

1 or 2 Dks., R.Q.Dk.,
and Pt. Awng. Dk.

IRON OR STEEL STEAMER.

Received at London Office,

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

Date of completion of Report *19th October 1893*
Date, First Survey *9th June 1893*

Port of *Glasgow*
Last Survey *11th October 1893*

TRIMERS. 7 NOV 1893

Rig *Schooner (3 masts)*

Master *John Jones*

Year of appointment (1) As master in service of
owner of present vessel - 18
(2) As master of this vessel - 18 93

Built at *Paisley*
When built *1893* Launched *29th April 1893*

By whom built *Messrs John Fullerton & Co*

Owners *Messrs Wallace Bros Ltd*

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

Residence

Port belonging to *Dublin*

If Surveyed while Building, Afloat, or in Dry Dock *While building & afloat*

TONNAGE under
Tonnage Deck... *286.23*
Do. of Poop
Do. of Raised Qr. *61.28*
Dk. or Break...
Do. of Bridge House *12.98*
Do. of Forecastle
Do. of Houses on Deck
Do. of excess of Hatchways
Do. above Crown of
Engine Room...
Gross Tonnage *396.10*
Less Crew Space
Less above Crown of
Engine Room...
TONNAGE FOR FEES... *350.58*
Less Engine Room
Less Navigation Spaces
Register Tonnage *156.78*
as cut on Beam...

ONE ~~DECKED~~ DECKED VESSEL.
CLASS *100A steel*
Half Breadth (moulded) *12.50*
Depth from upper part of Keel to top of Main Deck Bms. *13.12*
Girth of Half Midship Frame (as per Rule) *22.96*
1st Number *48.58*
Length *140.95*
2nd Number *6847*
Proportions—Breadths to Length *8.63*
Depths to Length—Main Deck to top of Keel... *10.74*
Destined Voyage *Coasting*

LENGTH on Deck as per Rule... *140 1/2* Feet. Inches. BREADTH—Moulded... *25 0* Feet. Inches. DEPTH—Top of Floors to Main Deck Beams... *11 7 1/2* Feet. Inches. Power of Engines *73* Horse. No. of Decks with Flat laid *one* No. of Tiers of Beams *one*

Dimensions of Ship per Register, Length, *142.2* breadth, *25.2* depth, *11.45* Moulded Depth, ft. *12* ins. *7* Round of Beam *6 1/2* inches.

