

1 or 2 Decks. ~~IRON OR~~ STEEL STEAMER.

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

Received at London Office,

Date of completion of Report 15 August 1891 Port of Glasgow
 No. 10912 Survey held at Dumbarton Date, First Survey 24 March 1891 Last Survey 14 August 1891

the "Pioneer" (used London Pilot No 1 in Reg. Book No 415) Rig Ketch.
 AGE under Tonnage Deck... 154.95
 of Top of Raised Qr. ✓
 or Break... ✓
 Bridge House ✓
 Houses on Deck ✓
 excess of Hatchways ✓
 Forecastle ✓
 above Crown of ✓
 in Room... ✓
 s Tonnage 155.99
 Crew Space 24.39
 above Crown of ✓
 in Room... ✓
 AGE FOR FEES.. 154.95
 as Engine Room 49.92
 as Navigation Spaces ✓
 Register Tonnage 81.68
 as cut on Beam ..

ONE OR TWO DECKED VESSEL.

CLASS 100A1

Half Breadth (moulded) 10.5
 Depth from upper part of Keel to top of Main Deck Bms. 12.69
 Girth of Half Midship Frame (as per Rule) 10.66
 1st Number 41.85
 Length 113
 2nd Number 44.29
 Proportions Breadths to Length 5.58
 Depths to Length—Main Deck to top of Keel... 8.7
 Destined Voyage London

Master Parry
 Year of appointment (1) As master in service of owner of present vessel—1891
 (2) As master of this vessel—1891
 Built at Dumbarton
 When built 1891 Launched 14 July 1891
 By whom built W. Denny & Bros
 Owners Corporation of the Trinity House
 Managers
 (Where necessary to be entered in Reg. Book).
 Residence London
 Port belonging to London
 and
 Surveyed while Building Afloat, or in Dry Dock

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH—Top of Floors to Main Deck Beams.	Feet.	Inches.	Power of Engines	Horse.	No. of Decks with Flat laid	No. of Tiers of Beams
113	0		114.3	21	0	11	6	4	24	2	2	

Dimensions of Ship per Register, Length 114.3 breadth 21.05 depth 11.4

Moulded Depth, ft. 12 ins. 3 Round of Beam 6 inches.

FORGINGS AND CASTINGS.

EEL, Bar or Side Plates depth and thickness 6 3/4 x 1 1/4
 TEM, moulding and thickness... 6 x 1 1/4
 TERN-POST for Rudder do. do. 6 x 2 1/2
 " for Propeller... 6 x 2 1/2
 MAIN PIECE of Rudder, diameter at head... 4
 do. at heel... 2 1/4
 RUDDER, how constructed Forged Frame Plate sides
 the Rudder be unshipped afloat? Yes

FRAMING.

	Inches in Ship.	Inches in Ship.	16ths in Ship.	Inches in Ship.	Inches in Ship.	16ths in Ship.
NAME, Angles, on 7 Bars, for 3 length amidships	3	2 1/2	5	3	2 1/2	5
Do. for 1/2 at each end	2	2 1/2	5	3	2 1/2	5
Do. in way of Double Bottoms	20			20		
Distance of Frames from moulding edge to moulding edge, all fore and aft	20			20		
REVERSED FRAME, Angles	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 3 length amidships	14		5	14		5
" in way of Engines and Boilers			6			6
" thickness at the ends of vessel			5			5
" depth at 1/2 the half breadth, as per Rule	3			3		
" height extended at the Bilges	3			3		
FLOORS & BRACKETS, in Coll. Double Bottoms						
" Distance apart						
ENTRE CIDER, in Double Bottom, depth and thickness						
" Angles, Top—Bottom						
IDE CIDER, number and thickness						
" Angle						
MAIN PLATE, depth (exclusive of flange) and thickness						
" Angles						
DOUBLE BOTTOM PLATING, breadth and thickness of Middle Line Strake						
" thickness in Engine and Boiler space						
" Remainder in Holds						
IS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	5	3	7	5 1/2	3	6
" Angles on Upper Edge						
" Average space	40			40		
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	3	2	4	3	2	4
" Angles on Upper Edge						
" Average space	40			40		
BEAMS, Hold, Plate or Tee Bulb						
" Angles on Upper Edge						
" Average space						
BEAMS, Peep Deck, Angle, Bulb Angle, Plate or Tee Bulb						
" Angles on Upper Edge						
" Average space						
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb						
" Angles on Upper Edge						
" Average space						
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb						
" Angles on Upper Edge						
" Average space						
BEAMS, In 'tween Decks, Size and Spacing	2 1/2			2 1/2		
" Hold (quarter pillars)	3			3		
FRAMES, In Fore Body, No. and Spacing						
" Breadth & Thickness						
" No. of Side Stringers						
FRAMES, In After Body, No. and Spacing						
" Breadth & Thickness						
" No. of Side Stringers						
Size of Angles or Tee Bars to Web Frames						
RACKET PLATES to Stringers between Web Frames, Depth and Thickness						

