

STEEL IRON SHIP.

(Received at London Office,

No. 4911

Survey held at Glasgow

Date, First Survey 9 Novr. 1886

Last Survey 18th April 1887

On the

Steel Screw Steamer "Garmouth"

(Schooner rig)

Master E. Tolger

1887-88

Built at Dumbarton

When built 1887 Launched 28th Feb'y.

By whom built A. McMillan & Son

Owners The Garmouth Steam Ship Co. (Limited)

Residence Garmouth (N.B.)

Port belonging to Glasgow

Destined Voyage Garmouth N.B. & back coasting.

If Surveyed while Building, Afloat, or in Dry Dock.

Specially surveyed while building.

Tonnage under

1109.49

ONE, OR TWO DECKED, THREE DECKED VESSEL,
FOR COASTING PURPOSES
SPAR, OR AWNING DECKED VESSEL.

Ditto of Third, Spar,

or Awning Deck.

Ditto of Poop, or

Raised Qr. Dk.

Ditto of Houses

on Deck

Ditto of Forecastle

Gross Tonnage

Less Crew Space

Less Engine Room

Register Tonnage

as cut on Beam

Half Breadth (moulded) 17.5

Depth from upper part of Keel to top of Upper Deck Beams 14.16

Girth of Main Midship Frame (as per Rule) 28.06

1st Number 59.72

1st Number, if a 3-Decked Vessel .. deduct 7 feet

Length 210.83

2nd Number 13.068

Proportions— Breadths to Length 6.25

Depths to Length— Upper Deck to Keel 15.45

Main Deck ditto

LENGTH

Feet. Inches.

BREADTH—

Feet. Inches.

DEPTH top of Floors to Upper

Feet. Inches.

Power of

Horse.

N^o. of Decks with flat laid

on deck as per Rule .. 210.83 Moulded .. 35 - Deck Beams .. 12 0 1/2 Do. do. Main Deck Beams .. 12 8 1/2 Engines .. 260 N^o. of Tiers of Beams 2

Dimensions of Ship per Register, length, 220.3 breadth, 35.2 depth, 21.0

KEEL, depth and thickness iron 7 x 2 3/4

STEM, moulding and thickness do 7 x 2 3/4

STERN-POST for Rudder do. do. do 7 x 4 1/4

" " for Propeller do 7 x 4 1/4

Distance of Frames from moulding edge to moulding edge, all fore and aft 23

FRAMES, Angle Iron, for 1/2 length amidships .. 3 1/2 3 8

Do. for 1/4 at each end 3 1/2 3 7

REVERSED FRAMES, Angle Iron Steel .. 3 2 1/2 6 3 2 1/2 6

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships .. 17 1/2 7

thickness at the ends of vessel 6

depth at 3/4 the half-bdth. as per Rule .. 8 3/4

height extended at the Bilges 35

BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron .. 6 1/2 6

Single or double Angle Iron on Upper edge .. 3 2 3/4 5 3 2 3/4 5

Average space 46

BEAMS, Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron .. 8 1/2 8

Single or double Angle Iron on Upper Edge .. 3 3 7 3 3 7

Average space 46

BEAMS, Hold, or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron .. 8 1/2 8

Single or double Angle Iron on Upper Edge .. 3 3 7 3 3 7

Average space 46

KEELSONS Centre line, single or double plate, .. 13 10 13 10

Iron, or Intercoastal, Plates .. 9 1/2 11 9 1/2 11

" " Bulb Plate to Intercoastal Keelson .. 4 1/2 3 1/2 7 4 1/2 3 1/2 7

Angle Irons .. 4 1/2 3 1/2 7 4 1/2 3 1/2 7

Double Angle Iron Side Keelson .. 4 1/2 3 1/2 7 4 1/2 3 1/2 7

Side Intercoastal Plate .. 7 7

Rejo do. Angle Irons .. 3 3 7 3 3 7

Attached to outside plating with angle iron .. 4 1/2 3 1/2 7 4 1/2 3 1/2 7

Rejo do. Bulb Iron .. 8 1/2 8

do. Intercoastal plates riveted to plating for length .. 4 1/2 3 1/2 7 4 1/2 3 1/2 7

Large STRINGER Angle Irons .. 4 1/2 3 1/2 7 4 1/2 3 1/2 7

Intercoastal plates riveted to plating for length .. 7 7

SIDE STRINGER Angle Irons .. 4 1/2 3 1/2 7 4 1/2 3 1/2 7

The FRAMES extend in one length from keel to gunwale

The REVERSED ANGLE IRONS on floors and frames extend from middle line to upper deck

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? yes

PLATING. Garboard, double riveted to Keel, with rivets 1/2 in. diameter, averaging 5 1/2 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 3/4 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 2 5/8 ins. from centre to centre.