FRAMING.						FORGINGS AND CASTINGS.						
	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as	20ths per Rule ved.		Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as	20ths per Rule ved.	
FRAME, Angles, <u>1</u> or <u>2</u> Bars for $\frac{1}{2}$ length amidships	3	3	6	3	3	KEEL, Bar or Side Plates depth and thickness	6" x 1 3/4"			6" x 1 3/4"		
Do. for $\frac{1}{2}$ at each end	3	3	5	3	5	STEM, moulding and thickness	6" x 1 3/4"			6" x 1 3/4"		
Do. in way of Double Bottoms at Solid Floors						STERN-POST for Rudder do. do.	6 1/4" x 3"			6 1/4" x 3"		
" " " at intermdt. Plts.						" " for Propeller	6 1/4" x 3"			6 1/4" x 3"		
Distance of Frames from moulding edge to moulding edge, all fore and aft	21			21		MAIN PIECE of Rudder, diameter at head...	4 1/4"			4 1/4"		
REVERSED FRAME, Angles	2 1/2	2 1/2	5	2 1/2	5	do. at heel	2 1/4"			2 1/4"		
DEEP FRAMING, depth of girder						RUDDER, how constructed <i>Forged frame, plated sides</i>						
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships	18		6	18	6	Can the Rudder be unshipped afloat? <i>yes</i>						
" in way of Engines and Boilers			7.8		7.8	KEELSONS AND STRINGERS.						
" thickness at the ends of vessel			5		5	CENTRE LINE KEELSON, Vertical Plate above floors, <i>Through Plate, or Intercoastal Plate</i>	11		9	11	9	
" depth at $\frac{1}{2}$ the half breadth, as per Rule	18			18		" Rider Plate	7		9	7	9	
" height extended at the Bilges	27			27		" Bulb Plate to Intercoastal Keelson						
FLOORS & BRACKETS, in Coll Dble Bottoms						" Horizontal Plates on Floors	3 1/2	3	6	3 1/2	3	6
" " Distance apart						" Angles	3 1/2	3	6	3 1/2	3	6
CENTRE GIRDER, in Double Bottom, depth and thickness						SIDE KEELSON, Angles	3 1/2	3	6	3 1/2	3	6
" " Angles, Top						" Bulb or Plate above floors for <i>7/10</i> length			5		5	
" " Bottom						" Intercoastal Plate for <i>7/10</i> length	2 1/2	2 1/2	5	2 1/2	2 1/2	5
SIDE GIRDERS, number and thickness						" Attached to outside plating with Angle	3 1/2	3	6	3 1/2	3	6
" " Angles						BILGE KEELSON, Angles	3 1/2	3	6	3 1/2	3	6
MARGIN PLATE, depth (exclusive of flange) and thickness						" Bulb or Plate above floors for <i>10</i> length						
" " Angles						" Intercoastal Plate for <i>7/10</i> length	3 1/2	3	6	3 1/2	3	6
INNER BOTTOM PLATING, breadth and thickness of Middle-Line Strake						" Attached to outside plating with Angle	3 1/2	3	6	3 1/2	3	6
" " thickness in Engine and Boiler space						BILGE STRINGER Angles	3 1/2	3	6	3 1/2	3	6
" " Remainder in Hold						" Bulb Plate for <i>7/10</i> length						
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	5	3	6	5	3	" Intercoastal Plate for <i>7/10</i> length						
" " Angles on Upper Edge						" Attached to outside plating with Angle	3 1/2	3	6	3 1/2	3	6
" " Average space	21			21		SIDE STRINGER Angles	3 1/2	3	6	3 1/2	3	6
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb						" Bulb or Intercoastal Plate for <i>3/6</i> length	3 1/2	3	6	3 1/2	3	6
" " Angles on Upper Edge						" Attached to outside plating with Angle						
" " Average space						Main and Raised Quarter Deck Stringer Plate, breadth and thickness	36	6	36	6		
BEAMS, Hold Plate or Tee Bulb						" Angle on ditto	3 x 3 x 7		7	3 x 3 x 7		
" " Angles on Upper Edge						" Tie Plates fore & aft, outside Hatchways						
" " Average space						" Diagonal Tie Plates on Bms, No. of Pairs						
BEAMS, Deep Deck, Angle, Bulb Angle, Plate or Tee Bulb						" Main Dk* Iron or Steel for <i>whole</i> length			6		6	
" " Angles on Upper Edge						" R. Q. Dk* Iron or Steel for <i>whole</i> length			6		6	
" " Average space						" Wood Deck, Material & thickness						
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	5	3	6	5	3	Lower Deck Stringer Plate, breadth and thickness						
" " Angles on Upper Edge						" Angles on ditto, No.						
" " Average space						" Tie Plates, outside Hatchways						
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	5 1/2	3	7	5 1/2	3	" Deck, Material and thickness						
" " Angles on Upper Edge						Hold Stringer Plate <i>in way of R. Q. Dk</i>	18	6	18	6		
" " Average space	42			42		" Angles on ditto, No.	3 1/2 x 3 x 6	6	3 1/2 x 3 x 6	6		
PILLARS, In 'tween Decks, Size and Spacing						Deep Deck Stringer Plate, breadth & thickness						
" " Hold	34	2 1/2	42	2 1/2	42	" Angle on ditto						
" " Quarter, 'tween Dks.,						" Tie Plates	4 1/2 x 2 1/2	5	4 1/2 x 2 1/2	5		
" " in Hold						" Deck, Material and thickness	21	5	21	5		
WEB FRAMES, In Fore Body, No. and Spacing	18		6	18	6	Forecastle Deck Stringer Plate, brdth & thcknss						
" " Brdth. & Thickness						" Angle on ditto	3 x 2 1/2	5	3 x 2 1/2	5		
" " No. of Side Stringers						" Tie Plates <i>Windlass plate 15.6 x 48</i>	4	12 1/2	4	12 1/2		
WEB FRAMES, In E. & B. Space, No. & Spacing						" Deck, Material and thickness	R.P. 2 1/2		R.P. 2 1/2			
" " Brdth. & Thickness												
WEB FRAMES, In After Body, No. and Spacing	18		6	18	6							
" " Brdth. & Thickness												
" " No. of Side Stringers												
" " Size of Angles on Tee Bars to Web Frames	2 1/2	2 1/2	8	2 1/2	2 1/2							
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness												

