

## Sailing Vessel.

## IRON OR STEEL SAILING SHIP.

(Received at London Office)

THURS. 4 AUG 1892

Date of completion of Report 2nd Aug. 1892 Port of Glasgow  
No. 11669 Survey held at Glasgow Date of First Survey 25th Feb. Last Survey 2nd Aug. 1892  
On the Yacht Rig Ship - 3 masts.  
TONNAGE under Tonnage Deck 1363 ONE OR TWO DECKED VESSEL.  
Do. of Poop 23 GLASS 100 A  
Master J. Pennicuk  
Year of Appointment 1892  
Built at Glasgow  
When built 1892 launched 8th July.  
By whom built John Reid & Co. (Lim)  
Owners Mr. Dismid, Greenhill St.  
Managers (Where necessary to be entered in Reg. Book.)  
Residence Riverpool  
Port belonging to Riverpool  
Destined Voyage Sydney Surveyed while Building, at, or in Dry Dock

LENGTH on deck as per rule	Feet.	Inches.	BREADTH Moulded	Feet.	Inches.	DEPTH Top of Floors to Upper Deck Beams	Feet.	Inches.	No. of Decks with Flat laid	No. of Tiers of Beams
218	7		38	6		23	22		2	2

  

Dimensions of Ship per Register, Length	228.0	breadth	38.55	depth	23.0	Moulded depth, ft.	24	in.	6	Round up of Beam	4 1/2 ins.
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FORGINGS AND CASTINGS.	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	20ths in Ship.	Inches per Rule Or as Approved.
KEEL, Bar or Side Plates, depth and thickness	9	2 1/2	9	2 1/2		
STEM, moulding and thickness	8 1/2	2 1/2	8 1/2	2 1/2		
STERN POST, do. do.	8 1/2	2 1/2	8 1/2	2 1/2		
MAIN-PIECE OF RUDDER, diameter at head	6 1/2		6 1/2			
RUDDER, how constructed	Frame forged and planed.					
Can the Rudder be unshipped afloat?	Yes					
FRAMING.	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	20ths in Ship.	Inches per Rule Or as Approved.
FRAME, Angles, on 7 Beams, for 1/2 length amidships	5	3 1/2	8	5	3 1/2	8
Do. for 1/2 at each end	5	3 1/2	7	5	3 1/2	7
Distance of Frames from moulding edge to moulding edge, all fore and aft	24		24			
REVERSED FRAME, Angles	3 1/2	3 1/2	8	3 1/2	3 1/2	8
FLOORS, depth and thickness of Floor Plate at mid line for 1/2 length amidships	25		10	25		10
thickness at the ends of vessel			8			8
depth at 1/2 the half breadth, as per Rule	50		12 1/2	50		12 1/2
height extended at the Bilges						
FLOORS & BRACKETS, in Double Bottom						
CENTRE GIRDER, in Double Bottom, depth & thickness						
Angles, Top						
Bottom						
SIDE GIRDERS, number and thickness						
Angles						
MARGIN PLATE, depth (exclusive of flanges) and thickness						
Angles						
INNER BOTTOM PLATING, breadth & thickness of Middle Line Strake						
Remainder						
BEAMS, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	9	5 1/2	9	9	5 1/2	9
Average space	10	48	10	10	48	10
BEAMS, Lower Deck, Plate or Tee Bulb	10	6	10	10	6	10
Average space	48		48			
BEAMS, Poop on Bridge Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	6 1/2	3	8	6 1/2	3	8
Average space	7 1/2	3	48	8	8	8
BEAMS, Forecastle Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	8	8	7	3	8	7
Average space	2 1/2	48	2 1/2	48		
PILLARS, in Tween Decks, at Centre line. Size	4	48	4	48		
Spacing						
In Holds, at Centre line. Size	4	48	4	48		
Spacing						
Number of Side Stringers, breadth and thickness						
Side of Angles or Tee Bars to Web of Beams						

  

