

2 Dks., OR STEEL STEAMER.

THURS. 7 SEP 1893
Received at London Office.

and  DECK

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

Date of completion of Report 1 Sept 1893

Date, First Survey 27 Feb 1893

Port of Glasgow

Last Survey 30 August 1893

Rig Schooner

Master H. Mc Donnell

Year of appointment 1893

Built at Glasgow

When built 1893 Launched July 26 '93

By whom built D & G Anderson & Co

Owners Glasgow, Dublin & Londonderry

Managers J. A. Caird & Co

Residence Glasgow

Port belonging to Glasgow

If Surveyed while Building, Afloat, or in Dry Dock 4/10

No. 12429 Survey held at Glasgow
Date of completion of Report 1 Sept 1893
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ONE OR TWO DECKED VESSEL.

CLASS 100 A

FEET.

Half Breadth (moulded) 16.5

Depth from upper part of Keel to top of Main Deck Bms. 17.28

Girth of Half Mainship Frame (as per Rule) 29.9

1st Number 63.68

Length 258.66

2nd Number 16471.46

Proportions—Breadths to Length 7.83

Depths to Length—Main Deck to top of Keel 14.96

Destined Voyage

GTH on Deck 258 8 Breadth—Moulded 33 0 DEPTH—Top of Floors to Main Deck 15 9 Power of Engines No. of Decks with Flat laid two No. of Tiers of Beams two
Dimensions of Ship per Register, Length, 260 breadth, 33.1 depth, 15.8 Moulded Depth, ft. 16 ins. 6 Round of Beam 8 1/2 inches.

FRAMING.

	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.
NAME, Angles, Bars, for 1/2 length amidships	4	3	8-7	4	3	8-7
Do. for 1/2 at each end			6			6
Do. in way of Double Bottoms at Solid Floors						
" " " at intermediate Bkts.						
Distance of Frames from moulding edge to moulding edge, all fore and aft	23		23			
REVERSED FRAME, Angles	3	3	7-5	3	3	7-5
DECK FRAMING, depth of girder	18 1/2	9+8	18 1/2	9+8		
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships			10			10
" " " in way of Engines and Boilers			7			7
" " " thickness at the ends of vessel			10			9 1/4
depth at 1/2 the half breadth, as per Rule	37		37			
height extended at the Bilges						
RE & BRACKETS, in Cell Dble Bottoms						
" " " Distance apart						
PRE GIRDER, in Double Bottom, depth and thickness						
" " " Angles, Top						
" " " Bottom						
GIRDERS, number and thickness						
" " " Angles						
MAIN PLATE, depth (exclusive of flange) and thickness						
" " " Angles						
PER BOTTOM PLATING, breadth and thickness of Middle Line Strake						
" " " thickness in Engine and Boiler space						
" " " Remainder in Holds						
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	8	5	8	8	5	8
" " " Angles on Upper Edge						
" " " Average space	46		46			
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	8	5	8	8	5	8
" " " Angles on Upper Edge						
" " " Average space	46		46			
BEAMS, Hold, Plate or Tee Bulb						
" " " Angles on Upper Edge						
" " " Average space						
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	6	3	7	6	3	7
" " " Angles on Upper Edge						
" " " Average space	46		46			
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	6	3	7	6	3	7
" " " Angles on Upper Edge						
" " " Average space	46		46			
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	7	5	6	6 1/2	5	6
" " " Angles on Upper Edge						
" " " Average space	46		46			
PILLARS, In 'tween Decks, Size and Spacing	2 1/2		46	2 1/2		46
" " " Hold	2 7/8		46	2 7/8		46
" " " Quarter, 'tween Dks.						
" " " in Hold						
WEB FRAMES, In Fore Body, No. and Spacing						
" " " Breadth & Thickness						
" " " No. of Side Stringers	Three		Three			
WEB FRAMES, In E. & B. Space, No. & Spacing						
" " " Breadth & Thickness	18		7	15		7
WEB FRAMES, In After Body, No. and Spacing						
" " " Breadth & Thickness						
" " " No. of Side Stringers						
" " " Size of Angles or Tee Bars to Web Frames	3	3	7	3	3	7
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness						

FORGINGS AND CASTINGS.

	Inches in Ship.	Inches per Rule Or as Approved.
KEEL, Bar or Side Plates depth and thickness	8 1/2 x 2 1/2	8 1/2 x 2 1/2
STEM, moulding and thickness	8 1/2 x 2 1/2	8 1/2 x 2 1/2
STERN-POST for Rudder do. do.	8 1/2 x 5	8 1/2 x 5
" " " for Propeller	8 1/2 x 5	8 1/2 x 5
MAIN PIECE of Rudder, diameter at head	7	5 9/4
" " " do. at heel	4	3

RUDDER, how constructed Forged iron frame plated
Can the Rudder be unshipped afloat? Yes

KEELSONS AND STRINGERS.