12342 glos

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.		IF LAPPED.			
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.			Diam.	Spacing or to cr.		Diam.	Spacing or to cr.	Breadth.	Thickness.	Breadth.	For what Length.		
	Inches.	1/2 or 20ths.	1/2 or 20ths.	1/2 or 20ths.	Inches.	1/2 or 20ths.			Inches.	Inches.		Inches.	Inches.	Inches.	20ths.	Inches.	Feet.		
Flat Plate Keel (If Bar Keel, state Riveting)	Bar	Keel																	
GARBOARD OR A Strake	31	8	8	8	31	8	Double	4 1/2	3/4	5	Double	3/4	2 1/2	9 1/4	8				
B "	39 1/2	7	6	6	39 1/2	7	"	"	"	"	"	"	"	"	7				
C "	46 1/2	6	5	5	46 1/2	6	"	"	"	"	"	"	"	"	6				
D "	39 1/2	7	6	6	39 1/2	7	"	"	"	"	"	"	"	"	8				
E "	45	7	6	6	45	7	Single	2 1/2	"	"	"	"	"	"	7				
F "	39	7	6	6	39	7	"	"	"	"	"	"	"	"	7				
G "	47	6	5	5	47	6	Double	4 1/2	"	"	"	"	"	"	6				
H "	32	10	8	7	32	10	Lower edge	"	"	"									
J "																			
K "																			
L "																			
M "																			
N "																			
O "																			
P "																			
DOUBLING OF Flat Plate Keel																			
Length and thickness of Bilges																			
of Sheerstrakes	24 ft	6																	
of Strake below																			
POOP SIDES																			
RAISED QUARTER DECK SIDES	7.6.5				7.6.5		Single	2 1/2	3/4	3	Double	3/4	2 1/2	9 1/4	7.6.5				
BRIDGE SIDES	5				5		"	"	"	"	No	butt in							
FORECASTLE SIDES	5				5														
LENGTHS OF PLATING	Seven spaces				Seven spaces														

One butt of L. H. & K. in way of the main R. & S. Deck Strake riveted with straps 1/20 thicker than plates.

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.	Main Stringer Plate	Butts, treble riveted for whole length amidship.
Siemens Martin		Straps, single, double or overlapped for whole length amidship.
Bedford, Lancashire Steel Coy.	Butts of Bilge & Side Stringers, and Tie Plates, treble or double riveted?	Double
Cydebridge, Consett.	Inner Bottom Plating, riveting of Edges	Butts
	Centre Girder Butts, riveted.	Keelson Butts, Double riveted.
	Frames, riveted through Plates with	3/4 in. Rivets, about 5/4 apart.
	Rivets, state whether of Iron or Steel	Iron

FRAMES extend in one length from Keel to gunwale

REVERSED FRAMES on floors and frames extend from Centre line to deck and side stringer on alternate frames, and up to hold stringer and Raised Quarter deck alternately. Double in E & B. space

	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	P. Pine poles									
	Main										
	Mizen										
Bowsprit											
Topmasts, Yards and Remainder of Spars											
Rigging, Material and Size, Shrouds	Steel wire	2 1/2	2 1/4				Stays	3	2 1/2	2 1/4	
Sails.	One	Suit of					Sails and the following spare sails.				

EQUIPMENT No. 7518 LETTER g										TONNAGE FOR TRAWLERS U.Dk.									
ANCHORS.										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.		
25346	1st Bower	8	2	0	2	0	14	10	12	2	0	8	1	0	Hook and fluke	W. H. & S. Ltd.	6/9/93 J. Hartness		
23156	2nd "	8	0	0	2	0	0	10	2	2	0	8	1	0	"	"	" 22/1/93 J. Hartness		
25347	3rd "	7	0	7	1	3	7	9	7	0	21	7	0	0	"	"	" 6/9/93 J. Hartness		
	Collective weight	23	2	7								23	2	0					
25381	Stream	2	2	7	0	2	21	5	2	2	0	2	2	0	"	"	" 14/9/93 J. Hartness		
	Kedge	1	2	20	with stock							1	1	0	"	"			
	2nd Kedge																		

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.	Fathoms.	Size.	Test per Certificate.	WEIGHT OF CHAIN CABLE.			Fathoms and Size Per Rule.	Description.	Makers of Cable.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size Per Rule.				
				Supplied.	Per Rule.	Per Rule.													
10005	43 3/4	1 1/8	7.1.20 3/4	25.3.23	95.1.9	165	1 1/8	Standard	J. Hartness	Sunderland 4/9/93	TOWLINE	75	7 1/2		75 7 1/2				
10581	12 1/4	1 1/8	"	7.2.1				"	"	20/9/93	HAWSER	90	5 1/2		90 5 1/2				
											WARP								

