

1 or 2 Decks.

## IRON OR STEEL STEAMER.

No. 21 SEP 1891

Received at London Office.

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

Date of completion of Report 15<sup>th</sup> September 1891 Port of Glasgow  
No. 1096 Survey held at Dumbarton Date, First Survey 24 March 1891 Last Survey 11 September 1891

On the "Guide" (named London Pilot No 2 in Reg Book No 416 Rig Ketch

TONNAGE under  
Tonnage Deck... 154.93  
Do. of Poop  
Do. of Raised Or.  
Dk. or Break...  
Do. of Bridge House  
Do. of Houses on Deck  
Do. of excess of Hatchways  
Do. of Forecastle  
Do. above Crown of  
Engine Room...  
Gross Tonnage 155.97  
Less Crew Space  
above Crown of  
Engine Room...  
Tonnage for Fees... 154.93  
Engine Room 49.92  
Cabin Spaces  
Net Tonnage 81.66  
on Beam...

ONE OR TWO DECKED VESSEL.

CLASS 100A1

FEET.

Half Breadth (moulded) 10.50  
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 4729  
Proportions—Breadths to Length 6.38  
Depths to Length—Main Deck to top of Keel... 8.9  
Destined Voyage London

Master Savafe

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 20 Aug. 1891

By whom built W. Denny &amp; Co.

Owners Corporation of the Trinity House

Managers

(Where necessary to be entered in Reg. Book).

Residence London

Port belonging to London

Surveyed while Building, Afloat, and in Dry Dock

Net Tonnage on Deck as per Rule... 113 0  
BREADTH—Moulded... 21 0  
DEPTH—Top of Floors to Main Deck Beams... 11 6 3/4  
Power of Engines 24  
Horse... 24  
No. of Decks with Flat laid 2  
No. of Tiers of Beams 3

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

## RIGGINGS AND CASTINGS.

KEEL, Bar on Side Plates depth and thickness 6 3/4 x 1 1/4  
STEEL moulding and thickness 6 x 1 1/4  
STEEL 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  
Can the Rudder be unshipped afloat? Yes

## FRAMING.

FRAME, Angles, 3 Bars, for 1/2 length amidships  
Do. or 1/2 at each end 3 2 1/2 5 3 2 1/2 5  
Do. in way of Double Bottoms 3 2 1/2 5 3 2 1/2 5  
Distance of Frames from moulding edge to moulding edge, all fore and aft 20  
REVERSED FRAME, Angles 2 1/2 3 1/2 4 2 1/2 2 1/2 4  
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 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 5  
height extended at the Bilges 3 as per approved plan  
FLOORS & BRACKETS, in Coll. Dble Bottoms  
Distance apart 5 3 7 5 3 6  
CENTRE GIRDER, in Double Bottom, depth and thickness 5 3 7 5 3 6  
Angles, Top Bottom  
SIDE GIRDERS, number and thickness 5 3 7 5 3 6  
Angles 5 3 7 5 3 6  
ARCIN PLATE, depth (exclusive of flange) and thickness 5 3 7 5 3 6  
Angles 5 3 7 5 3 6  
TOP BOTTOM PLATING, breadth and thickness of Middle Line Strake 5 3 7 5 3 6  
thickness in Engine and Boiler space 5 3 7 5 3 6  
Remainder in Holds 5 3 7 5 3 6  
BEAMS, Main and Raised Quarter Deck, Single Angle, Bull Angle, Plate or Tee Bull 5 3 7 5 3 6  
Angles on Upper Edge 5 3 7 5 3 6  
Average space 40 40  
BEAMS, Lower Deck, Single Angle, Bull Angle, Plate or Tee Bull 3 2 4 3 2 4  
Angles on Upper Edge 3 2 4 3 2 4  
Average space 40 40  
BEAMS, Hold, Plate or Tee Bull 3 2 4 3 2 4  
Angles on Upper Edge 3 2 4 3 2 4  
Average space 40 40  
BEAMS, Peep Deck, Single Angle, Bull Angle, Plate or Tee Bull 3 2 4 3 2 4  
Angles on Upper Edge 3 2 4 3 2 4  
Average space 40 40  
BEAMS, Bridge Deck, Angle, Bull Angle, Plate or Tee Bull 3 2 4 3 2 4  
Angles on Upper Edge 3 2 4 3 2 4  
Average space 40 40  
BEAMS, Forecastle Deck, Angle, Bull Angle, Plate or Tee Bull 3 2 4 3 2 4  
Angles on Upper Edge 3 2 4 3 2 4  
Average space 40 40  
LARS, In 'tween Decks, Size and Spacing 3 2 4 3 2 4  
Hold 3 2 4 3 2 4  
WEB FRAMES, In Fore Body, No. and Spacing 3 2 4 3 2 4  
Breadth & Thickness 3 2 4 3 2 4  
No. of Side Stringers 3 2 4 3 2 4  
WEB FRAMES, In After Body, No. and Spacing 3 2 4 3 2 4  
Breadth & Thickness 3 2 4 3 2 4  
No. of Side Stringers 3 2 4 3 2 4  
Size of Angles on Tee Plates Web Frames 3 2 4 3 2 4  
LARGEST PLATES, in Stringers between Web Frames, Depth and Thickness 3 2 4 3 2 4

