

(Received at London Office)

MON. 17 OCT

* Oct. 1892

Last Survey 13th Oct.

~~"Clarebank" 10~~

Rig Barque - 4 masts.

~~ONE OR TWO~~ DECKED VESSEL.

Master J. H. Petrie

CLASS 100 A

Year of Appointment

Half Breadth (*moulded*)..... 21.41

Built at Glasgow

Depth from upper part of Keel to top of Upper Deck Beams 24-41

When built 1842 Launched 21st Dec.

Girth of Half Midship Frame (as per Rule)..... 43.5

By whom built Mackie & Thomson

1st Number 91-9

Owners *Andrew Weir & Co.*

Length 308

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

2nd Number 28306

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

Proportions—Breadths to Length 75

Residence Glasgow.

Depths to Length—Upper Deck to top of Keel 21.4

Port belonging to *Glasgow.*

Destined Voyage B. *la route* Surveilled by

le Building. ~~Afloat, or in Dry Dock~~

No. of Decks with Flat laid *One*
No. of Tiers of Beams *Two*

Dimensions of Ship per Register, Length 326.0 breadth 43.0 depth 24.5. Moulded depth, ft. 26 in. 0 1/2. Round up of Beam 10 1/2 ins.

Inches in Ship.

KEEL, Bar or Side Plates,	depth and thickness	$10\frac{1}{2} \times 2\frac{3}{4}$	$10\frac{1}{2} \times 2\frac{3}{4}$
STEM,	moulding and thickness.....	$10\frac{1}{2} \times 2\frac{3}{4}$	$10\frac{1}{2} \times 2\frac{3}{4}$
STERN POST,	do. do.	$9 \times 3\frac{1}{2}$	$9 \times 3\frac{1}{2}$
MAIN-PIECE of RUDDER,	diameter at head..	$7\frac{1}{2}$	$7\frac{1}{2}$
" "	at heel ..	$\frac{1}{4}$	$3\frac{3}{4}$
RUDDER,	how constructed	<i>Frame forged and plated.</i>	
<i>Can the Rudder be unshipped afloat? Yes.</i>			

Inches	Inches	20
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FRAME , Angles, as in Plan , for $\frac{3}{4}$ length amidships ..	5½	3½	9	5½	3½	9
Do. for $\frac{1}{2}$ at each end	5½	3½	9	5½	3½	9
Do. in way of Double Bottoms						
Distance of Frames from moulding edge to moulding edge, all fore and aft		24			24	
INVERSED FRAME , Angles	4	3½	9	4	3½	9
FLOORS , depth and thickness of Floor Plate } at mid line for $\frac{3}{4}$ length amidships. }	27		10	27		10
thickness at the ends of vessel		8			8	
depth at $\frac{3}{4}$ the half breadth, as per Rule ..		13½			13½	
height extended at the Bilges	54			54		

Inches	Inches
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
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98	98
99	99
100	100

