

3 Decks.

IRON OR STEEL STEAMER.

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

Date of completion of report 13 December 1893 Port of Glasgow

No. 12621 Survey held at Dumbarton

Date, First Survey 23 May 1893

Last Survey 8 December 1893

On the

"Prome"

Rig Schooner

TONNAGE under Tonnage Deck 3303.94

THREE DECKED VESSEL.

Master J. Pagan

Do. between Tonnage Dk. and 3rd and 4th Dk.

CLASS 100A 1

Year of appointment 1893

(1) As Master in service of owner of present vessel—1893
(2) As Master of this vessel—1893

Total under Upper Dk.

Do. of Poop

Do. of Bridge House

Do. of Houses on Dk.

Do. of excess of Hatchways

Do. of Forecastle

Do. above Crown of Engine Room

Gross Tonnage

Less Crew Space

Less above Crown of Engine Room

TONNAGE FOR FEES

Less Engine Room

Less Navigation Spaces

Register Tonnage

as out on Beam

Half Breadth (moulded)

Depth from upper part of Keel to top of Upper Deck Beams

Girth of Half Midship Frame (as per Rule)

deduct 7 feet

1st Number

Length

2nd Number

Proportions—Breadth to Length

Depth to Length—Upper Deck to top of Keel

Main Deck ditto

Destined Voyage

Surreyed while Building, Afloat, or in Dry Dock

Built at Dumbarton

When built 1893 Launched 30 Oct

By whom built H. Denny & Co.

Owners Burnish Steamship Co. Ltd.

Managers P. Henderson & Co.

(Where necessary to be entered in Reg. Book)

Residence 15 St Vincent St Glasgow

Port belonging to Glasgow

LENGTH on Deck	Feet	Inches	BREADTH	Feet	Inches	DEPTH	Feet	Inches	Power of Engines	No. of Decks with flat laid
as per Rule	343	2	Moulded	44	0	top of Floors to Upper Deck Beams	27	5	262	2
						Main Deck Beams	19	5 1/2		No. of Tiers of Beams 3

Dimensions of Ship per Register, Length 343.0 breadth 44.0 depth 27.3 Moulded depth, ft. 30 ins. 0 To Upper Dk. Beam, Upper Dk. 11 ins.

FORGINGS or CASTINGS.

KEEL, Bar or Side Plates, depth and thickness

STEM, moulding and thickness

STERN-POST for Rudder do. do.

MAIN-PIECE of Rudder, diameter at head

do. at heel

RUDDER, how constructed

Can the Rudder be unshipped afloat?

FRAMING.

FRAME, Angles, or L Bars for 1/2 length amidships

Do. for 1/2 at each end

Do. in way of Double Bottoms

Distance of Frames from moulding edge to moulding edge, all fore and aft

REVERSED FRAME Angles

FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships

in way of Engines and Boilers

thickness at the ends of vessel

depth at 1/2 the half breadth, as per Rule

height extended at the Bilges

GIRDS & BRACKETS in Cell Dble Bottoms

Distance apart

JIRE GIRDER, in Dbl Btm, depth & thickness

Angles Top 4x4x8 Bottom

SIDE GIRDERS, number and thickness

Angles

Rein PLATE, dpth (excl. of flange) & thickness

Angles

INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake

in Engine and Boiler space

Remainder in Holds

MS, Upper Deck, Single Angle, Bulb

Angle, Plate or Tee Bulb

Angles on upper edge

Average space

MS, Middle Deck, Single Angle, Bulb

Angle, Plate or Tee Bulb

Angles on upper edge

Average space

S, Lower Deck, Single Angle, Bulb

Angle, Plate or Tee Bulb

Angles on upper edge

Average space

BEAMS, Hold, or Orlop, Plate or Tee Bulb

Angles on upper edge

Average space

AMS, Poop and Bridge Deck, Angle, Bulb

Angle, Plate or Tee Bulb

Angles on upper edge

Average space

BEAMS, Forecastle Deck, Angle, Bulb

Angle, Plate or Tee Bulb

Angles on upper edge

Average space

CELLARS, In tween Decks, Size and Spacing

Hold

BEFRAMES, In Fore Body, No. and spacing

Brdth & Thickness

No. of Side Stringers

BEFRAMES, In After Body, No. and spacing

Brdth & Thickness

No. of Side Stringers

Size of Angles or Tee Bars to Web Frames

RACKET PLATES to Stringers between Web Frames, Depth and Thickness

KEELSONS & STRINGERS.

CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate

Rider Plate

Bulb Plate to Intercoastal Keelson

Horizontal Plates on Floors

Angles

SIDE KEELSON, Angles

Bulb or Plate above floors, for length

Intercoastal Plate, for length

Attached to outside Plating with Angle

BILGE KEELSON, Angles

Bulb or Plate above floors, for length

Intercoastal Plate for length

Attached to outside Plating with Angle

BILGE STRINGER Angles

Bulb or Plate above floors, for length

Intercoastal Plate for length

Attached to outside Plating with Angle

SIDE STRINGER Angles

Bulb or Intercoastal Plate for length

Attached to outside Plating with Angle

Upper Deck Stringer Plate, on ends of Beams, breadth and thickness

Angle on ditto

Tie Plates fore and aft, outside Hatchways

Flat of Dk. * Iron or Steel, for whole lng.

Wood * Material and thickness

How fastened to Beams

Middle Deck Stringer Plate, breadth & thickness

Angles on ditto, No. 2

Tie Plates outside Hatchways

Diagonal Tie Plates in Btm, No. of

Flat of Dk. * Iron or Steel, for whole lng.

Wood * Material and thickness

How fastened to Beams

Lower Deck Stringer Plate, breadth & thickness

Angles on ditto, No. 2

Tie Plates, outside Hatchways

Flat of Deck * Material and thickness

How fastened to Beams

Hold or Orlop Stringer Plate, breadth & thickness

Is the Stringer Plate attached to the outside Plating?

Angles on ditto, No.

Tie Plates outside Hatchways

Flat of Deck * Material and thickness

How fastened to Beams

Poop Deck Stringer Plate, breadth & thickness

Angle on ditto

Tie Plates

Flat of Deck, Material and thickness

Bridge Deck Stringer Plate, breadth & thickness

Angle on ditto

Tie Plates

Flat of Deck, Material and thickness

Forecastle Deck Stringer Plate, breadth & thickness

Angle on ditto

Tie Plates

Flat of Deck, Material and thickness

PLATING.

FLAT PLATE KEEL, breadth and thickness

D'bling or inc thickness & len. appl'd

PLATES in Garboard Strakes, breadth & thickness

from Garboard to lower part of Bilges

State Thickness of Plating in way of Double Bottom

Bilges, number of Strakes and thickness

Of doubling at Bilge, or increased thickness, 1/2 and length applied

from up. prt. of Bilge to lr. edge of Sh. strake

Sheerstrake, breadth and thickness

Of d'bling at Sh. strake & length appl'd

Poop Sides

Bridge do.

Forecastle do.

Lengths of Plating 10 frame spaces

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Ceiling betwixt Decks, thickness and material	2" W.P.	BULKHEADS.	No. in Vessel	6	No. Req'd. by Rule	6	
" in hold	do.	Thickness	Angles.	Spacing.	Height up.	Sngl or Dble. Frames	
do.	2 1/2" P.P.	W. T. BULKHEADS	2 1/2"	Vrtcl. 5 1/2 x 5 1/2 x 7/16	30"	20 upper deck	double
Number of Breasthooks	4	also wales & semi-braces	20	Hrztntl. 8 1/2 x 3 1/2 x 1/2	48"		
" Crutches	deep floors	PARTITION	6/16	Vrtcl. 4 x 3 1/2 x 1/2	36"		
		LONGITUDINAL		Hrztntl.			
				Vrtcl.			

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

The **FRAMES** extend in one length from Keel to margin plate and then to summit. Riveted through plates with 7/8 in. Rivets, about 6 1/2 apart.

The **REVERSED ANGLE** on floors and frames from middle line to margin plate and thence to main and upper decks altogth

Alternate reverse frames extend to forecabin and all reverse frames shaft after peak bulkhead to up.

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 Keel, with rivets 1 in. diameter, averaging 4 1/2 ins. from centre to centre.

Edges of Garboards, and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 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 7/8 in. dia., averaging 3 3/4 ins. from cr. to cr.

" " overlapped for whole length, treble riveted for whole length; with rivets 7/8 in. dia., averaging 3 3/4 ins. from cr. to cr.

Butts of Stakes at Bilge for length, treble riveted with Butt Straps thicker than the plates they connect.

