

1 or 2 Decks.

IRON OR STEEL STEAMER.

Received at London Office,

MON. 8 FEB 1892

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

Date of completion of Report

6<sup>th</sup> February 1892 Port of

Glasgow

No. 11280 Survey held at

Paisley

Date, First Survey 31<sup>st</sup> July 1891

Last Survey 2<sup>nd</sup> February 1892

On the Screw Steamer "Ralston"

Rig Schooner

TONNAGE under Tonnage Deck...

ONE DECKED VESSEL.

Master Kenneth Stewart

Do. of Poop

CLASS 100 A.1

Year of appointment

Do. of Raised Gr.

FEET.

Built at Paisley

Do. of Bridge House

Half Breadth (moulded) 11.00

When built 1891-1892 Launched 13<sup>th</sup> January 1892

Do. of Houses on Deck

Depth from upper part of Keel to top of Main Deck Bms. 10.48

By whom built Messrs J. M. Arthur & Co

Do. of Forecastle

Girth of Half Midship Frame (as per Rule) 19.25

Owners P. D. Hendry & Co

Do. of Crown of

1st Number 40.70

Managers

Gross Tonnage 231.78

Length 119

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

Less Crew Space 31.99

2nd Number 4843.3

Residence 88 Great Clyde St. Glasgow

Less above Crown of Engine Room 10.16

Proportions—Breadths to Length 5.4

Port belonging to Glasgow

TONNAGE FOR FEES 189.63

Depths to Length—Main Deck to top of Keel 11.38

Destined Voyage Coasting

Less Engine Room 95.39

Destined Voyage Coasting

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

Less Navigation Spaces 4.70

Register Tonnage as cut on Beam 99.70

LENGTH on Deck as per Rule 119 Breadth—Moulded 22 Depth—Top of Floors to Main Deck Beams 9 Power of Engines 33 No. of Decks with Flat laid one No. of Tiers of Beams one

Dimensions of Ship per Register, Length, 120 breadth, 22 depth, 9.1 Moulded Depth, ft. 10 ins. 0 Round of Beam 5 inches.

FORGINGS AND CASTINGS. KEEL, Bar or Side Plates depth and thickness 6 3/4 x 1 1/4 STEEL, moulding and thickness 6 x 1 1/4 STERN-POST for Rudder do. do. 6 x 2 1/2 MAIN PIECE of Rudder, diameter at head 3 3/4 do. at heel 2 3/4 RUDDER, how constructed Forged frame with plated sides Can the Rudder be unshipped afloat? yes

FRAMING. FRAME, Angles, on 7 Bars, for 1/2 length amidships 3 2 1/2 5 3 2 1/2 5 Do. for 1/2 at each end 3 2 1/2 5 3 2 1/2 5

KEELSONS AND STRINGERS. CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate 9 8 9 8 Rider Plate 6 1/2 8 6 1/2 8

KEELSON, Angles 3 3 6 3 3 6

Wash Intercoastal Plate for half length 2 1/2 2 1/2 5 2 1/2 2 1/2 5

BILGE KEELSON, Angles 3 3 6 3 3 6

BILGE STRINGER Angles 3 3 6 3 3 6

Side Stringer Angles in way of R. & D. 3 3 6 3 3 6

Main and Raised Quarter Deck Stringer Plate, on ends of Beams, breadth & thickness 18 6 18 6

