

Sailing Vessel. ~~IRON OR~~ STEEL SAILING SHIP.(Received at London Office *Sec.* 20 JULY 1891Date of completion of Report *18th June 1891* Port of *Glasgow*
No. *10456* Survey held at *Glasgow* Date of First Survey *12th Dec. 1890* Last Survey *18th June 1891*
On the *Bromdale* Rig *Ship - 3 masts.*TONNAGE under
Tonnage Deck.

Do. of Poop

Do. of raised Or
Deck or Bridge Houses

Do. of Houses on Deck

Do. of masts of Hatchways

Do. of Forecastle

Gross Tonnage

Less Crew Space

TONNAGE FOR FEES..

Less Navigation spaces

Register Tonnage

as out on Beam

ONE OR TWO DECKED VESSEL.

CLASS *100 A*Master *E. H. Andrew*

Year of Appointment

Built at *Glasgow*When built *1891* Launched *27th May.*By whom built *Barclay, Curle & Co. (Lim.)*Owners *Ronaldson, Rose & Co.*

Managers

Residence *Aberdeen*Port belonging to *Aberdeen*

If Surveyed while Building, Afloat, or in Dry Dock

LENGTH on deck Feet. Inches. BREADTH Feet. Inches. DEPTH Feet. Inches. No. of Decks with Flat laid Two
as per rule 251 4 Moulded 40 0 Top of Floors to Upper Deck Beams 23 8 1/2 No. of Tiers of Beams Two

Dimensions of Ship per Register, Length 271.5 breadth 40.15 depth 23.4 Moulded depth, ft. 25 in. 1 Round up of Beam 10 ins.

FORGINGS AND CASTINGS.

KEEL, Bar or Side Plates, depth and thickness

STEM, moulding and thickness

STERN POST, do. do.

MAIN-PIECE OF RUDDER, diameter at head

RUDDER, how constructed

Can the Rudder be unshipped afloat?

FRAMING.

FRAME, Angles, on 7 Beams, for 1/2 length amidships

Do. for 1/2 at each end

Do. in way of Double Bottoms

Distance of Frames from moulding edge to

moulding edge, all fore and aft

REVERSED FRAME, Angles

FLOORS, depth and thickness of Floor Plate

at mid line for 1/2 length amidships

thickness at the ends of vessel

depth at 1/2 the half breadth, as per Rule

height extended at the Bilges

FLOORS & BRACKETS, in Cell Double Bottoms

CENTRE GIRDER, in Dbl. Btm., depth & thickness

SIDE GIRDERS, number and thickness

MARGIN PLATE, depth & thickness

INNER BOTTOM PLATING, breadth & thickness

BEAMS, Main Deck, Single Angle, Bulb Angle

Angles on Upper Edge

Average space

BEAMS, Lower Deck, Plate or Tee Bulb

Angles on Upper Edge

Average space

BEAMS, Hold, Plate or Tee Bulb

Angles on Upper Edge

Average space

BEAMS, Poop or Bridge Deck, Single Angle

Bulb Angle, Plate or Tee Bulb

Angles on Upper Edge

Average space

BEAMS, Forecastle Deck, Single Angle, Bulb

Angle, Plate or Tee Bulb

Angles on Upper Edge

Average space

PILLARS, in 'tween Decks, at Centre line, Size

Spacing

In Holds, at Centre line, Size

Spacing

Number of Side Stringers, breadth and thickness

Size of Angles or Tee Bars to Web Frames

KEELSONS AND STRINGERS.

CENTRE LINE KEELSON, Vertical Plate above

floors, Through Plate, or Intercoastal Plate

Rider Plate

Bulb Plate to Intercoastal Keelson

Horizontal Plates above floors

Angles

SIDE KEELSON, Angles

Bulb Plate for length

Intercoastal Plate for 186 ft. length

Attached to outside Plating with Angle

BILGE KEELSON, Angle

Bulb Plate for length

Intercoastal Plates for length

Attached to outside Plating with Angle

BILGE STRINGER, Angles

Bulb Plate for whole length

Intercoastal Plates for length

Attached to outside Plating with Angle

SIDE STRINGER, Angles

Bulb Plate for whole length

Intercoastal Plates for length

Attached to outside Plating with Angle

Main Deck Stringer Plate, on end of Beams,

breadth and thickness

Angle on ditto

Tie Plates, fore and aft, outside Hatchways

Diagonal Tie Plates on Bms., No. of Pts.