Edges from Bilge to Sheerstrake, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3 3/4 ins. from centre to centre.

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

" " overlapped for whole length, treble riveted for whole length; with rivets 7/8 in. dia., averaging 3 3/4 ins. from cr. to cr.

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

Butts of Middle Deck Stringer Plate, treble riveted for whole length amidships. **Butts of Upper Deck Stringer Plate**, treble riveted for whole length.

" " Single or Double Straps for length amidships. " " Single or Double Straps for length.

Butts of Inner Bottom Plating lapped & dble riveted for whole length. **Butts of Centre Girder** treble riveted.

Breadth of edge laps of Shell Plating in double riveting 5 1/4. **Breadth of edge laps of Shell Plating** in single riveting ✓.

Butt Straps of Shell Plating, breadth and thickness 1 1/2 x 11.10.17. **Butts if Lapped**, breadth of laps 9.

Butt Straps of Keelsons, Stringer and Tie Plates, treble double riveted.

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.? Frames & Rests of Canadian Iron. Keel, decks, bulkheads & inner bottom. Mossend. Floors. Cornwell and Clydebridge. Angle and bulkheads. Dalzell. Butties. Pelicans. Shell. Hallside & Mossend.

Workmanship. Are the butts of plating planed or otherwise fitted? Yes. Planed & fitted

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? No

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	3" M Steel 97.2	26 x 7/16	17 x 7/16	2 1/2 x 7/16	20 x 7/16	3	✓	✓	Seams 3/4	Butts 3/4
	Main	do. 95.6	25 x 7/16	16 1/2 x 7/16	2 1/4 x 7/16	19 x 7/16	3	✓	✓	do	do
	Mizzen	✓									
Bowsprit	None										
Topmasts, Yards and Remainder of Spars	P. Pine & Steel as on approved plan.										
Rigging, Material and Size, Shrouds	3/4 Galv'd steel wire										
Sails.	Suit of										
	Sails, and the following spare sails										

EQUIPMENT No. 36938 LETTER W ANCHORS.

Number of Certificate.	1st Bower ..	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE			WEIGHT REQ. PR RULE			Description of Anchor.	Makers.	Where and when tested, and Superintendent.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.				lbs.
15758	1st Bower ..	40	0	10	10	0	9	35	16	3	14	40	0	0	Patent	Not dated	1/10/13, S.H. Scott
15759	2nd ..	39	3	2	10	0	0	35	13	1	21	40	0	0	do	do	do
15760	3rd ..	34	0	12	8	2	0	31	14	1	14	34	0	0	do	do	do
	4th ..																
	Collective weight	113	3	24								114	0	0			
15767	Stream	12	0	6	2	3	18	13	19	2	21	12	0	0	do	do	do 20/10/13, do
15766	Kedge	6	0	0	1	1	26	8	5	0	0	6	0	0	do	do	do 20/10/13, do
15765	2nd Kedge ..	3	0	5	0	3	0	5	12	0	21	3	0	0	do	do	do 20/10/13, do

CHAIN CABLES.

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.
				Cwts.	qrs.								
13961	150	2 1/2	107 1/2	76 1/2	32 1/2	300	2 1/2	Steel Link not stated	1/10/13, S.H. Scott	TOWLINE	120	0	Steel 120.0
13962	150	2 1/2	107 1/2	76 1/2	32 1/2	270	"	"	"	Hawser (4)	90	6	(4) 90.6
13960	90	1 3/4	35	25 1/2	67	115	90	1 3/4	do	do	90	5	90.5
	120	4 1/2	39				120	4 1/2	Steel wire Crown Spooling	do			

HAWSERS AND WARPS.

Boats 4

Pumps, Number 12 hand pumps and engine driven Diameter of Barrel and Tail Pipe 10 of 6 band. 3 pipe 2 of 4 band. 2 pipe

The Windlass is Amerson Walker's Patent Capstan Amerson's

Engine Room Skylights.—How constructed? Steel casings and Yeale skylight over

What arrangements for deadlights in bad weather? None provided rods and tarpaulins

Coal Bunker Openings.—How constructed? a hatchway and cast iron plate & bolts How are lids secured? Bayonet Couplings Height above deck? Hatch coaming 15' above B. Deck

Number of **Scuppers**, and number and dimensions of **Freeing Ports**, &c. 6 scuppers on each side also a 12 ft long rail scupper flush with

and a 10 ft rail gangway with 4 ports 2 1/4 x 16" to after deck

Cargo Hatchways.—How formed? Steel casings **Hatches**, If strong and efficient? Yes. Solid

