

STEEL SHIP.

(Received at London Office,

No. 8443 Survey held at Glasgow Date, First Survey 20th Oct/87 Last Survey 12th April 1888

On the S.S. Princess Louise

TONNAGE under
Hull (Deck) 715.85
Ditto of Third, Spar,
or Awning Deck 1.11
Ditto of Poop, or
Raised C. Dk. 86.59
Ditto of Houses
on Deck 13.31
Ditto of Forecasts
Gross Tonnage 816.86
Less Crew Space 45.03
278.83
Less Engine Room 440.28
Register Tonnage
as cut on Beam 334.60

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

Half Breadth (moulded) 16.00
Depth from upper part of Keel to top of Upper Deck Beams 15.62
Girth of Half Midship Frame (as per Rule) 28.3
1st Number 59.92
2nd Number 134.10
Length 223.8
Proportions— Breadths to Length 6.99
Depths to Length— Upper Deck to Keel 14.33
Main Deck ditto 15.00

Master Alex. Reid 75-88
Built at Glasgow
When built 1887-8 Launched 15th Nov 88
By whom built D. & W. Henderson & Co.
Owners M. Langlands & Sons
Residence as recorded
Port belonging to Glasgow
Destined Voyage Coasting
If Surveyed while Building, Afloat, or in Dry Dock.
While Building & afloat

LENGTH in deck as Rule 123 10 BREADTH— Moulded 32 0 DEPTH top of Floors to Upper Deck Beams 14 2 Do. do. Main Deck Beams 14 2
Dimensions of Ship per Register, length, 226 breadth, 32.1 depth, 14.1

L, depth and thickness 12m
M, moulding and thickness 7 1/2
ERN-POST for Rudder do. do. 7 1/2
" " for Propeller 2 3/4
ance of Frames from moulding edge to building edge; all fore and aft 2 3/4
RAMES, Angle Iron, for 1/2 length amidships 3 1/2
Do. for 1/2 at each end 3 1/2
EVERSED FRAMES, Angle Iron 3 1/2
DOORS, depth and thickness of Floor Plate 1 1/2
mid line for half length amidships 1 1/2
thickness at the ends of vessel 8 1/2
depth at 1/2 the half-bdth. as per Rule 3 1/2
height extended at the Bilges 3 1/2

BEAMS, Upper, Spar, or Awning Deck
Single or double Angle Iron Plate or Tee Bulb Iron
Single or double Angle Iron on Upper edge
Average space 46
BEAMS, Main, or Middle Deck
Single or double Angle Iron Plate or Tee Bulb Iron
Single or double Angle Iron on Upper edge
Average space 46

BEAMS, Lower Deck
Single or double Angle Iron Plate or Tee Bulb Iron
Single or double Angle Iron on Upper edge
Average space 46
BEAMS, Hold, or Lower Deck
Single or double Angle Iron Plate or Tee Bulb Iron
Single or double Angle Iron on Upper edge
Average space 46

KEELSONS Centre line, single or double plate, 11
Rider Plate 11
Bulb Plate to Intercoastal Keelson 11
Angle Iron 5 1/2
Double Angle Iron Side Keelson 5 1/2
Side Intercoastal Plate 5 1/2
Attached to outside plating with angle iron 5 1/2

BILGE Angle Iron 5 1/2
do. Bulb Iron 7 1/2
do. Intercoastal plates riveted to plating for 3/4 length 5 1/2
BILGE STRINGER Angle Iron 5 1/2
Intercoastal plates riveted to plating for 3/4 length 5 1/2
SIDE STRINGER Angle Iron 5 1/2

The FRAMES extend in one length from middle line 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 main and to lower str. 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 2 1/2 ins. from centre to centre.
- Butts of 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 3/4 in. diameter 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 2 1/2 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 1/2 length amidships.
- Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.
- Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 4

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Yes No. of Breasthooks, 4 Crutches, 2

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Steel C² of Scotland

Manufacturer's name or trade mark, Mossend

The above is a correct description
Builder's Signature, David Henderson & Co. Surveyor's Signature, J. D. Dodd

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

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

Masts, Bowsprit, Yards, &c., are *Steel* 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 *are built in accordance with the app^d tracing attached herewith, and with the instructions contained in the Secy's letter of the 25th Nov. 1887. Steel used made by the Steel Co. of Scotland*