Boats Two life boats

Pumps, Number One in hold and one in forepeak Diameter of Barrel and Tail Pipe 5 1/2 barrels 2 1/2 + 1 1/2 tail pipes

Windlass is T. Reid & Sons Capstan ✓

Engine Room Skylights.—How constructed? Leak frame on casings

What arrangements for deadlights in bad weather? Rods & canvas covers

Coal Bunker Openings.—How constructed? Framed hatch How are lids secured? with battens & clutches Height above deck? 7.6 + flush

Number of Scuppers, and number and dimensions of Freeing Ports, &c. Three scuppers and three wash ports 2.5 1/2 x 15 on each side of Main & K.

Ceiling in Holds, thickness and material 2" P. Pine with 1/2" A. Elm Ceiling 'tween Decks, thickness and material 1 1/2" W.P. sparring

Cargo Hatchways.—How formed? Plates and angles Hatches.—If strong and efficient? Solid

State size No. 1 Hatch (Forward) 21.0 x 12 x 24 No. 2 Hatch 20.5 x 12.0 x 18 No. 3 Hatch 18.0 x 12.0 x 18 No. 4 Hatch 18.0 x 12.0 x 18

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch Two web plates and three fore & afters

No. of Breasthooks Two No. of Crutches one

Bulwarks, height above deck and description Plates, 4.2 Main Rail, material and size as per section

The above is a correct description.

Builder's Signature (here only.) John Pullerton & Co Surveyor's Signature Charles Edwards

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

12542 Ys.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case) 11th May 1893 (m.)

18th Sep 1893 (E)

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

from the faying surfaces? 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

Are the butts of Plating, Stringers, &c., properly shifted and strapped? Yes

General Remarks (State quality of workmanship, &c.) Workmanship and materials good throughout

This is a steel screw steamer built in accordance with the Secretary's letters of the above dates, the approved midship section forwarded to London on the 16th inst and enclosed sketches. The fore and after peak tanks were tested by water pressure and proved satisfactory.

Water-tight doors, hatches and deck hatches satisfactory. Freeboard assigned to this vessel by the Committee.

This is a sister vessel to the S.S. "The Viscount" Glasgow report 11787, and also to the S.S. "Cumberland" Glasgow 1st Entry report 12204.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 75.5 ft., R.Q.D. or Break 75.5 ft., Bridge Dk. 8.75 ft., F'castle 24 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 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) steel deck not wood covered one tier

Official No. ; Signal Letters

How are the surfaces preserved from oxidation? Inside Cement and 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,	20.6	41
Double bottom, forward,	-	-	After peak tank,	5.9	9
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,	-	-	(If necessary, furnish further information by sketch.)		

State whether the above have been tested as required by the Rules Yes

Order for Special Survey No. 2689	1 st June 1893	1 st On the several parts of the frame, when in place, and before the plating was wrought	1893.. June 9. 15. 21. 29. July 5. 12. 18. 26. Aug 2
Date		2 nd On the plating during the process of riveting	4. 23. 25. 31. Sep 8. 12. 20. 26. 28. Oct 3. 7. 11
Order for Ordinary Survey No. ✓		3 rd When the beams were in and fastened and before the decks were laid	
Date		4 th When the ship was complete, and before the plating was finally coated or cemented	
No. 117 in builder's yard		5 th After the ship was launched and equipped	
DATES of Surveys held while building as per Section 18.			Total No. of Visits 21

The amount of Entry Fee £ 2 : 11 : 11
Special £ 14 : 11 : 11
Certificate £ " : " : "
Travelling Expenses, if any £ " : " : "

Fees applied for, 14/10/1893
Received by me, 14/10/1893

* Certificate to be sent to

Glasgow

Charles Edwards.

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

I am of opinion this Vessel should be Classed 100 A.1. steel
With, or without Freeboard, as condition of Class Freeboard not condition of Class

Committee's Minute
Character assigned + 100 A1 (steel)
1 Dk (steel) well Dk
A.C.P.

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) as recommended.

+ L.M.C. 1093

100 A1 (Steel)

1 Dk (Steel) well Dk
N.B. = FPT 416 APT 96.

Hull Certificate, Witten.

GLS168-0207 (212)