KEELSONS AND STRINGERS.	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	20ths in Ship.	Inches per Rule Or as Approved.
CENTRE LINE KEELSON, Vertical Plate above floors, (exclusive of Plates or Intercoastal Plates)	18		13	18		13
Rider Plate	12		13	11 1/4		13
Bulb Plate to Intercoastal Keelson						
Angles	5 1/2	4	9	5 1/2	4	9
SIDE KEELSON, Angles	6 1/2	3	9	5 1/2	4	9
Bulb Plate for length						
Intercoastal Plate for 130 ft. length	3	3	7	3	3	7
Attached to outside Plating with Angle	6 1/2	3	7	5 1/2	4	9
BILGE KEELSON, Angle						
Bulb Plate for length						
Intercoastal Plates for 94 ft. len.	3	3	7			
Attached to outside Plating with Angle	5 1/2	4	9	5 1/2	4	9
BILGE STRINGER, Angles	9 1/2		9	9 1/2		9
Bulb Plate for whole length						
Intercoastal Plate for length						
Attached to outside Plating with Angle	5 1/2	4	9	5 1/2	4	9
SIDE STRINGER, Angles						
Bulb Plate for whole length	9 1/2		9	9 1/2		9
Intercoastal Plate for length						
Attached to outside Plating with Angle						
Main Deck Stringer Plate, on end of Beams, breadth and thickness	4 1/2	10	4 1/2	10		
Angle on ditto	4 1/2	9	4 1/2	9		
Tie Plates fore and aft, outside Hatchways	13		13			
Diagonal Tie Plates on Bns., No. of Prs.	13		13			
Flat of Deck*, material and thickness	4 of pine		4			
How fastened to Beams	By bolts					
Lower Deck Stringer Plate, on end of Beams, breadth and thickness	3 1/2	9	3 1/2	9		
Is the Stringer Plate attached to the Outside Plating?	Yes					
Angles on ditto, No.	4 1/2	9	4 1/2	9		
Tie Plates, outside Hatchways	13		13			
Diagonal Tie Plates on Bns., No. of prs.						
Flat of Deck, material and thickness	2 1/2 of pine		2 1/2			
How fastened to Beams	By screw bolts					
Forecastle Deck Stringer Plate, breadth and thickness	3 1/2	8	3 1/2	8		
Angle	3 1/2	3	6	3 1/2	3	6
Tie Plates on Beams	4		10			
Flat of Deck, material and thickness	3 of pine		3			
Forecastle Deck Stringer Plate, b'dth & thkns	3 1/2	7	3 1/2	7		
Angle	3 1/2	3	6	3 1/2	3	6
Tie Plates on Beams	10		10			
Flat of Deck, material and thickness	3 of pine		3			

  

PLATING.	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	20ths in Ship.	Inches per Rule Or as Approved.
PLATES in Garboard Strakes, breadth & thickness from Garboard to lower part of Bilges	3 1/2	12	3 1/2	12		
Bilges, number of Strakes, and thickness	3 Strks.	1	3 Strks.	1		
Controlling at Bilge, increased thickness, and length applied	Whole length					
from up part of Bilge to edge of Strake	11, 10, 10, 10		11, 10, 10, 10			
Strake in way of Lower Deck Beams	10		10			
Sheerstrake, breadth and thickness	4 1/2	14	4 1/2	14		
Poop on Bridge Sides	6		6			
Forecastle Sides	6		6			
Lengths of Plating	Even frame spaced.					

\* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.

State clearly where plating is of alternate thickness - as distinguished from diagonal, with thickness at ends of vessel.