Angle on ditto 3 x 3 x 6 3 x 3 x 6

Tie Plates fore & aft, outside Hatchways 8 6 8 6

Flat of Deck, Material and thickness 4. P. 2 1/2 4. P. 2 1/2

How fastened to Beams Riveted Riveted

Lower Deck Stringer Plate, on ends of Beams, breadth and thickness 18 6 18 6

Angle on ditto, No. 3 3 6 3 3 6

Tie Plates, outside Hatchways 8 6 8 6

Flat of Deck, Material and thickness 4. P. 2 1/2 4. P. 2 1/2

How fastened to Beams Riveted Riveted

Hold Stringer Plate, on ends of Beams 18 6 18 6

Angle on ditto, No. 3 3 6 3 3 6

Peep Deck Stringer Plate, breadth & thickness 18 6 18 6

Angle on ditto 3 x 3 x 6 3 x 3 x 6

Tie Plates 8 6 8 6

Flat of Deck, Material and thickness 4. P. 2 1/2 4. P. 2 1/2

How fastened to Beams Riveted Riveted

Bridge Deck Stringer Plate, breadth & thickness 18 6 18 6

Angle on ditto 3 x 3 x 6 3 x 3 x 6

Tie Plates 8 6 8 6

Flat of Deck, Material and thickness 4. P. 2 1/2 4. P. 2 1/2

How fastened to Beams Riveted Riveted

Forecastle Deck Stringer Plate, breadth & thickness 18 6 18 6

Angle on ditto 3 x 3 x 6 3 x 3 x 6

Tie Plates 8 6 8 6

Flat of Deck, Material and thickness 4. P. 2 1/2 4. P. 2 1/2

How fastened to Beams Riveted Riveted

PLATING. PLATE PLATE KEEL, breadth and thickness 30 7 30 7

Plating or increased thickness, & length applied 200 7 200 7

PLATES in Garboard Strakes, breadth & thickness 200 7 200 7

From Garboard to lower part of Bilges 200 7 200 7

Bilges, number of Strakes and thickness 200 7 200 7

Of doubling at Bilge, or increased thickness, and length applied 200 7 200 7

from up. part of Bilge to lower edge of Sh'strake 200 7 200 7

Sheerstrake, breadth and thickness 31 8 31 8

Of doubling at Sh'stk. & lng. applied 31 8 31 8

Peep Sides 31 8 31 8

Raised Quarter Deck Sides 31 8 31 8

Bridge Sides 31 8 31 8

Forecastle Sides 31 8 31 8

Lengths of Plating Seven spaces

Form No. 1 A.—2000—T. & S.—31-5-90.

625164-0126 (1/2)

ROBERT EDMUND TAYLOR & SON, Printers, 19, Old Street, Goswell Road London.



11280 gls

W. P. Sparring  
Ceiling betwixt Decks, thickness and material 6 1/2"  
in hold do. do. P.P. 2  
Number of Breasthooks Three x upper floor  
Crutches one x upper floor

BULKHEADS. No. in Vessel Three  
Thickness Angles Spacing Height up. Sngl. or Dbl. Frames.  
W. T. BULKHEADS 5/8 Vrtcl 30 To deck Double  
PARTITION... Vrtcl.  
LONGITUDINAL Vrtcl.

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 5/8 in. Rivets, about 4 1/4 apart  
The REVERSED ANGLE on floors and frames extend from Centre Line to upper turn of bilge in way of the main deck and to the Raised Quarter deck, Bridge and fore-castle stringer plates on alternate frames.

RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c.  
Garboard, double riveted to Bar Keel on Flat Plate Keel, with rivets 5/8 in. diameter, averaging 6 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 ins. from centre to centre.  
Butts from Keel to turn of Bilge, worked carvel, double or double riveted; treble for 1/2 length; with rivets 5/8 in. dia., averaging 2 1/2 ins. from cr. to cr.  
Butts of Strakes at Bilge for 1/2 length, double riveted with Butt Straps 1/20 thicker than the plates they connect.  
Edges from Bilge to Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 3 ins. from centre to centre.  
Butts from Bilge to Sheerstrake, worked carvel, double or double riveted; treble for 1/2 length; with rivets 3/4 in. dia., averaging 2 1/2 ins. from cr. to cr.  
Edges of Sheerstrake, double or single riveted. Butts of Sheerstrake, treble riveted for in way length amidships of break.  
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 riveted for 1/2 length. Butts of Centre Girder 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 5 9/16 x 1/4 x 1/2 Butts, if Lapped, breadth of laps 1/2  
Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted? Treble and double.  
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, Anglesea, Lanarkshire, Cuthberts, Steel Company of Scotland  
Floorplates - Clydesdale, Sheet plates & stringers - Clydesdale.  
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 faying surfaces? Yes Do any rivets break into or through the seams or butts of the plating? A few in butts only.  
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. Hounds. Head. Number. Size. Seams. Butts.  
LOWER MASTS... Fore Pitch pine poles.  
Main  
Mizen  
Bowsprit  
Topmasts, Yards and Remainder of Spars  
Rigging, Material and Size, Shrouds Steel wire 2 1/2 1 1/2 Stays 3/4 2 1/4 1 1/2  
Sails. One Suit of Sails, and the following spare sails

EQUIPMENT No. 5220				LETTER C1				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.	lbs.			
31349	1st Bower ..	5	2	0	1	1	19	7	16	1	0	5	0	0	Ordinary	J.P. Jones & Co. Nelson.	18/12/91. D.G. Lewis
31350	2nd ,, ..	5	0	25	1	1	15	7	11	3	14	5	0	0	Do.	Do.	Do. Do. Do.
	3rd ,, ..																
	Collective weight	10	2	25								10	0	0			
	Stream ....	1	1	27	0	1	25					1	2	0	Do.		
	Kedge .....	1	0	10	with stock							0	3	0	Do.		
	2nd Kedge ..																

If Patent state Name of Patentee.