Moulded Depth, ft. 12 ins. 0 Round of Beam 6 inches.

## KEELSONS AND STRINGERS.

CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate 9 6 9 6  
Rider Plate 6 3 7 6 3 7  
Bull Plate to Intercoastal Keelson 6 3 7 6 3 7  
Horizontal Plates on Floors 6 3 7 6 3 7  
Angles 3 3 6 3 3 6  
SIDE KEELSON, Angles 3 3 6 3 3 6  
Bull or Plate above floors for length 3 3 6 3 3 6  
Intercoastal Plate for length 3 3 6 3 3 6  
Attached to outside plating with Angle 3 3 6 3 3 6  
BILGE KEELSON, Angles 3 3 6 3 3 6  
Bull or Plate above floors for length 3 3 6 3 3 6  
Intercoastal Plate for length 3 3 6 3 3 6  
Attached to outside plating with Angle 3 3 6 3 3 6  
BILGE STRINGER, Angles 3 3 6 3 3 6  
Bull Plate for length 3 3 6 3 3 6  
Intercoastal Plate for length 3 3 6 3 3 6  
Attached to outside plating with Angle 3 3 6 3 3 6  
SIDE STRINGER Angles 3 3 6 3 3 6  
Bull or Intercoastal Plate for length 3 3 6 3 3 6  
Main and Raised Quarter Deck Stringer Plate, on ends of Beams, breadth & thickness 24 6 24 6  
Angle on ditto 24 6 24 6  
Tie Plates fore & aft, outside Hatchways 7 6 7 6  
Diagonal Tie Plates, No. of Beams 7 6 7 6  
Flat of Deck, Material and thickness 3 3  
Wood 4. Pine Material and thickness 3 3  
How fastened to Beams 3 3  
Lower Deck Stringer Plate, on ends of Beams, breadth and thickness 12 4 12 4  
Angles on ditto, No. 1 3 3 4 3 3 4  
Tie Plates, outside Hatchways 3 3 4 3 3 4  
Flat of Deck\* Material and thickness 3 3 4 3 3 4  
How fastened to Beams 3 3 4 3 3 4  
Hold Stringer Plate, on ends of Beams 3 3 4 3 3 4  
Angles on ditto, No. 1 3 3 4 3 3 4  
Peep Deck Stringer Plate, breadth & thickness 3 3 4 3 3 4  
Angle on ditto 3 3 4 3 3 4  
Tie Plates 3 3 4 3 3 4  
Flat of Deck, Material and thickness 3 3 4 3 3 4  
Bridge Deck Stringer Plate, breadth & thickness 3 3 4 3 3 4  
Angle on ditto 3 3 4 3 3 4  
Tie Plates 3 3 4 3 3 4  
Flat of Deck, Material and thickness 3 3 4 3 3 4  
Forecastle Deck Stringer Plate, breadth & thickness 3 3 4 3 3 4  
Angle on ditto 3 3 4 3 3 4  
Tie Plates 3 3 4 3 3 4  
Flat of Deck, Material and thickness 3 3 4 3 3 4