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BULKHEADS.		No. in Vessel	Reqd. by Rule	
Thickness.	Angles.	Spacing.	Height up.	Sngl or Dbl. Frames.
Ceiling betwixt Decks, thickness and material <i>2 1/2 in. W.T. BULHEADS</i>				
" in hold do. do. <i>2 1/2 in. W.T. BULHEADS</i>				
Number of Breasthooks <i>Six</i>	Partitions <i>✓</i>	Vrtcl. <i>5-32-30</i>	<i>Main Deck</i>	<i>Double</i>
" Crutches <i>Five</i>		Hrzncl. <i>18</i>		
	LONGITUDINAL <i>✓</i>	Vrtcl.		
Are the outside Plates doubled two spaces of <i>10</i> length? <i>Yes</i>				
The FRAMES extend in one length from <i>Keel</i> to <i>upper deck</i> Riveted through Plates with <i>3</i> in. Rivets, about <i>6 1/2</i> apart.				
The REVERSED ANGLES on floors and frames extend from <i>middle line</i> to <i>Main Deck</i> and to <i>forecastle</i> alternately.				
<b>RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &amp;c.</b>				
Garboard, double riveted to Bar Keel <i>1 1/2</i> in. diameter, averaging <i>5 1/2</i> ins. from centre to centre.				
Edges of Garboards and to other part of Bilge, worked clencher, double riveted; with rivets <i>3</i> in. diameter, averaging <i>3 1/2</i> ins. from centre to centre.				
Butts from Keel to turn of Bilge, worked carvel, treble <i>double</i> riveted; treble for <i>half</i> length; with rivets <i>3</i> in. dia., averaging <i>3 1/2</i> ins. from cr. to cr.				
overlapped for <i>whole</i> length, treble riveted for <i>whole</i> length; with rivets <i>3</i> in. dia., averaging <i>3 1/2</i> ins. from cr. to cr.				
Edges from Bilge to Sheerstrake, worked clencher, double <i>single</i> riveted; with rivets <i>3</i> in. diameter, averaging <i>3 1/2</i> ins. from centre to centre.				
Butts from Bilge to Sheerstrake, worked carvel, treble <i>double</i> riveted; treble for <i>half</i> length; with rivets <i>3</i> in. dia., averaging <i>3 1/2</i> ins. from cr. to cr.				
" from Bilge to <i>2 1/2</i> ft. below Sheerstrake, overlapped for <i>whole</i> length, treble riveted for <i>whole</i> length; with rivets <i>3</i> in. dia., averaging <i>3 1/2</i> ins. from cr. to cr.				
Edges of Sheerstrake, <i>double</i> riveted. Butts of Sheerstrake, treble riveted for <i>half</i> length amidships.				
Butts of Main Stringer Plate, treble riveted for <i>half</i> length amidships. <i>Single on Bottom</i> to Stringer Plate, for <i>whole</i> length amidships.				
Butts of Inner Bottom Plating, <i>double</i> riveted for <i>half</i> length amidships. <i>Butts of Centre</i> <i>double</i> riveted.				
Breadth of edge laps of Shell Plating in double riveting <i>5 1/2</i> in. Breadth of edge laps of Shell Plating in single riveting <i>4 1/2</i> in.				
Butt Straps of Shell Plating, breadth and thickness <i>16 1/2 x 3/8</i> in. Butts, If Lapped, breadth of laps <i>4 1/2</i> in.				
Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted? <i>Treble and double</i>				
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. <i>Sarkhead, Mossend, Blackburn, Haffield, and Clydebridge. Siemens process.</i>				
Workmanship. Are the butts of plating planed or otherwise fitted? <i>Planed.</i>				
Is the riveted work properly closed? <i>Yes</i>				
Are the liners between the frames and plates solid single pieces? <i>Yes</i>				
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? <i>Yes</i>				
Are the rivet holes well and sufficiently countersunk in the plate and punched from the facing surfaces? <i>Yes</i>				
Do any rivets break into or through the seams or butts of the plating? <i>A few.</i>				
Are the butts of Plating, Stringers, &c., properly shifted and strapped or lapped? <i>Yes</i>				

MASTS AND SPARS.											
	Material.	Total length.	DIAMETER AND THICKNESS.				Number of Plates in Round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Round.	Head.		Number.	Size.	Seams.	Butts.
LOWER MASTS.....											
Fore	Steel	83-8	27-20	21-30	22-30	21-30	2	3	34-36	Double	Treble
Main	"	82-0	27-20	21-30	22-30	21-30	2	3	"	"	"
Mizen	"	77-0	25-20	19-20	21-30	21-30	2	3	"	"	"
Jigger	"	17-0	25-20	19-20	21-30	21-30	2	2	34-36	Single	"
BOWSPRIT.....											
Fore	"	32-0		18-30	14-30	12-30	2	2	34-36	"	"
MAIN.....											
Fore	"	32-0		18-30	14-30	12-30	2	2	"	"	"
Mizen	"	26-0		16-30	11-30	10-30	2	2	"	"	"
Jigger	"										
Fore	"	75-0	At Centre	18-30	At Ends	9-30	2		"	"	"
Main	"	75-0	"	18-30	"	9-30	2		"	"	"
YARDS.....											
Crossjack	"	61-6	"	15-30	"	7-30	2		"	"	"
Jigger	"		"								
Lower	"	66-6	"	16-30	"	8-30	2		"	"	"
FORE TOPMILL YARDS											
Upper	"	61-0	"	15-30	"	7-30	2		"	"	"
MAIN.....											
Lower	"	66-6	"	16-30	"	8-30	2		"	"	"
Upper	"	61-0	"	15-30	"	7-30	2		"	"	"
MIZEN.....											
Lower	"	51-6	"	14-30	"	7-30	2		"	"	"
Upper	"	48-4	"	12-30	"	6-30	2		"	"	"
JIGGER.....											
Lower	"		"						"	"	"
Upper	"		"						"	"	"

Remainder of Spars *Steel and pine.*

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

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

EQUIPMENT No. 19761 LETTER R ANCHORS.											
Number of Certificate.	1st Bower.	WEIGHT, EX. STOCK				TEST, PER CERTIFICATE				WEIGHT REQ. PER RULE	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.
32248	1st Bower	34	2	12	8	2	0	32	1	3	14
31953	2nd "	34	0	12	8	2	16	31	14	1	14
32247	3rd "	29	2	4	7	0	15	28	1	0	14
	4th "										
	Collective weight	98	1	0					97	0	0
32392	Stream	11	0	16	2	2	27	13	2	2	0
32391	Kedge	5	2	26	1	1	16	9	0	2	14
32389	2nd Kedge	2	3	14	0	2	24	5	7	2	0

Description of Anchor.											
If Patent state Name of Patentee.											
Makers.											
Where and when tested and Superintendent.											
21-92.											
7-5-92. Inverhuron											
2-6-92. D. G. Lewis											
28-6-92											
28-6-92. L. H. Hareport											
28-6-92.											