	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate	16	12	16	12		
" " " Rider Plate	10 1/2	12	10 1/2	12		
" " " Bulb Plate to Intercoastal Keelson						
" " " Horizontal Plates on Floors						
" " " Angles	5	3 1/2	9	5	3 1/2	9
SIDE KEELSON, Angles	5	3 1/2	9	5	3 1/2	9
" " " Bulb or Plate above floors for Ing.						
" " " Intercoastal Plate for as far as practicable length						
" " " Attached to outside plating with Angle	3	3	7	3	3	7
BILGE KEELSON, Angles	5	3 1/2	9	5	3 1/2	9
" " " Bulb or Plate above floors for 3/5 len.	8		8			8
" " " Intercoastal Plate for length						
" " " Attached to outside plating with Angle	5	3 1/2	9	5	3 1/2	9
BILGE STRINGER Angles	5	3 1/2	9	5	3 1/2	9
" " " Bulb Plate for length						
" " " Intercoastal Plate for half length	3	3	7	3	3	7
" " " Attached to outside plating with Angle	3 1/2	3 1/2	9	3 1/2	3 1/2	9
SIDE STRINGER Angles	3 1/2	3 1/2	9	3 1/2	3 1/2	9
" " " Bulb or Intercoastal Plate for 3/5 Ing.						
" " " Attached to outside plating with Angle	3	3	7	3	3	7

Main and Raised Quarter Deck Stringer Plate, breadth and thickness	37	11	37	11
" " " Angle on ditto	4 x 4 x 8		4 x 4 x 8	
" " " Tie Plates fore & aft, outside Hatchways				
" " " Diagonal Tie Plates on Bms. No. of Pairs				
" " " Main Dk* Iron or Steel for whole Ing.		7		7
" " " R. Q. Dk* Iron or Steel for Ing.				
" " " Wood Deck, Material & thickness p. rms	5 x 3 1/2		5 x 3 1/2	
Lower Deck Stringer Plate, breadth and thickness	31	9	31	9
" " " Angles on ditto, No. two	4 x 4 x 8		4 x 4 x 8	
" " " Tie Plates, outside Hatchways	12	9	12	9
" " " Deck* Material and thickness whole rms	5 x 3 1/2		5 x 3 1/2	
Hold Stringer Plate				
" " " Angles on ditto, No.				
Poop Deck Stringer Plate, breadth & thickness	31	7	31	7
" " " Angle on ditto	3 x 3 x 8		3 x 3 x 8	
" " " Tie Plates	12	7	12	7
" " " Deck, Material and thickness y. rms	4 x 3		4 x 3	
Bridge Deck Stringer Plate, brdth & thickness	31 x 7		31 x 7	
" " " Angle on ditto	3 x 3 x 8		3 x 3 x 8	
" " " Tie Plates	12	7	12	7
" " " Deck, Material and thickness y. rms	4 x 3		4 x 3	
Forecastle Deck Stringer Plate, brdth & thcknss	31	7	31	7
" " " Angle on ditto	3 x 3 x 8		3 x 3 x 8	
" " " Tie Plates all over	6 1/2 x 5		6 1/2 x 5	
" " " Deck, Material and thickness y. rms	4 x 3		4 x 3	

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

	Number.	Thickness.	STIFFENERS.	Single or Double Frames.	Height up.
BULKHEADS.	In Vessel.	Per Rule.	Horizontal.	Vertical.	Spacing.
W.T. BULKHEADS	4	4	6	4 x 3 x 7	4 x 3 x 7
PARTITION	2		6	4 x 3 x 7	4 x 3 x 7
LONGITUDINAL					