KEELSONS AND STRINGERS.

	Inches in Ship.	Inches in Ship.	16ths in Ship.	Inches in Ship.	Inches in Ship.	16ths in Ship.
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate	9		6	9		6
" Rider Plate	6 3/8		7	6 3/8		7
" Bulb Plate to Intercoastal Keelson						
" Horizontal Plates on Floors						
" Angles	3	3	5	3	3	5
SIDE KEELSON, Angles						
" Bulb or Plate above floors for length						
" Intercoastal Plate for length						
" Attached to outside plating with Angle						
BILGE KEELSON, Angles	3	3	6	3	3	6
" Bulb or Plate above floors for length						
" Intercoastal Plate for length						
" Attached to outside plating with Angle						
BILGE STRINGER Angles						
" Bulb Plate for length						
" Intercoastal Plate for length						
" Attached to outside plating with Angle						
SIDE STRINGER Angles	3	3	6	3	3	6
" Bulb or Intercoastal Plate for length						
Main and Raised Quarter Deck Stringer Plate, on ends of Beams, breadth & thickness	24		6	24		6
" Angle on ditto	3 x 2 x 6		3 x 2 x 6			
" Tie Plates fore & aft, outside Hatchways	7		6	7		6
" Diagonal Tie Plates on Bms. No. of Pairs						
" Flat of Deck* Iron or Steel for length						
" Wood Y-Tine Material & thickness	3			3		
" How fastened to Beams						
Lower Deck Stringer Plate, on ends of Beams, breadth and thickness	12		4	12		4
" Angles on ditto, No. 1	3 x 2 1/2 x 4		3 x 2 1/2 x 4			
" Tie Plates outside Hatchways						
" Flat of Deck* Material and thickness	1 1/2			1 1/2		
" How fastened to Beams						
Hold Stringer Plate, on ends of Beams						
" Angles on ditto, No.						
Peep Deck Stringer Plate, breadth & thickness						
" Angle on ditto						
" Tie Plates						
" Flat of Deck, Material and thickness						
Bridge Deck Stringer Plate, breadth & thickness						
" Angle on ditto						
" Tie Plates						
" Flat of Deck, Material and thickness						
Forecastle Deck Stringer Plate, breadth & thickness						
" Angle on ditto						
" Tie Plates						
" Flat of Deck, Material and thickness						

PLATING.

	Inches in Ship.	16ths in Ship.	Inches in Ship.	16ths in Ship.
FLAT PLATE KEEL, breadth and thickness	31		7	
" Plating on increased thickness, & length applied				
PLATES in Garboard Strakes, breadth & thickness				
" From Garboard to lower part of Bilges				
" State Thickness of Plating in way of Double Bottom				
" Bilges, number of Strakes and thickness				
" Of doubling at Bilge, or increased thickness, & length applied				
" from up. part of Bilge to Ir. edge of Sh'rstrake	6		6	
Sheerstrake, breadth and thickness	23		6	
" Of plating at Sh'rstr. & lag. applied				
Peep Sides				
Raised Quarter Deck Sides				
Bridge Sides				
Forecastle Sides				
Lengths of Plating				

10912 92

BULKHEADS.			No. in Vessel	No. Req'd. by Rule			
Thickness.	Angles.	Spacing.	Height up.	Sngl. or Dbl. Frames.			
W. T. BULKHEADS	Vrtcl. 3x2 1/2 x 1/2 20		20 upper dk	Double frames			
PARTITION	Vrtcl.						
LONGITUDINAL	Hzntl.						