NUMBER & LETTER for EQUIPMENT		14767 (m)		Test per Certificate.	Inches per Rule.	Machine where Tested and Superintendent, also Number of Certificate.	ANCHORS.		N ^o .	Weight, Ex. Stock.	Test per Certificate.	W ^g t req'd per Rule.	Machine where Tested and Superintendent, also Number of Certificate.
SAILS.	CABLES, &c.	Fathoms.	Inches.				Bower	Anchors					
N ^o .	Chain	140 1/2	5 1/2	140-17	240-17	E.	18354	19-2-26	20-10-2-4	18			S. G. Lewis
Fore Sails,	Iron Stream Chain	19 1/2	3 7/8			Seehouse of Glasgow	23153	16-3-0	18-0-1-4	total			Ketherton
Fore Top Sails,	or Steel Wire	60	5 1/6	23-7	61-15		1730	15-3-0	17-5-1-7	5 1/2			E. Sutherland
Fore Topmast Stay Sails,	or Hempen Strm	42	6 1/5	15-8	76			52-1-6					Glasgow
	Cable	90	3 1/2	2 out	90-9 1/2		1731	16-3-2	19-0-0-0	6 1/2			
Main Sails,	Towline, Hemp.	120	2 1/2	10-13	90-7 1/2		Stream Anchor	1732	3-0-14	18-0-2-1	3 1/2		
Main Top Sails, and	or Steel Wire	30	16		90-7 1/2		Kedge	1733	1-2-0	3-18-3-0	1 1/2		
	Hawser	120	8		90-5 1/2		2nd Kedge.						
	Warp	120	8										
	quality	90	4 1/2										

Standing and Running Rigging *wire thump* sufficient in size and *9 1/2* in quality. She has *2* Long Boat and *2* others
The Windlass is *Clarke & Chapman's* Capstan *✓* and Rudder *good* Pumps *good*
Engine Room Skylights.—How constructed? *Teak on frame on Br. Sk.* How secured in ordinary weather? *Bolted*
What arrangements for deadlights in bad weather? *Bars and tarpaulins*
Coal Bunker Openings.—How constructed? *Cast Iron* How are lids secured? *Bayonet-fix* Height above deck? *Flush*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *3 scuppers under Bridge, and between Br. & Forecastle:—2 gangway ports, 2 water ports & 2 scuppers.*
Cargo Hatchways.—How formed? *As usual*
State size Main Hatch *11' 6" x 10 ft* Forehatch *9' 6" x 10 ft* Quarterhatch *11' 5" x 9 ft*
If of extraordinary size, state how framed and secured? *1/2 not of extraordinary size*
What arrangement for shifting beams? *✓*
Hatches, If strong and efficient? *Yes*

Order for Special Survey No. *2124* Date *12th Oct^r 1887*
Order for Ordinary Survey No. *100A.1* Date *10th Jan^y 1888*
No. *333* in builder's yard.
State dates of letters respecting this case *6th & 19th Oct^r & 25th Nov. 1887 & 31st Jan^y 1888.*

General Remarks (State quality of workmanship, &c.) *The workmanship is good and the vessel has been built in accordance with the 8 tracings attached herewith (Sketch of mid. sec. forwarded on the 10 Ap. 88) and with the instructions contained in the Secy's letters above referred to and otherwise in accordance with the Rules.*

She has a fore peak water ballast tank, containing 42 tons of water, the same having been tested as required by the Rules and found satisfactory. The after peak also filled and found satisfactory.
She has a poop 46 ft. and a Bridge connected to poop 88 ft long. Between Bridge & Forecastle the Bulwarks are high off, stiffened with every frame running up and strong plantations, these Bulwarks are same height as Bridge & Forecastle, this opening is 4 1/2 ft long. Forecastle 48 ft.

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 *Portland Cement* Outside *Paint*
I am of opinion this Vessel should be Classed *100A.1*
The amount of the Entry Fee£ *3* is received by me, *Steel*
Special£ *38* 12: - 16/4/ 1888
(to be sent as per margin). Certificate ...
(Travelling Expenses, if any, £)

Committee's Minute *FRIDAY 20 APRIL 1888*
Character assigned *100A.1 Steel*
10 ft Steel Straps
7 ft 1/2 Steel Straps
well on
Surveyor to Lloyd's Register of British and Foreign Shipping.
It is submitted that this vessel appears eligible to be classed 100A.1 "Steel" as recommended 1 SK (pt. Steel) 2 lbs Bms. F.P.T. 42 tons
Lloyd's Register Foundation