Are the outside Plates doubled two spaces of Frames in length? Yes

12429 gls

PLATING.										RIVETING.										
STRAKES.	AS IN SHIP.						PER RULE OR AS APPROVED.		EDGES.				BUTTS.							
	AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		Single or Double.	Breadth of Lap.	RIVETS.		Double or Treble and for what Length.	RIVETS.		STRAPS.		IN LASHING.		
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Diam.	Spacing cr. to cr.			Diam.	Spacing cr. to cr.		Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	
																				Inches.
FLAT PLATE KEEL (If Bar Keel, state Riveting)	Barboard double width to bar						keel with 1 1/8 rivets spaced		5 5/8 apart											
GARBOARD OR A Strake	40	11	10	10 1/16	36	11	double	5 1/4	7/8	3 3/4	double	7/8	3 1/6	1 1/4	12	-	-	-		
State actual thickness in way of Double Bottom.	B	48	9	8	10.8	9	double	4 1/2	3/4	3 3/4	double	3/4	2 5/8	1 1/4	10	-	-	-		
C	39 1/2	10	8	11.8	10	10	"	5 1/4	7/8	3 5/8	"	7/8	3 1/6	1 3/4	13	-	-	-		
D	53 1/2	10	9	11.9	10	10	"	"	"	"	"	"	"	"	"	"	"	-		
E	45	11	9	11.9	11	11	"	"	"	"	"	"	"	"	"	"	"	-		
F	47	9	8	10.8	9	9	"	4 1/2	3/4	3 3/4	"	3/4	2 5/8	1 1/4	11	-	-	-		
G	45	10	8	10.8	10	10	"	"	"	"	"	"	"	"	"	"	"	-		
H	47 1/2	9	8	8	9	9	"	5 1/4	7/8	3 5/8	"	"	"	"	"	"	"	-		
Sheer J	40	12	9	9	40	12	"	3	"	"	"	7/8	3 1/6	1 3/4	14	-	-	-		
K																				
L																				
M																				
N																				
O																				
P																				
DOUBLING of Flat Plate Keel																				
Length and thickness	of Bilges		one bilge strake doubled for 1/2 length with 10/16 plate																	
	of Sheerstrakes		Sheer strake doubled for 3/4 length with 9/16 plate																	
	of Strake below																			
POOP SIDES										4/16										
RAISED QUARTER DECK SIDES																				
BRIDGE SIDES										7/16										
FORECASTLE SIDES										6/16										
LENGTHS OF PLATING										17.3"										

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, outside Plating, &c. Siemens Martin Steel
Frames & Reverses Hallade Plating Clydebridge
Parkhead Mossend Flame Blackburn Bulls
Palmer Stranraer Clydebridge & Clydebridge
Bullheads Consett

Main Stringer Plate { Butts, treble riveted for half length amidship.
Straps, single, double or overlapped for whole length amidship
Butts of Bilge & Side Stringers, and Tie Plates, treble or double riveted? 4/8
Inner Bottom Plating, riveting of Edges Butts
Centre Girder Butts, riveted. Keelson Butts, treble riveted.
Frames, riveted through Plates with 7/8 in. Rivets, about 6/8 apart.
Rivets, state whether of Iron or Steel

FRAMES extend in one length from Centre line to gunwale
REVERSED FRAMES on floors and frames extend from to Main and lower deck alternately; all to the Main deck in the Engine & Boiler Space

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	hook pole masts										
	Main											
	Mizon.....											
Bowsprit												
Topmasts, Yards and Remainder of Spars of wood												
Rigging, Material and Size, Shrouds 2 3/4 gal. steel wire Stays 3" gal. steel wire												
Sails. one complete Suit of good Sails and the following spare sails ✓												

EQUIPMENT No. 18198 LETTER 0 TONNAGE FOR TRAWLERS U.Dk.
ANCHORS.

Number of Certificate.	Anchors.	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.		
25167	1st Bower	30	0	15	-	-	-	28	16	1	0	29	1	0	Hook and Smith's	J. Spencer & Sons R.W.C. 29/7/93 J. Hartness
25168	2nd "	29	3	7	-	-	-	28	10	2	14	29	1	0	Patent Stockless	" " " " " " "
25168	3rd "	25	1	0	-	-	-	24	19	1	14	25	1	0	" " " " " " "	" " " " " " "
	Collective weight	85	0	22								83	3	0		
3079	Stream	8	0	8	2	0	10	10	5	0	0	8	0	0	Common	N. Hingray & Sons Glasgow 10/8/93 E. Seehorn
3080	Kedge	4	0	2	1	0	20	6	7	2	0	4	0	0	"	" " " " " " "
3081	2nd Kedge	2	0	2	0	2	20	4	10	0	0	2	0	0	"	" " " " " " "

CHAIN CABLES.										HAWERS AND WARPS.						
Number of Certificate.	Fathoms.	Size.	Test per Certificate. Tons.	WEIGHT OF CHAIN CABLE.		Fathoms and Size Per Rule.	Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size Per Rule.		
				Supplied.	Per Rule.											
1768	135	1 7/8	64.4/63.9	174.1.27	168.0.0	270 1/19 1/2	Steel link	N. Hingray & Sons Glasgow 10/8/93 E. Seehorn		TOWLINE	120	3 1/2	22	90 7/10 2 3/4		
1769	135	"	"	174.3.20	168.0.0		"	"	"	HAWSER	90	8		90 7/8"		
				369.1.19	336.0.0					WARP	120	7		90.6"		
{ 1770 } { Iron Stream Chain } { or Steel Wire, ... }	75	1	27.4/18	40.2.9	38.1.0	75 7/16	"	"	"		2	120	6 1/2			
											1	120	6			