Ceiling betwixt Decks, thickness and material
 " in hold do. do.
 Number of Breasthooks 3
 " Crutches 1 and deck floor

Are the outside Plates doubled two spaces of Frames in length? Yes
 The **FRAMES** extend in one length from keel to gunwale Riveted through Plates with 9/16 in. Rivets, about 4 1/2 apart
 The **REVERSED ANGLE** on floors and frames extend from fore upper corner of bulge on one side of the island to the upper turn of bulge on the other side

RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c.
 Garboard, double riveted to Bar Keel or Flat Plate Keel, with rivets 7/8 in. diameter, averaging 4 1/2 ins. from centre to centre.
 Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 9/16 in. diameter, averaging 2 1/2 ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 9/16 in. dia., averaging 2 1/2 ins. from cr. to cr.
 " " " " overlapped for length, double riveted for length, with rivets in dia., averaging ins from cr. to cr.
 Butts of 1 Strakes at Bilge for 1/2 length, double riveted with Butt Straps 1/16 thicker than the plates they connect.
 Edges from Bilge to Sheerstrake, worked clencher, double single riveted; with rivets 9/16 in. diameter, averaging 2 1/2 ins. from centre to centre.
 Butts from Bilge to Sheerstrake, worked carvel, double riveted; with rivets 9/16 in. dia, averaging 2 1/2 ins. from cr. to cr.
 " " " " overlapped for length, double riveted for length, with rivets in dia., averaging ins from cr. to cr.
 Edges of Sheerstrake, double single riveted. Butts of Sheerstrake, double riveted for whole length amidships.
 Butts of Main Stringer Plate, double riveted for whole length amidships. **Single or Double Butt Straps to Stringer Plate for** whole length.
 Butts of Inner Bottom Plating double riveted for length. **Butts of Centre Girder** double riveted.
 Breadth of edge laps of Shell Plating in double riveting 4 1/2. Breadth of edge laps of Shell Plating in single riveting 2 1/2
 Butt Straps of Shell Plating breadth and thickness 9/16 x 1/16. **Butts if Lapped, breadth of laps**
 Butt Straps of Keelsons, Stringer and Tie Plates, treble double riveted.
 Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? (Siemens Martin Steel) Frames & Keel frames. Messend. Floors, bulkheads, stringer & shell.
Dumbarton. Beams & bulkheads. Dalzell.
 Workmanship. Are the butts of plating planed or otherwise fitted? Yes
 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 Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? Yes
 Are the butts of Plating, Stringers, &c., properly shifted and strapped? Yes Do any rivets break into or through the seams or butts of the plating? One at butts only

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.
Fore											
LOWER MASTS....											
Main											
Mizen											
Bowsprit	<u>none</u>										
Topmasts, Yards and Remainder of Spars	<u>none</u>										
Rigging, Material and Size, Shrouds	<u>2 1/2 inch steel</u>										
Sails.	<u>2 1/2 inch steel</u>										
Suits of											
Sails, and the following spare sails											

EQUIPMENT No. 4729 LETTER C ANCHORS.

Number of Certificate.	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.	Tons.	cwts.	qrs.	lbs.				Cwts.	qrs.	lbs.	
30405 1st Bower	6	0	2	1	2	16	8	7	2	0	5	0	0	120 lbs. 100 lbs. 100 lbs.	100 lbs. 100 lbs. 100 lbs.	100 lbs. 100 lbs. 100 lbs.
30201 2nd "	6	0	0	1	2	8	8	8	0	0	8	0	0	"	"	"
3rd "	1													"	"	"
Collective weight																
Stream	1	1	27			2	6				1	2	0	"	"	"
Kedge	0	3	0								0	3	0	"	"	"
2nd Kedge														"	"	"

CHAIN CABLES.

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.	Fathoms & Size. Per Rule.
20439	90	7/8	"	"	36	1.11			"	"	"	"
45	9 1/2	9 1/2			48	2			Steel wire 100 lbs. 100 lbs. 100 lbs.	100 lbs. 100 lbs. 100 lbs.	100 lbs. 100 lbs. 100 lbs.	100 lbs. 100 lbs. 100 lbs.