CHAIN CABLES.												HAWERS AND WARPS			
Number of Certificate.	Fathoms.	Size.	Test per Certificate.	Weight of Chain Cable.	Fathoms & Size.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Fathoms.	Size.	Fathoms & Size.			
21524	1353	1 1/4	88 1/2	134-0-23	270	1 1/4	Steel link.	23-6-92	Towline						
21872	1354			243-2-25			Shd. S. Jones 2-7-92 Inverhuron		Hawser	Hemp	90	10 1/2	90-10		
							Shd. 28-6-92. D. G. Lewis				90	6 1/2	90-6		
											100	4			
Boats <i>Six life boats and 1 other.</i>															
Pumps, Number <i>2 in hold and 1 in fore peak.</i> Diameter of Barrel and Tail Pipe <i>In hold 6 1/2. In peak 3 1/2</i>															
Windlass <i>Barfield's patent.</i> Capstan <i>Wood.</i>															
Number of Scuppers, and number and dimensions of Freeing Ports <i>On each side, 4 scuppers, 3 ports 29-23 1/2, 1 port 24-12, and 2 mousing pipes.</i>															
Cargo Hatchways. - How formed? <i>Of plates and angles.</i> Hatches, If strong and efficient? <i>Solid 3" 0.</i>															
State size No. 1 Hatch (Forward) <i>7-4-7-5-18.</i> No. 2 Hatch <i>16-11-11-0-18.</i> No. 3 Hatch <i>7-11-7-1-18.</i>															
Number of Web Plates, Shifting Beams, and Fore and Afters to each hatch <i>In 4-18-3 one fore &amp; after. 2 1/2 in shifting beam and 3 fore &amp; after.</i>															
Bulwarks, Height above deck and description <i>5 ft. In fore parting 5 ft.</i> Main Rail, material and size <i>Channel 4 1/2 in. Topgallant Rail 2 1/2 in. 3 1/2 in.</i>															
The above is a correct description.															
Builder's Signature (here only.) <i>John Peirce &amp; Co. Ltd.</i> Surveyor's Signature <i>J. Thomson</i>															
Surveyor to Lloyd's Register of British and Foreign Shipping.															



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Order for Special Survey No. 2549  
Date 14 Feb 1892  
Order for Ordinary Survey No. 1  
Date 1  
No. 8/5 in builder's yard.

DATES OF SURVEYS held while building as per Section 18.

1892: - Feb. 25. Mar. 3, 10, 15, 18, 22, 29. April 5, 12, 16, 22, 26. May 4, 9, 12, 20, 24, 26, 30. June 3, 6, 8, 13, 16, 21, 24, 29. July 2, 5, 7, 13, 23, 27. Aug. 2.

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

Total No. of Visits 35

State dates and initials of letters respecting this case 3rd Feb. 1892. M.

General Remarks (State quality of workmanship, &c.) The workmanship throughout is good.  
This vessel is built of steel in accordance with midship section forwarded to London on the 2nd Aug. 1892, the accompanying tracings (3 in 1/2), the Secretary's letter referred to above, and in general conformity with the Rules for the Class contemplated.

PARTICULARS FOR RECORD IN THE REGISTER BOOK.

Length of Poop 38 ft., R.Q.D. or Break ✓ ft., Bridge Dk. ✓ ft., Forecastle 26.5 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. 100A1 Signal Letters 100A1

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 & paint. Outside By paint.

FREEBOARD assigned by the Committee, as per Secretary's Letter, dated 22nd July 1892  
marked on Vessel's sides ✓

4 ft. 8 ins. In Salt Water  
4 ft. 3 1/2 ins. In Fresh Water  
5 ft. 1 ins. In Winter, in North Atlantic

To top of Wood, ✓ Steel upper deck. ✓ Statutory deck ✓

The amount of Entry Fee £ 4 : 0 : 0 is received by me, 3/8/1892  
Special... £ 61 : 3 : 0  
Certificate\* £ " : " : "  
Travelling Expenses, if any £ " : " : "

I am of opinion this Vessel should be Classed 100A1

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

Committee's Minute FRI 5 AUG 1892  
Character assigned 100A1 Steel  
2 arcs 2 Dks

This vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted that she is eligible to be classed 100A1 (Steel) as recommended.

100A1 (Steel)  
2 Dks

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