2	6 1/2	3 1/2	6 1/2	3 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft	21		21		21		21		21		21	
FRAMES, Angle Iron, for 1/2 length amidships	3	2 1/2	5	3	2 1/2	5	3	2 1/2	5	3	2 1/2	5
Do. for 1/4 at each end	3	2 1/2	5	3	2 1/2	5	3	2 1/2	5	3	2 1/2	5
REVERSED FRAMES, Angle Iron	2 1/2	2 1/2	4	2 1/2	2 1/2	4	2 1/2	2 1/2	4	2 1/2	2 1/2	4
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	12 1/2		6	12 1/2		6	12 1/2		6	12 1/2		6
" thickness at the ends of vessel			5			5			5			5
" depth at 1/2 the half-bdth. as per Rule	6 1/2		6 1/2	6 1/2		6 1/2	6 1/2		6 1/2	6 1/2		6 1/2
" height extended at the Bilges	25		25	25		25	25		25	25		25
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	4	2 1/2	6	4	2 1/2	6	4	2 1/2	6	4	2 1/2	6
Single or double Angle Iron on Upper edge												
Average space	21		21	21		21	21		21	21		21
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper Edge												
Average space												
BEAMS, Lower Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper Edge												
Average space												
BEAMS, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper Edge												
Average space												
KEELSONS Centre line, single or double plate, box, or Intercostal Plates	10		8	10		8	10		8	10		8
" Rider Plate	6 1/2		8	6 1/2		8	6 1/2		8	6 1/2		8
" Bulb Plate to Intercostal Keelson												
" Angle Irons	3	3	6	3	3	6	3	3	6	3	3	6
" Double Angle Iron Side Keelson												
" Side Intercostal Plate Washplate			4			4			4			4
" do. Angle Irons												
" Attached to outside plating with angle iron	2 1/2	2 1/2	4	2 1/2	2 1/2	4	2 1/2	2 1/2	4	2 1/2	2 1/2	4
BILGE Angle Irons	3	3	6	3	3	6	3	3	6	3	3	6
" do. Bulb Iron	6		6	6		6	6		6	6		6
" do. Intercostal plates riveted to plating for length												
BILGE STRINGER Angle Irons	3	3	6	3	3	6	3	3	6	3	3	6
Intercostal plates riveted to plating for length												
SIDE STRINGER Angle Irons	15		4	15		4	15		4	15		4
	3	3	6	3	3	6	3	3	6	3	3	6

The FRAMES extend in one length from *Keel* to *Gunwale* Riveted through plates with *3/4* in. Rivets, about *6* apart.  
 The REVERSED ANGLE IRONS on floors and frames extend *from middle line to upper part of bilge* and to *upper dk on every* alternately  
 KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? *Yes* And butts properly shifted? *Yes*  
 PLATING. Garboard, double riveted to Keel, with rivets *1* in. diameter, averaging *5* ins. from centre to centre.  
 " Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets *3/4* in. diameter, averaging *3 1/2* ins. from centre to centre.  
 " Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *3/4* in. diameter averaging *3* ins. from centre to centre.  
 " Butts of *one* Strakes at Bilge for *half* length, *double* riveted with Butt Straps *to* thicker than the plates they connect.  
 " Edges from Bilge to Main Sheerstrake, worked clencher, *double* or single riveted; with rivets *3/4* in. diameter, averaging *3 1/2* ins. from cr. to cr.  
 " Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *3/4* in. diameter, averaging *3* ins. from cr. to cr.  
 " Edges of Main Sheerstrake, double or single riveted. *Upper Sheerstrake, double or single riveted.*  
 " Butts of Main Sheerstrake, treble riveted *for* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted *length* amidships.  
 " Butts of Main Stringer Plate, treble riveted *for* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted *for* length.  
 Breadth of laps of plating in double riveting *4 1/2*. Breadth of laps of plating in single riveting *2 1/2*.  
 Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Treble & double* No. of Breasthooks, *4* Crutches, *1*  
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Angles, Messing, German, Long*  
 Manufacturer's name or trade mark, *Plates Connell Iron Works*  
 The above is a correct description.  
 Builder's Signature, *John Smeaton & Co* Surveyor's Signature, *G. S. Hindmarsh* *Mr David*  
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Form No. 100 Iron S.