CENTRE LINE KEELSON, Vertical Plate above		22	14	22	14
floors, Through Plate, or Intercoastal Plate					
Rider Plate		14	14	14	14
Bulb Plate to Intercoastal Keelson					
Horizontal Plate above floors					
Angles		6 1/2	4	9	6 1/2
SIDE KEELSON, Angles		6 1/2	4	9	6 1/2
Bulb Plate for half length		10 1/2		10	10 1/2
Intercoastal Plate for 2/3 length				9	9
Attached to outside Plating with Angle		3 1/2	3 1/2	9	3 1/2
BILGE KEELSON, Angle		6 1/2	4	9	6 1/2
Bulb Plate for 3/4 length		10 1/2		10	10 1/2
Intercoastal Plates for half len.				9	9
Attached to outside Plating with Angle		3 1/2	3 1/2	9	3 1/2
BILGE STRINGER, Angles		6 1/2	4	9	6 1/2
Bulb Plate for 1/2 length, aft.		10 1/2		10	10 1/2
Intercoastal Plates for 3/4 len.		13		12	13
Attached to outside Plating with Angle		5 1/2	3 1/2	9	5 1/2
SIDE STRINGER, Angles		6 1/2	4	9	6 1/2
Bulb Plate for 1/2 length					
Intercoastal Plate for whole len.		13		12	13
Attached to outside Plating with Angle		6	3 1/2	9	6
Main Deck Stringer Plate, on end of Beams, breadth and thickness		4 1/2		10	4 1/2
Angle on ditto		4 1/2 x 4 1/2		10	4 1/2 x 4 1/2
Tie Plates fore and aft, outside Hatchways					
Diagonal Tie Plates on Deck, No. of Pcs.					
Flat of Deck*, material and thickness		3 1/2 P. Pine		3 1/2	
" " Iron Steel for whole length		7.6		7.6	
How fastened to Beams		By rivets			
Lower Deck Stringer Plate, on ends of Beams, breadth and thickness		4 1/2		9	4 1/2
Is the Stringer Plate attached to the Outside Plating?		Yes			
Angles on ditto, No.		4 x 4		9	4 x 4
Tie Plates, outside Hatchways		17		9	17
Diagonal Tie Plates on Beams, No. of pcs.					
Flat of Deck, material and thickness		3 10 pin, part laid			
How fastened to Beams					
Hold Stringer Plate, on end of Beams					
Is the Stringer Plate attached to the Outside Plating?					
Angles on ditto, No.					
Tie Plates, outside Hatchways					
Flat of Deck, material and thickness					
Pooper Bridge Deck Stringer Plate, breadth and thickness		6 3/4		7	3 1/2
Angle		3 1/2 x 3 1/2		8	3 1/2 x 3 1/2
Tie Plates on Beams		12		7	12
Flat of Deck, material and thickness		3 1/2 P. pine		8	
Forecastle Deck Stringer Plate, b'dth & thkns		31		7	31
Angle		3 1/2 x 3 1/2		8	3 1/2 x 3 1/2
Tie Plates on Beams		12		7	12
Flat of Deck, material and thickness		3 1/2 P. pine		8	
PLATING		Inches in Ship.	Inches in Ship.	Inches per Rule.	Inches per Rule.
PLATE PLATE KEEL, breadth and thickness		5 1/2	12	5 1/2	12
PLATES in Garboard Strakes, b'dth & thkns					
from Garboard to lower part of Bilges		12, 11, 13		12, 11, 13	
Bilges, number of Strakes, and thickness		Three	13	Three	13
Of doubling at Bilge, or increased thickness and length applied		3 Strks.	1	3 Strks.	1
from up. part of Bilge to In. edge of Strake		12, 11, 13		12, 11, 13	
Strake in way of Lower Deck Beams		13		13	
Sheerstrake, breadth and thickness		4 1/2	15	4 1/2	15
Poop or Bridge Sides		7		7	
Forecastle Sides		7		7	
Lengths of Plating		Seven trans. spaces			

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

11828 g/s

11828 g/s

BULK HEADS. No. in Vessel. Reqd. by Rule.

Ceiling betwixt Decks, thickness and material *2 1/2 in. W. T. BULKHEADS.*

in hold do. do. *2 1/2 in. W. T. BULKHEADS.*

Number of Breasthooks *Eight.*

Crutches *Two.*

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* and to *forecastle* alternately.

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, with rivets *1/4* in. diameter, averaging *5 7/8* ins. from centre to centre.

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

Butts from keel to turn of Bilge, worked carvel, treble or double riveted; *treble* for *whole* length; with rivets *3/4* in. dia., averaging *3 7/8* ins. from cr. to cr.

Butts of *Strakes at Bilge* for *length*, treble riveted for *whole* length; with rivets *3/4* in. dia., averaging *3 7/8* ins. from cr. to cr.

Edges from Bilge to Sheerstrake, worked clench, double or single riveted; with rivets *3/4* in. diameter, averaging *3 3/4* ins. from centre to centre.

Butts from Bilge to Sheerstrake, worked carvel, treble or double riveted; *treble* for *whole* length; with rivets *3/4* in. dia., averaging *3 7/8* ins. from cr. to cr.

Edges of Sheerstrake, *double* riveted.

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

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

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

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

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

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

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

Butts, If Lapped, breadth of Laps *12 in. x 7 1/2 in.*

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. *Hallidie; Butterley; and Clydebridge. Siemens process.*

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? *A few.*

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.	Seams.	Butts.
LOWER MASTS.	Fore	Steel 91-9	30-9/16	23-3/16	25-3/16	20-3/16	3	3	4-3/4	Double	Treble
	Main	91-9					3	3			
	Mizen	91-9					3	3			
	Jigger	88-9	24-3/16	19-3/16	20-3/16	16-3/16	2	4	4-3/4		
TOPMASTS	Fore	56-9		20-3/16	18-3/16	15-3/16	2			Single	
	Main	56-9					2				
	Mizen	56-9					2				
	Jigger	41-0		17-3/16		14-3/16	2				
YARDS	Fore	86-0	At Centre	21-3/16	At Ends	10-3/16	2				
	Main	86-0					2				
	Crossjack	86-0					2				
	Jigger						2				
FORE TOPMAST YARDS	Lower	81-6		20-3/16		10-3/16	2				
	Upper	78-6		19-3/16		9-3/16	2				
MAIN	Lower	81-6		20-3/16		10-3/16	2				
	Upper	78-6		19-3/16		9-3/16	2				
MIZEN	Lower	81-6		20-3/16		10-3/16	2				
	Upper	78-6		19-3/16		9-3/16	2				
JIGGER	Lower										
	Upper										