State size **No. 1 Hatch** (Forward) 12 ft x 10 ft **No. 2 Hatch** 20.0 x 14.0 **No. 3 Hatch** 20.0 x 14.0 **No. 4 Hatch** 16.0 x 12.0

Number of **Web Plates**, **Shifting Beams**, and **Fore and Afters** to each Hatch 1 shifting beam to No. 2 with beams to No. 1 and 3 and one

web beam to No. 4. 3 fore and afters to No. 2 and 3. 1 fore & after to No. 1 and 4

Bulwarks, height above deck and description 44 ft above 40. 5/16 steel Main Rail, material and size Yazack's 8 x 3 x 3

The above is a correct description.

Builder's Signature (here only) [Signature] Surveyor's Signature, [Signature]

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

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Order for Special Survey No. 2601
Date 14 May 1893
Order for Ordinary Survey No. ✓
Date ✓
No. 490 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. May. 23. 26. 29. 31. June 2. 8. 14. 21. 27. 29. 30.
2nd. On the plating during the process of riveting } July 6. 11. 25. 28. Aug 1. 4. 8. 11. 15. 18. 22. 25. 29.
3rd. When the beams were in and fastened } Sept 1. 6. 8. 12. 19. 22. 26. Oct 3. 12. 17. 20. 24. 26.
4th. When the ship was complete, and before the plating was finally coated or cemented ... } 27. 31. Nov 3. 7. 13. 17. 21. 27.
5th. After the ship was launched and equipped } Dec 1. 5. 8.

Total No. of Visits 48

State dates and initials of letters respecting this case 24/4/93 25/5/93 5/6/93 7/6/93 26/8/93 6/9/93 17/8/93 19/8/93 23/11/93

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

This is a steel screw steamer, having a poop, bridge house and top gallant forecastle. She has been built in accordance with the approved plans attached hereto and with the Rules generally. The vessel has two steel decks, the upper of which is sheathed with E. India Yell. The hold beams are covered with a portable deck - which is neither fastened nor caulked and may often be lifted out of place.

The compartments of the cellular double bottom have been tested with water pressure and found satisfactory.

The materials and workmanship are good.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 30 ft., R.Q D. or Break ✓ ft., Bridge Dk. 80½ ft., F'castle 43½ ft. (in feet and tenths) where the Poop 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 dks stl - u. wd - 3 tiers beams. Teak U.D.K.
Official No. ; 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 engine only, or boilers only, state which ✓
Double bottom, constructed on the cellular system, length 296 and water capacity in tons 691
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 all been tested as required by the Rules.
(If necessary, furnish further information by sketch.)

How are the surfaces preserved from oxidation? Inside Paint and Portland Cement Outside Paint

FREEBOARD assigned by the Committee, as per Secretary's

Letter dated no freeboard assigned by the Committee

State if marked on Vessel's sides in accordance with Notice No. 572

In Summer	ft.	ins.
In Winter	ft.	ins.
For Winter in North Atlantic	ft.	ins.
Fresh Water above the centre of disc	i.	s.

To top of Wood, Iron or Steel Upper Deck.

The amount of Entry Fee£ 5 : " : " is received by me,
Special.....£ 110 : 13 : 6 14/10/18 93
Certificate *£ " : " : "

* Certificate to be sent to Glasgow
J. Keble

Travelling Expenses, if any £ " : " : "
I am of opinion this Vessel should be Classed * 100 A 1 "Steel"
"2 dks stl - u. wd - 3 tiers beams" Teak U.D.K.

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

Committee's Minute

Character assigned

"FK." "Cell. D. 75"
TUES. 19 DEC 1893
100 A 1 Steel

2 a + cp
+ 2 m e 12, 93

2 dks (stl - u. wd) 3 tiers beams
7 K

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 A 1 (Steel) as recommended.

100 A 1 (Steel)

2 dks (stl - u. wd) 3 tiers beams

W. B. = Cell D.B. (particulars above)

F.K.

enquire

Hull Certificate Written.

GLS 169-0001 (2/2)

The Surveyor should be requested to state whether the requirements of Circulars 280 and 287 have been complied with in this case. Were complied with, see Surveyor's letter 28/12/93
Lloyd's Register Foundation