State clearly where plating is of alternate thickness— as distinguished from diminished thickness at ends of vessel. \* If Iron Deck, state if whole or part, and if wood deck is laid thereon.

**Workmanship.** Are the butts of plating planed or otherwise fitted? *Planed 6192 gls*  
 Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *Yes*  
 Are the fillings between the ribs 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 the plating? *Only a few at the corners of the butts.*

Masts, Bowsprit, Yards, &c., are *Pine* in *good* condition, and sufficient in size and length. If of Iron or Steel give Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of riveting, quality of Materials, and if stamped with Maker's name.  
 State also Length and Diameter of Lower Masts and Bowsprit

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILS. 7852												
CABLES, &c.												
N <sup>o</sup> .	Chain .....	165	1 7/16	30 1/2 tons 20 3/4	165 - 1 7/16	<i>Tested at Glasgow by R. Davidson Superintendent M. Davidson 1883</i>	Bower Anchors					<i>Davidson Superintendent M. Davidson</i>
Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)						739	1	8-3-14	11-0-0-0	8-1-0	
Fore Top Sails,	Iron Stream Chain	61	1/16	11 1/2 5 3/8	60 - 1/16		7386	1	4-2-14	9-15-3-2	8-1-0	
Fore Topmast Stay Sails,	or Steel Wire .. or Hempen Strm } Cable .....						7387	1	4-1-4	9-11-2-4	4-0-0	
Main Sails,	Towline, Hemp. or Steel Wire ..	75	1/2		75 - 1/2		7382	1	23-3-4		23-2-0	
Main Top Sails,	Hawser .....	90	5 1/2		90 - 5 1/2		Stream Anchor	1	2-2-0	5-0-0-0	2-2-0	
and	Warp .....						Kedge 1268 ...	1	1-2-9		1-1-0	
good	quality good						2nd Kedge ...					

Standing and Running Rigging *Wire & Manila* sufficient in size and *good* in quality. She has *2* Long Boats and  
 The Windlass is *Harfield's good* Capstan *good* and Rudder *good* Pumps *good*  
 Engine Room Skylights.—How constructed? *All iron* How secured in ordinary weather? *Bulls eyes*  
 What arrangements for deadlights in bad weather? *Bulls eyes*  
 Coal Bunker Openings.—How constructed? *Cast iron frames* How are lids secured? *With a clutch* Height above deck? *flush*  
 Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *2 Mooring pipes, 1 Wash port, & 2 Scuppers on R. & D. and 1 Mooring, 4 Wash ports, and 3 Scuppers on each side of main deck*  
 Cargo Hatchways.—How formed? *Iron coverings 18" high*  
 State size Main Hatch *20-10 1/2 x 9-1 1/2* Forehatch *24-6 x 9-1 1/2* Quarterhatch *✓*  
 If of extraordinary size, state how framed and secured? *Stringer plank increased in breadth 1 1/2"*  
 What arrangement for shifting beams? *2 deep with plates in each hatchway*  
 Hatches, if strong and efficient? *Yes Solid 3"*

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No.	in builder's yard.	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	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	
1990	1st Dec 1882	1991	1st Dec 1882	54			1882. Dec 12, 18, 26, 28, 1883. Jan. 12, 14, 19, 26	Feb 2, 12, 14, 16, 20, 23, 28	26, 28	Apr. 2, 10, 13, 14, 24, May 3, 7, 9, 15, 21	27, 31	June 11, 12, 27, July 11, 18

General Remarks (State quality of workmanship, &c.) *Material and Workmanship good*

*This is a one-decked vessel with a Raised Quarter Deck and a Top-gallant fore-castle built under Special Survey in accordance with the requirements of the Rules and in conformity with the plans submitted and approved by the Committee*

*The ballast tanks have been tested with a head of water above the load-line and proved satisfactory*

*Length of Fore-castle 24 feet  
 do R. Q. D. 49  
 do Bridge 4*

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, fore-castle, or raised quarter deck. (If double bottom, state particulars on separate form.)

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

I am of opinion this Vessel should be Classed **✠ 100A1**  
 The amount of the Entry Fee ... £ 2: 0: 0 is received by me, *(Signature)*  
 Special ... £ 14: 0: 0  
 Certificate ... 0: 0: 0  
 (to be sent as per margin)

Committee's Minute **FRIDAY 27 JULY 1883** 18

Character assigned *Rel to 163.92*  
**Lloyd's Register Foundation**