Flat of Deck, material and thickness

How fastened to Beams

Lower Deck Stringer Plate, on ends of Beams,

breadth and thickness

Is the Stringer Plate attached to the Outside Plating?

Angles on ditto, No.

Tie Plates, outside Hatchways

Diagonal Tie Plates on Bms., No. of prs.

Flat of Deck, material and thickness

How fastened to Beams

Poop or Bridge Deck Stringer Plate, breadth

and thickness

Angle

Tie Plates on Beams

Flat of Deck, material and thickness

Forecastle Deck Stringer Plate, b'dth & thkns

Angle

Tie Plates on Beams

Flat of Deck, material and thickness

PLATING.

FLAT PLATE KEEL, breadth and thickness

PLATES in Garboard Strakes, b'dth & thkns

from Garboard to lower part of Bilges

Bilges, number of Strakes, and thickness

Or doubling at Bilge, increased thickness,

and length applied whole length

from up part of Bilge to Ir. edge of Strake

Strake in way of Lower Deck Beams

Sheerstrake, breadth and thickness

Poop or Bridge Sides

Forecastle Sides

Lengths of Plating

10756 gles

BULKHEADS. No. in Vessel 1 Req'd. by Rule 1

Ceiling betwixt Decks, thickness and material *2 1/2 in. pin*

in hold do. do. *2 1/2 in. pin*

Number of Breasthooks *Eight*

Crutches *See plan*

Partitions *See plan*

Longitudinal *See plan*

Are the outside Plates doubled two spaces of Frames in length? *Yes*

The **FRAMES** extend in one length from *keel* to *upper deck*

The **REVERSED ANGLES** on floors and frames extend from *middle line* to *main deck*

RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c.

Garboard, double riveted to Bar Keel *Flat Plate*, with rivets *1 1/4* in. diameter, averaging *5 7/8* ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets *7/8* in. diameter, averaging *3 1/4* ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, treble or double riveted; treble for *half* length; with rivets *7/8* in. dia., averaging *3 1/2* ins. from cr. to cr.

Butts of all Strakes *Double* riveted for *half* length, treble riveted with Butt Straps *3/2* thicker than the plates they connect.

Edges from Bilge to Sheerstrake, worked clencher, double or single riveted; with rivets *7/8* in. diameter, averaging *3 1/2* ins. from centre to centre.

Butts from Bilge to Sheerstrake, worked carvel, treble or double riveted; treble for *half* length; with rivets *7/8* in. dia., averaging *3 1/2* ins. from cr. to cr.

Edges of Sheerstrake, *Double* riveted.

Butts of Sheerstrake, treble riveted for *half* length amidships.

Butts of Main Stringer Plate, treble riveted for *half* length amidships.

Butts of Inner Bottom Plating, *Double* riveted for *half* length amidships.

Breadth of edge laps of Shell Plating in double riveting *5 1/2*.

Breadth of edge laps of Shell Plating in single riveting *5 1/2*.

Butt Straps of Shell Plating, breadth and thickness *1 1/2 x 3/4*.

Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted? *Treble and double*.

Manufacturer's name or trade mark of the *Steel* (state process of manufacture of Steel) used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. *Mosson; Clydebridge; Parkhead; and Dalzell.*