## PLATING.

FLAT PLATE KEEL, breadth and thickness 31 7 30 7  
Bulging or increased thickness, & length applied 31 7 30 7  
PLATES in Garboard Strakes, breadth & thickness 31 7 30 7  
From Garboard to lower part of Bilges 31 7 30 7  
State Thickness of Plating in way of Double Bottom 31 7 30 7  
Bilges, number of Strakes and thickness 31 7 30 7  
Of doubling at Bilge, or increased thickness, and length applied 31 7 30 7  
from up. part of Bilge to lr. edge of Sh. strake 31 7 30 7  
Sheerstrake, breadth and thickness 31 7 30 7  
Of doubling at Sheerstrake, & length applied 31 7 30 7  
Peep Sides 31 7 30 7  
Raised Quarter Deck Sides 31 7 30 7  
Bridge Sides 31 7 30 7  
Forecastle Sides 31 7 30 7  
Lengths of Plating 7 Frame Space



10962 92

Ceiling betwixt Decks, thickness and material " in hold do. do.	<b>BULKHEADS.</b>		<b>No. in Vessel</b> 6	<b>No. Reqd. by Rule</b> 4		
	Thickness.	Angles.	Spacing.	Height up.	Sngl. or Dbl. Frames.	
Number of Breasthooks " Crutches 1 and deep floors	W. T. BULKHEADS		Vrtcl. 3 1/2 x 1/4 30	2 1/2	Double frames	
	PARTITION		Hzntl. 2 1/2 x 1/4 30			
	LONGITUDINAL		Vrtcl. 1 1/2 x 1/4 30			

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 7/8 in. Rivets, about 4 1/2 apart  
The **REVERSED ANGLE** on floors and frames extend from upper turn of bilge on one side of the vessel to the upper turn of bilge 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 clench, double riveted; with rivets 7/8 in. diameter, averaging 2 1/2 ins. from centre to centre.  
Butts from Keel to turn of Bilge, worked carvel, double riveted; double for length; with rivets 7/8 in. dia., averaging 2 1/2 ins. from cr. to cr.  
" " " " overlapped for length; with rivets 7/8 in. dia., averaging 2 1/2 ins. from cr. to cr.  
Butts of 1 Strakes at Bilge for 1/2 length, double riveted with Butt Straps 7/8 thicker than the plates they connect.  
Edges from Bilge to Sheerstrake, worked clench, double single riveted; with rivets 7/8 in. diameter, averaging 2 1/2 ins. from centre to centre.  
Butts from Bilge to Sheerstrake, worked carvel, double riveted; double for length; with rivets 7/8 in. dia., averaging 2 1/2 ins. from cr. to cr.  
" " " " overlapped for length; with rivets 7/8 in. dia., averaging 2 1/2 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 single riveted for length. Butts of Centre Cider single riveted.  
Breadth of edge laps of Shell Plating in double riveting 4. Breadth of edge laps of Shell Plating in single riveting 2 1/2  
Butt Straps of Shell Plating breadth and thickness 9/16 x 7/16. Butts, if Lapped, breadth of laps 7/8  
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' Martins Steel supplied from Dumbarton, Mossend, Dalzell and Clydebridge.  
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 Do any rivets break into or through the seams or butts of the plating? No  
Are the butts of Plating, Stringers, &c., properly shifted and strapped? Yes

MASTS, SPARS, &c.											
	Material.	Total Length	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Heads.	Number.		Size.	Seams.	Butts.	
LOWER MASTS....	Fore .....										
	Main .....										
	Mizen .....										
Bowsprit	<u>none</u>										
Topmasts, Yards and Remainder of Spars	<u>none</u>										
Rigging, Material and Size, Shrouds	<u>2" jute steel wire</u>										
Sails.	<u>Ymo</u>	<u>Suites</u>									
Sails, and the following spare sails <u>✓</u>											