Butts of 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 3/20 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 3/4 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 2 5/8 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 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

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

Breadth of laps of plating in double riveting 5 1/4 x 4 1/2 Breadth of laps of plating in single riveting

Inches in Ship. Inches per Rule.

7 x 2 3/4 7 x 2 3/4

7 x 2 3/4 7 x 2 3/4

7 x 4 1/4 7 x 4 1/4

7 x 4 1/4 7 x 4 1/4

23 23

3 1/2 3 8 3 1/2 3 7

3 1/2 3 7 3 1/2 3 7

3 2 1/2 6 3 2 1/2 6

17 1/2 7 17 1/2 7

6 6

8 3/4 8 3/4

35 35

6 1/2 6 6 1/2 6

3 2 3/4 5 3 2 3/4 5

46 46

8 1/2 8 8 1/2 8

3 3 7 3 3 7

46 46

8 1/2 8 8 1/2 8

3 3 7 3 3 7

46 46

13 10 13 10

9 1/2 11 9 1/2 11

4 1/2 3 1/2 7 4 1/2 3 1/2 7

4 1/2 3 1/2 7 4 1/2 3 1/2 7

7 7

3 3 7 3 3 7

4 1/2 3 1/2 7 4 1/2 3 1/2 7

8 1/2 8 8 1/2 8

4 1/2 3 1/2 7 4 1/2 3 1/2 7

7 7

4 1/2 3 1/2 7 4 1/2 3 1/2 7

Moulded depth 21-7 1/2

Flat Keel Plates, breadth and thickness

PLATES in Garboard Strakes, br'dth & thickness 32 10 32 10

" From Garboard to upper part of Bilges .. 9 x 8 9 x 8

" Of d'bling at Bilge, or increased thickness, and length applied

" From up. prt of Bilge to Ir. edge of Sh'rstrake .. 9 x 8 9 x 8

Main Sheerstrake, breadth and thickness .. 36 12 36 12

" Of d'bling at Sh'rstrake & Ing. applied

" From M'n. to Up. or Spar Dk. Sh'rstrake .. 19 1/2 x 10 14 1/2 x 7

" Up. or Spar Dk. Sh'rstrake, br'dth & thickness .. 14 1/2 x 7

Butt Straps to outside plating, breadth & thickness

Lengths of Plating 7 ft. spaces

Shifts of Plating, and Stringers 2 ft. spaces

Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness .. 3 1/2 9 3 1/2 9

Angle Iron on ditto .. 3 1/2 x 3 1/2 3 1/2 x 3 1/2

Tie Plates fore and aft, outside Hatchways .. 10 7 10 7

Diagonal Tie Plates on Beams No. of Pairs .. 6

Flat of Up., Spar, or Awning Dk. * Pitch pine 3 1/2 x 3 3 1/2 x 3

How fastened to Beams .. galvanized iron & screws

Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness

Is the Stringer Plate attached to the outside plating?

Angle Irons on ditto, No. ..

Tie Plates, outside Hatchways ..

Diagonal Tie Plates on Beams, No. of pairs ..

Flat of Middle Deck* do. ..

How fastened to Beams ..

Stringer Plates on ends of Lower Deck, Hold or Orlop Beams .. 54 9 54 9

Is the Stringer Plate attached to the outside plating?

Angle Irons on ditto, No. 2 .. 3 1/2 x 3 1/2 x 7 3 1/2 x 3 1/2 x 7

Stringer or Tie Plates, outside Hatchways .. 10 9 10 9

Flat of Lower Deck* Pitch pine 3 1/2 x 3 3 1/2 x 3

Ceiling betwixt Decks, thickness and material .. 2" white pine & sparring

" in hold do. do. 2 1/2" pitch pine

Main piece of Rudder, diameter at head .. 5 5

do. at heel .. 3 3

Can the Rudder be unshipped afloat? yes

Bulkheads No. 4 No. per Rule 4

" Thickness of 5/8

" Height up 3 to upper deck, the after peak bulkhead to lower deck

" How secured to sides of ship double frames

" Size of Vertical Angle Irons 3 1/2 x 3 x 7/8 and distance apart 30 ins.

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

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Mild steel tested as required

Manufacturer's name or trade mark, Frames, reverse frames, Keelsons, & beam angles - Halliday; outside plating & floors - G. & S.

The above is a correct description.