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 facing surfaces? *Yes*

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

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

MASTS AND SPARS.											
		Material.	Total length.	DIAMETER AND THICKNESS.				Number of Plates in Round.	ANGLES.		RIVETING.
				At Partners.	Heel.	Hounds.	Head.		Number.	Size.	
LOWER MASTS.	Fore	Steel	87-6	32 1/2	22 1/2	23	14 1/2	2	✓	Double	Treble
	Main	"	89-0	32 1/2	22 1/2	23	14 1/2	4	✓	"	"
	Mizen	"	83-0	30	21	21 1/2	18 3/4	4	✓	"	"
TOPMASTS	Jigger	"	87-11	33	33	"	24	4	✓	"	"
	Fore	"	59-0	"	20 1/2	"	15 1/2	2	✓	Single	"
	Main	"	59-0	"	20 1/2	"	15 1/2	2	✓	"	"
YARDS	Mizen	"	49-0	"	17	"	15 1/2	2	✓	"	"
	Jigger	"	"	"	"	"	"	"	✓	"	"
	Lower	"	"	"	"	"	"	"	✓	"	"
FORE TOPMAYL YARDS	Upper	"	77-0	"	19 1/2	"	9 1/2	2	✓	"	"
	Lower	"	67-6	"	19 1/2	"	9 1/2	2	✓	"	"
	Upper	"	67-6	"	19 1/2	"	9 1/2	2	✓	"	"
MAIN	Lower	"	67-6	"	19 1/2	"	9 1/2	2	✓	"	"
	Upper	"	67-6	"	19 1/2	"	9 1/2	2	✓	"	"
	Lower	"	67-6	"	19 1/2	"	9 1/2	2	✓	"	"
MIZEN	Upper	"	67-6	"	19 1/2	"	9 1/2	2	✓	"	"
	Lower	"	67-6	"	19 1/2	"	9 1/2	2	✓	"	"
	Upper	"	67-6	"	19 1/2	"	9 1/2	2	✓	"	"
JIGGER	Lower	"	67-6	"	19 1/2	"	9 1/2	2	✓	"	"
	Upper	"	67-6	"	19 1/2	"	9 1/2	2	✓	"	"
	Lower	"	67-6	"	19 1/2	"	9 1/2	2	✓	"	"

Remainder of Spars *Pine*

Rigging. Material and Size, Shrouds *Steel wire. Fore & main 4 1/2. Mizzen 3 1/2. Stays Fore & main 4 1/2. Mizzen 3 1/2. Quality Guaranteed.*

Sails. *One* Suit of Sails, and the following Spare Sails *One suit of main sails, and fore courses.*

EQUIPMENT No. 24008 LETTER B ANCHORS.

Number of Certificate.	WEIGHT, EX. STOCK	WEIGHT OF STOCK	TEST, PER CERTIFICATE.	WEIGHT REQ. PER RULE	Description of Anchor.	Makers.	Where and when tested and Superintendent.
2404 1st Bower	38 2 4	9 1 10	34 16 1 0	38 0 0	Rodgers	John Green	Glasgow 20th May 1891
2403 2nd "	38 0 0	9 0 14	34 16 0 0	38 0 0	"	"	"
2405 3rd "	32 3 14	8 1 0	30 15 2 14	32 1 0	"	"	"
4th "	"	"	"	"	"	"	"
Collective weight	109 1 18	"	"	108 1 0	"	"	"
2406 Stream	11 2 5	2 3 16	13 7 2 0	11 2 0	Common	"	"
2407 Kedge	5 3 4	0 1 5	8 0 2 14	5 3 0	"	"	"
2408 2nd Kedge	2 3 0	0 2 17	5 5 0 0	2 3 0	"	"	"

CHAIN CABLES.						HAWSERS AND WARPS					
Number of Certificate.	Fathoms.	Size.	Test per Certificate. Tons.	Weight of Chain Cable.	Fathoms & Size. Per Rule.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Fathoms.	Size.
1425	135	2	100 1/2	72 25 4 2 26	270 2	Stud link John Green	Glasgow	19th May 1891	Towline Hemp	24	12
1426	105	2	100 1/2	72 25 3 2	"	"	"	"	Hawser Steel wire	90	3 1/2
Steel Wire	75	4	33	75 4	"	"	"	"	"	90	2 1/2
Towline	66	4	33	66 4	"	"	"	"	Hemp	90	7

Boats *Two life boats and 2 others.*

Pumps, Number *Two in hold and one in fore peak*

Windlass *Clarke, Chapman & Co.*

Number of Scuppers, and number and dimensions of Freeing Ports *On each side, 4 scuppers, 4 ports 35 x 23, and 3 moving pipes.*