EQUIPMENT No. <u>4729</u> LETTER <u>C</u> 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.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.			
30542	1st Bower ..	5	2	14	1	2	28	8	5	0	0	5	0	0	Protanus I.S.	Wm. P. Jones & Co. Northampton 18/9/91
30544	2nd " ..	5	2	18	1	2	10	8	0	2	14	5	0	0	"	"
	3rd " ..															
	Collective weight	11	2	7								10	0	0		
	Stream ....	1	1	24			2	7				1	2	0	"	"
	Kedge .....	0	2	3			1	7				0	2	0	"	"
	2nd Kedge ..															

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.	FATHOMS & SIZE. PER RULE.		
												Per Rule.	Per Rule.	
19845	75	3	205.13	32.0.0	32.0.0	32.0.0	Wm. P. Jones	Northampton 2/9/91	TOWLINE	75	6 1/2	90.6		
20496	90	3	"	36.0.0	36.0.0	36.0.0	"	"	Hawser	90	4	90.4		
	45	2 1/2	9 1/2		45.2	Steel Wire	Wm. P. Jones	Northampton 2/9/91		2	2 1/2			

Boats 2  
Pumps, Number 1 of 4 1/2 Downton, two of 3 1/2 Diameter of Barrel and Tail Pipe 4 1/2 and 3 1/2 barrels 2 x 1 1/2 tail pipe  
The Windlass is Harfield's patent Capstan 2  
Engine Room Skylights.—How constructed? Iron casings Yeak Skylight over 2  
What arrangements for deadlights in bad weather? Painted by tarpaulins  
Coal Bunker Openings.—How constructed? Cast iron frames How are lids secured? Bayonet Coupling Height above deck? 4 feet  
Number of Scuppers, and number and dimensions of Freeing Ports, &c. Two ports of 22 x 11. One of 14 x 14 and one of 26 x 24 and five scuppers on each side  
Cargo Hatchways.—How formed? none Hatches, if strong and efficient? ✓  
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 21 above deck Main Rail, material and size Teak rail 8 x 3  
The above is a correct description  
Builder's Signature, Wm. P. Jones Surveyor's Signature, A. Shear  
Surveyor to Lloyd's Register of British and Foreign Shipping.



10968.92

Order for Special Survey No. 2146  
Date 18th March 1891  
Order for Ordinary Survey No. 457  
Date 18th March 1891  
No. 457 in builder's yard.

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. 15. 19. 22. 26.  
June 2. 8. 12. 19. 25. 30. July 3. 7. 10. 14. 28  
31. Aug 4. 7. 11. 14. 28  
Sept 2. 11

Total No. of Visits 37

State dates and initials of letters respecting this case 16/3/91 24/4/91 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 Corporation of the Trinity House. She is a sister vessel to the S.S. Pioneer. (Glasgow Report No 10912) by the same builders for the same owners. and 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 2" as now printed in the Register Book (No 1416). but since then the name decided upon is "Guide".

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ft., R.Q.D. or Break ft., Bridge Dk. 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 dks.  
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 In Summer ft. ins. In Winter ft. ins. To top of Wood, Iron or Steel Upper Deck.  
For Winter in North Atlantic ft. ins.  
Fresh Water above the centre of disc ins.

The amount of Entry Fee £ 1 : : is received by me, 24.9.18 25.9.91  
Special ... £ 7 : 15 :  
Certificate\* £ : :  
Travelling Expenses, if any £ : :  
I am of opinion this Vessel should be Classed 100A 1 "Steel"  
1 dk and cabin sole  
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute  
Character assigned 100A 1 Steel  
+ 2m 69/91  
Leecp  
10k  
It is submitted that this vessel appears eligible to be Classed 100A 1 (Steel) as recommended.  
1.0k  
20.9.91  
Lloyd's Register  
GLS163-0082(2/2)