Builder's Signature, A. McMillan & Son

Surveyor's Signature, G. Stanbury

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

7911 JLS

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

Masts, Bowsprit, Yards, &c., are *new* 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 *Two pitch pine masts carrying a light fore and aft rig with one square yard on the fore mast.*

NUMBER for EQUIPMENT 16718		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.	Chain	240	1 1/2	58.7 x 10.5	240 - 1 1/2	No. 6478	Bower Anchors	1	21.2.0	22.0.0.0	21	No. 15,865
	Fore Sails, (State Machine where Test'd, Date, or No. of Certificate, & Name of Superintendent.)	Tested at Sunderland R.W.C.P.T.B. signed J. Hartness						2	21.0.0	21.12.2.0	21	No. 15,866
	Fore Top Sails, Iron Stream Chain	signed J. Hartness						3	18.0.0	19.0.0.0	18	No. 15,867
	Fore Topmast or Steel Wire ..	4 1/2	15	23.7 x 15.8	75 - 15	No. 6479	Stream Anchor	4	7.1.21	9.13.3.0	7 1/2	No. 15,862
	Fore Topmast or Hempen Strm }	4 1/2	15	23.7 x 15.8	75 - 15	No. 6480		5	3.2.0	5.18.3.0	3 1/2	No. 15,863
	Stay Sails, Cable	90	10	90 x 10				6	1.3.21	1.10.0.0	1 3/4	No. 15,864
	Towline, Hemp.	90	10	90 x 10								
	Main Sails, or Steel Wire ..	90	8	90 x 8								
	Hawser	90	5 1/2	90 x 5 1/2								
	Main Top Sails, Warp	90	5 1/2	90 x 5 1/2								
and quality <i>good</i>												

Standing and Running Rigging *galvanised wire* sufficient in size and *good* in quality. She has *2* Long Boats and *3* others.

The Windlass is *Napier's patent* Capstan *good* and Rudder *good* Pumps *good as approved*

Engine Room Skylights.—How constructed? *Leak hood* How secured in ordinary weather? *glass and brass hoods*

What arrangements for deadlights in bad weather? *covers*

Coal Bunker Openings.—How constructed? *cast iron bound scuttles* How are lids secured? *self locking* Height above deck? *flush*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *open bricewarks, and pump scuppers on each side.*

Cargo Hatchways.—How formed? *iron plate casing*

State size Main Hatch Forehatch *6 ft x 6 ft.* Quarterhatch

If of extraordinary size, state how framed and secured? *none required*

What arrangement for shifting beams?

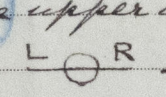
Hatches, If strong and efficient? *Solid 3" pine.*

Order for Special Survey No. 2090	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	1886. Nov. 9, 10, 12, 16, 19, 23, 26, 30, Dec. 3, 7, 10, 14, 17
Date 29 th Oct. 1886		2nd. On the plating during the process of riveting	21, 28, 1887 Jan. 11, 14, 18, 21, 25, 27, Feb. 1, 3, 8, 11, 15, 18, 22
Order for Ordinary Survey No. 1		3rd. When the beams were in and fastened, and before the decks were laid....	25, Mar. 1, 4, 8, 14, 17, 18, 23, 30, April 6, 9, 16, 18
Date		4th. When the ship was complete, and before the plating was finally coated or cemented..	
No. 276 in builder's yard.		5th. After the ship was launched and equipped	

State dates of letters respecting this case 1886 Oct. 28, Nov. 16, 15, 20, 25, Dec. 4, 20, 31.

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

This vessel has been built in accordance with the approved tracings (7 No.) herewith and in other respects in compliance with the rules. The workmanship and material are good throughout, and the steel used has been tested at the manufacturers to the Committee's requirements. Particulars of the water ballast tanks forward and aft are given on the accompanying form; these tanks, as well as the fore and after peaks, have been filled with water and tested to the rule requirements.

The approved freeboard namely 7 ft. 6 ins. to the upper deck, has been correctly marked on the sides of the vessel, thus 

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

How are the surfaces preserved from oxidation? Inside *cement and paint* Outside *paint*

I am of opinion this Vessel should be Classed *A. 1. For Coasting Purposes. Freeboard 9' 6". Protected deck.*

The amount of the Entry Fee£ 41 : : is received by me, *16/4/1887*

Special£ 59 : 8 : : *16/4/1887*

(to be sent as per margin). Certificate ...

(Travelling Expenses, if any, &)

Committee's Minute **TUESDAY 19 APRIL 1887**

Character assigned *1 for Coasting A. 1. Steel. For Coasting purposes as recommended by Lloyd's Register of Shipping.*

28 Dec (1st Steel) 1st Steel 28 Dec (1st Steel) 1st Steel

record freeboard

19/4/87

20/4