Boats Four life boats and two others
Pumps, Number 5 hand pumps & engine driven Diameter of Barrel and Tail Pipe 6" barrel 3" pipe
Windlass is Clarke Chapman's Patent Capstan
Engine Room Skylights.—How constructed? of teak on iron framework
What arrangements for deadlights in bad weather? strong canvas with brass guards
Coal Bunker Openings.—How constructed? of cast steel How are lids secured? Bayonet fitting Height above deck? flush
Number of Scuppers, and number and dimensions of Freeing Ports, &c. 4 Scuppers & 4 ports 16x19 & 20x20 & 20x20 & 20x19 & 20x19
Ceiling in Holds, thickness and material any steel 2 1/2" Ceiling 'tween Decks, thickness and material white pine 2"
Cargo Hatchways.—How formed? of plates and angles Hatches.—If strong and efficient? yes
State size No. 1 Hatch (Forward) 5.9 x 12.0 No. 2 Hatch 7.8 x 12.0 No. 3 Hatch 3.0 x 12.0 No. 4 Hatch 7.8 x 12.0
Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch 9 x 9/16 tee bulk fore & afters in 70's 1. 2 & 4 hatch
No. of Breasthooks Three No. of Crutches Deck floors
Bulwarks, height above deck and description 7.3" bridge side plating continued Main Rail, material and size
The above is a correct description
Builder's Signature (here only) David M. Henderson Surveyor's Signature James Barclay
Surveyor to Lloyd's Register of British and Foreign Shipping.

12429 Gb

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case)

M 23/1/93 E 1/6/93

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*

to plate, &c, conform well to each other? *yes*

Do the holes for riveting plate to frames, butt straps, or plate

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*

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

This vessel has been built in accordance with the approved plans attached hereto and the Secretary's letters of the above mentioned date and in other respects have been complied with. The workmanship is good and the steel used in the construction of the vessel has been tested at the works of the Manufacturers as presented by the Rules.

Pumps and water-tight doors duly tested & found efficient. Spatter water-course cemented before receipt of Circular

Electric light fitted per special Rph

The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *62* ft., R.Q.D. or Break ☒ ft., Bridge Dk. *92.0* ft., F'castle *52.5* 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

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 (1 St. W.S) 2 Pl. Wms*

Official No. *102618*; Signal Letters

How are the surfaces preserved from oxidation? Inside *Portland Cement & Paint*

Outside *Paint*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,			Fore peak tank,		
Double bottom, forward,			After peak tank,		
Double bottom, under Engines and Boilers,			Midship deep tank,		
Double bottom, if under Engines only,			Other tanks, if fitted,		
Double bottom, if under Boilers only,					

State whether the above have been tested as required by the Rules *Collision & tube tanks have been tested*

Order for Special Survey No. *2660*

Date *28 Jan 1893*

Order for Ordinary Survey No. *✓*

Date *✓*

No. *368* 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 *1893. Feb 27 Mar 1. 8. 9. 13. 16. 20. 22. 24.*
- 2nd. On the plating during the process of riveting *April 5. 12. 17. 24. 26. 27. May 2. 4. 8. 10. 14. 19. 23. 25. 29.*
- 3rd. When the beams were in and fastened and before the decks were laid *June 2. 5. 7. 8. 9. 20. 30. July 4. 5. 6. 26. 27.*
- 4th. When the ship was complete, and before the plating was finally coated or cemented *Aug 2. 4. 9. 11. 15. 17. 26. 30.*
- 5th. After the ship was launched and equipped

Total No. of Visits *45*

The amount of Entry Fee£ *4* : " : "

Special.....£ *52* : *6* : "

Certificate* £ " : " : "

Travelling Expenses, if any £ " : " : "

Fees applied for,

30/8/1893

Received by me,

31/8/1893

* Certificate to be sent to

Glasgow

I am of opinion this Vessel should be Classed *100 A1 Steel*

With, or without Freeboard, as condition of Class *✓*

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

James Bradley

Committee's Minute

Character assigned

FRI 8 SEP 1893

100 A1 Steel

Lat & Lmc 9.93

2 Dk (U St - W.S)

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

100 A1 (Steel)

2 Dk (U St - W.S)

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Lloyd's Register Foundation

GLS168-0044 (2/2)