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.	Fathoms & Size. Per Rule.
20439	90	7/8	"	"	36	1.11			"	"	"	"
45	9 1/2	9 1/2			48	2			Steel wire 100 lbs. 100 lbs. 100 lbs.	100 lbs. 100 lbs. 100 lbs.	100 lbs. 100 lbs. 100 lbs.	100 lbs. 100 lbs. 100 lbs.

Boats 2
 Pumps, Number 1 of 4 1/2 Dumbarton two of 3 1/2 Diameter of Barrel and Tail Pipe 4 1/2 and 3 1/2 bands. 2 & 1 1/2 tail pipe
 The Windlass is Harfield Patent Capstan 8
 Engine Room Skylights.—How constructed? Iron casing. Leak skylight no
 What arrangements for deadlights in bad weather? Protected by tarpaulins.
 Coal Bunker Openings.—How constructed? Cast iron frames How are lids secured? Bayonet coupling Height above deck? Flush
 Number of Scuppers, and number and dimensions of Freeing Ports, &c. Two ports of 23 x 11. One of 17 x 14. one of 26 x 24 and five scuppers on each side
 Cargo Hatchways.—How formed?—None Hatches, if strong and efficient? Yes
 State size No. 1 Hatch (Forward) ✓ No. 2 Hatch ✓ No. 3 Hatch ✓ No. 4 Hatch ✓
 Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch ✓

Bulwarks, height above deck and description Iron 2 1/2 above dk Main Rail, material and size See sketch above.
 The above is a correct description.
 Builder's Signature, (only) James Dumbarton Surveyor's Signature, L. Thearle
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Order for Special Survey No. 2464Date 18th March 1891Order for Ordinary Survey No. ✓Date ✓No. 456 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

1891. Mar 24. 26. April 3. 6. 10. 14. 17. 21. 24. 27. May 1. 5. 8. 12. 1519. 22. 26.June 2. 8. 12. 19. 25. 30July 3. 7. 10. 14. 20. 31Aug 4. 7. 11. 14Total No. of Visits 34

State dates and initials of letters respecting this case

16/3/91. 2/4/91. 7/4/91. 22/5/91. 29/7/91

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

This is a steel screw Pilot Steamer for the Honourable Corporation of the Trinity House. She has been built in accordance with the approved plans attached hereto and with the Rules generally. The materials and workmanship are good.

It was at first intended to name this vessel "London Pilot No 1" as was printed in the Register Book, (No 415); but since then the name decided upon is "Pioneer".

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ✓ ft., R.Q.D. or Break ✓ ft., Bridge Dk. 6 ft., F'castle ✓ ft. (in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. is joined to the B.D., this should be distinctly stated

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 Dk

Official No. ✓; Signal Letters ✓**PARTICULARS OF WATER BALLAST.**Double bottom, aft, length ✓ and water capacity in tons ✓. Double bottom, forward, length ✓ and water capacity in tons ✓Double bottom, under engines and boilers, length ✓ and water capacity in tons ✓. If under Engines only, or Boilers only, state which ✓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 Paint and Portland Cement Outside Paint

FREEBOARD assigned by the Committee, as per Secretary's Letter, dated ✓

State if marked on Vessel's sides in accordance with Notice No. 572

In Summer ✓ ft. ins.In Winter ✓ ft. ins.For Winter in North Atlantic ✓ ft. ins.Fresh Water above the centre of disc ✓ ins.

To top of Wood, Iron or Steel Upper Deck.

The amount of Entry Fee..... £ 1 : 0 : 0 is received by me, ✓Special ... £ 4 : 15 : 0 28/8/1891Certificate* £ ✓ : 0 : 0Travelling Expenses, if any £ ✓ : 0 : 0

am of opinion this Vessel should be Classed

100 A 1 Steel1 Dk + Cabin Sole

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

Committee's Minute TUES. 1 SEP 1891

Character assigned

Li a 16. 100 A 1 Steel+ L.A. 16 8/91 1 Dk✓

It is submitted that this vessel appears eligible to be classed 100 A 1 (Steel) as recommended.

1 Dk

Lloyd's Register
Foundation

GLS163-15C(2/2)