RECEIVED

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.
22044	75	1 1/2	7 1/2	1 1/2	13 1/2	Steel link	J.P. Jones & Co.	Nelson, 24/12/91	Towline Manila	75	6	75-6
22045	60	1 1/2	5 1/2	1 1/2	10 1/2	Do.	Do.	Do.	Hawser	90	4	90-4
										75	4	
Iron Steam Chain	45	3/4	4 1/2	3/4	8 1/2	Steel link	J.P. Jones & Co.	Do.				
Towline steel wire												

Boats Two life boats  
Pumps, Number Two deck pumps & one fore-castle Diameter of Barrel and Tail Pipe 4 1/2 x 2 1/2 barrels. 2 1/2 x 1 1/2 tail pipes  
The Windlass is Fisher & Co. Capstan Good  
Engine Room Skylights.—How constructed? Teak frame on top of Casings 6' 7" high  
What arrangements for deadlights in bad weather? Bulb eyes in sides of Casings & rods & covers over skylight  
Coal Bunker Openings.—How constructed? Cast iron rims How are lids secured? With Clutches Height above deck? 7' high  
Number of Scuppers, and number and dimensions of Freeing Ports, &c. One mousing pipe, two scuppers and three wash ports on each side of main deck 23 x 14, 28 x 23, 24 x 14 respectively  
Cargo Hatchways.—How formed? Plates and angles Hatches, if strong and efficient? Solid 2 1/2  
State size No. 1 Hatch (Forward) 9' 6" x 8' 2" x 20' No. 2 Hatch 21' 6" x 22' 24' No. 3 Hatch No. 4 Hatch  
Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch One fore and after in No 1 hatchway  
Three fore & afters and two web plates in main hatchway  
Bulwarks, height above deck and description steel 5' 6" 3' 6" high Main Rail, material and size as per custom  
The above is a correct description.  
Builder's Signature, (here only.) J. M. Arthur & Co. Surveyor's Signature, Charles Edwards  
Surveyor to Lloyd's Register of British and Foreign Shipping.



11280 gls

1891  
Ordinary Survey No. 75 in builder's yard.  
Date 30<sup>th</sup> June 1891 (M)  
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 1891. July 31, Aug 7. 26. 31. Sep 7. 3. 7. 15. 21.  
2nd. On the plating during the process of riveting 23. 24. 29. Oct 5. 9. 14. 19. 21. 29. Nov 3. 6. 9.  
3rd. When the beams were in and fastened, and before the decks were laid 12. 18. 26. 26. Dec 7. 10. 17. 21. 22. 29. 1892 Jan.  
4th. When the ship was complete, and before the plating was finally coated or cemented 11. 14. 19. 28. Feb 2  
5th. After the ship was launched and equipped  
Total No. of Visits 35

State dates and initials of letters respecting this case 30<sup>th</sup> June 1891 (M) 11<sup>th</sup> Nov 1891 (E).  
General Remarks (State quality of workmanship, &c.) Workmanship and materials good throughout.  
This is a screw steamer built of steel in accordance with the approved midship section forwarded to London on the 23<sup>rd</sup> Jan last. The Secretary's letters of the above dates and sketches enclosed with this report. She has a raised quarter deck, short bridge house and top gallant forecabin.  
The fore peak ballast tank was tested by water pressure prior to launching and proved satisfactory. The after peak compartment was filled with water and proved satisfactory.  
Through damage the mizzen mast renewed and the after companion renewed.

**ARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop ✓ ft., R.Q.D. or Break 37.5 ft., Bridge Dk. 12.5 ft., F'castle 24.5 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 the  
Raised quarter deck and bridge house are combined.  
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) one deck, steel, not wood covered; one tier of beams.  
Official No. 98694; 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 13. 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 has been tested as required by the Rules.  
(If necessary, furnish further information by sketch.)  
How are the surfaces preserved from oxidation? Inside Cement (portland) and Paint Outside Paint

**FREEBOARD** assigned by the Committee, as per Secretary's Letter, dated 26<sup>th</sup> January 1892  
State if marked on Vessel's sides in accordance with Notice No. 572 yes  
Indian Summer line ✓  
In Summer ft. 10 1/2 ins. ✓  
In Winter ft. 11 1/2 ins. ✓  
For Winter in North Atlantic ft. 12 ins. ✓  
Fresh Water above the centre of disc 2 ins. ✓  
To top of Wood, Iron or Steel Upper Deck. line

The amount of Entry Fee..... £ 1 : : : is received by me, John  
Special ... £ 9 : 10 : : : 10/2/92  
Damage Certificate \* £ 5 : 10 : : : 5/2/92  
Travelling Expenses, if any £ : : :  
I am of opinion this Vessel should be Classed 100A.1 steel  
Certificate to be sent to Glasgow  
Charles Edwards  
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUES 9 FEB 1892  
Character assigned 100A.1 Steel  
+ LMB 1/92  
Larch  
10k Steel  
7070c  
well sk  
It is submitted that this vessel appears eligible for classed 100A.1 (Steel) as recommended.  
10k (steel)  
F.P.T. 13 tons  
well sk  
Hull Certificate Written.  
The Surveys are requested not to rely on any other certificate.  
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GLS/64-0126 (272)