Cargo Hatchways.—How formed? *Of plates and angles fitted in the usual manner.*

State size No. 1 Hatch (Forward) *8-0 x 5-0 x 23*

No. 2 Hatch *19-11 x 12-0 x 23*

No. 3 Hatch *8-0 x 8-0 x 23*

Number of Web Plates, Shifting Beams, and Fore and Afters to each hatch *In No. 1 14 3 on fore & after. In No. 2 one deep web plate and 3 fore & after.*

Bulwarks, Height above deck and description *4-11. Iron plating 1/2*

Main Rail, material and size *Channel iron 10 1/2*

Tongallant Rail *2 1/2 x 1 1/2*

The above is a correct description.

Builder's Signature (here only.) *For Barclay, Curle & Co. Ltd.*

Surveyor's Signature *J. Thomson*

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

10756 gls

Order for Special Survey No. 2412
Date 31 Oct 1890

Order for Ordinary Survey No. ✓
Date ✓

No. 369 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 } 1890: - Dec 12, 16, 18, 24. 1891: - Jan 19,
2nd. On the plating during the process of riveting } 22, 26. Feb 2, 5, 9, 12, 19, 25. Mar 2, 5, 9, 12, 20,
3rd. When the beams were in and fastened, and before the decks were laid } 24, 27, 31. April 3, 7, 10, 15, 17, 20, 23, 28. May 1, 5,
4th. When the ship was complete, and before the plating was finally coated or cemented } 8, 13, 15, 19, 26. June 2, 4, 15, 18.
5th. After the ship was launched and equipped

Total No. of Visits 40

State dates and initials of letters respecting this case Secretary's 4th Sept., 10th & 17th Nov. 1890. M

General Remarks (State quality of workmanship, &c.) The workmanship throughout is of the best quality. This vessel is built of steel in accordance with midship section forwarded to London on the 18th June 1891, the accompanying tracings (4 in 8th), the Secretary's letters referred to above, and in general conformity with the Rules for the Class contemplated.

Is a sister vessel to the Mount Stewart.

PARTICULARS FOR RECORD IN THE REGISTER BOOK.

Length of Poop enclosed 28 ft., R.Q.D. or Break ✓ ft., Bridge Dk. ✓ ft., Forecastle 41 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 Decks. 2 tiers of Beams.

Official No. ✓ Signal Letters ✓

PARTICULARS OF WATER BALLAST.

Double bottom, aft, length ✓ and water capacity in tons ✓ Double bottom, amidships, length ✓ and water capacity in tons ✓

Double bottom, forward, length ✓ and water capacity in tons ✓

Double bottom, constructed on the cellular system, length ✓ and water capacity in tons ✓

Fore peak tank, water capacity in tons ✓ After peak tank, water capacity in tons ✓

Midship deep tank, length ✓ and water capacity in tons ✓ Other tanks, if fitted, length ✓ and water capacity in tons ✓

The above have ✓ been tested as required by the Rules.

(If necessary, furnish further information by sketch.)

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

REEBOARD assigned by the Committee, as per Secretary's Letter, dated 5th June 1891

5 ft. 3 ins. In Salt Water
4 ft. 10 ins. In Fresh Water
5 ft. 8 ins. In Winter, in North Atlantic

To top of Wood, Iron or Steel upper deck, statutory deck

The amount of Entry Fee £ 4 : 4 : 6 is received by me, W.H.
Special ... £ 41 : 4 : 6 18/6/91
Certificate* £ ✓

* Certificate to be sent to Glasgow

Travelling Expenses, if any £ ✓

I am of opinion this Vessel should be Classed

100 A 1 Steel

J. Thomson
Surveyor to Lloyd's Register of British & Foreign Shipping.

TUES. 23 JUN 1891

Committee's Minute

Character assigned 100 A 1

L & S. Steel

2 Dks (H. pl. Sth. W.S.)

W.H.

It is submitted that this vessel appears eligible to be classed: 100 A 1 Steel, as recommended. 2 Dks. (H. pl. Sth. W.S.)

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Lloyd's Register

GLS162-0220(2/2)