Remainder of Spars *Steel and pine.*Rigging. Material and Size, Shrouds *Steel wire. Fore, main & mizen 4 1/2 jiggers. Stays fore, main & mizen 5 jiggers 3 1/2.* Quality *Guaranteed.*Sails. *One.* Suit of Sails, and the following Spare Sails *Unit of fore sail, and 1 unit of main square sail.*

EQUIPMENT No. 30192 LETTER X

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.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
23873	1st Bower	42	2	0	10	0	14	37	10	0	0	42			Rodgers.	30.6.92.
23902	2nd "	41	1	14	10	2	14	36	14	2	21	42			"	8.7.92.
23870	3rd "	38	2	14	8	3	14	34	17	0	7	35	3	0	"	29.6.92.
	4th "														"	
	Collective weight	122	2	-								119	3	0		
23865	Stream	13	3	0	3	3	0	16	8	0	14	13	2	0	Common.	14.9.92.
24121	Kedge	6	3	0	1	3	0	9	0	0	0	6	3	0		29.6.92.
23871	2nd Kedge	3	2	7	0	3	21	6	0	3	21	3	2	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.	Fathoms & Size. Per Rule.
10035	150	2 3/4	120 1/2	888	387-1-23	300-2 3/4	Standard	15.9.92. Sunderland.	ROPE	Hemp	20	13
10031	181			313-1-9				16.9.92. The. Roken.	Hawser	Steel wire	90	4 1/2 90-4
Iron Stream Chain	120	1 3/4	248-22 1/2	78-1-0	120-1 3/4			15.9.92.	2 off		120	2 1/2 90-8 Hemp
Towline steel wire	90	4 1/2	59		90-4 1/2				Hemp		90	each of 5 1/2, 5 1/4 & 5 1/2

Boats *Two life boats and 2 others*

Pumps, Number *Two in hold and 1 in fore peak.*

Windlass *Walker & Thompson (3rd patent).*

Number of Scuppers, and number and dimensions of Freeing Ports *On each side, 5 scuppers, 4 ports 36 x 24, 3 ports 30 x 9, and 4 freeing ports.*

Cargo Hatchways, - How formed? *Of plates and angles.*

State size No. 1 Hatch (Forward) *7-6 x 8-0 x 30*

Number of Web Plates, Shifting Beams, and Fore and Afters to each hatch *In hold 144 on fore & after.*

Bulwarks, Height above deck and description *4-8. Steel plating*

The above is a correct description.

Builder's Signature (here only.) *MacRae Thomson*

Surveyor's Signature *J. Thomson*

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

166

11828 Gls

Order for Special Survey No. 270

Date 16th Decr 1891

Order for Ordinary Survey No. 1

Date 1st

No. 57 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

1892: - April 7, 12, 11, 14, 22, 26. May 2, 10, 13, 20, 24, 30. June 2, 7, 8, 13, 17, 21, 23, 27, 30. July 3, 11, 27, 29. Aug. 2, 4, 8, 11, 16, 23, 30. Sept. 2, 6, 8, 16, 19, 21. Oct. 3, 4, 7, 13.

Total No. of Visits 42

State dates and initials of letters respecting this case. 17th Nov + 3rd Dec. 1891. 11th, 19th, 4th 23rd Feb. 8th, 9th, 12th, 16th, 21st + 23rd Mar. 1892.

General Remarks (State quality of workmanship, &c.) The workmanship throughout is good. This vessel is built in accordance with midship section forwarded to London on the 13th Oct. 1892, the accompanying tracings (5 in. 11th), the Secretary's letters referred to above, and in general conformity with the Rules for the Class contemplated.

Is a sister vessel to the Cedarbank

PARTICULARS FOR RECORD IN THE REGISTER BOOK.

Length of Poop ^{included 36} 40 ft., R.Q.D. or Break ft., Bridge Dk. ft., Forecastle 28 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) One deck (Steel w.s.) 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.

FREEBOARD assigned by the Committee, as per Secretary's Letter, dated 4th Oct. 1892

5 ft. 10 ins. In Salt Water
5 ft. 4 1/2 ins. In Fresh Water
6 ft. 3 ins. In Winter, in North Atlantic

The amount of Entry Fee £ 5 : - : - is received by me. Special £ 23 : - : - Certificate £ 15th Oct. 1892

Certificate to be sent to Glasgow office.

Travelling Expenses, if any £ - : - : -

I am of opinion this Vessel should be Classed

100 A 1

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

Committee's Minute
Character assigned

TUES. 18 OCT 1892

100 A 1 Steel

a o c p

10k (Steel-ws) 2 tiers

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 100 A 1 (Steel) as recommended.

100 A 1 (Steel)
1 OR. (Stl-ws) 2 tiers