

1st Dks, R.Q.Dk., ~~IRON OR~~ STEEL STEAMER.

12753
Received at London Office. SAT. 3 MAR 1894

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

Date of completion of Report 27th Feb 1894

Port of Glasgow

Last Survey 22nd February 1894

Rig Schooner (3 masts)

Master Capt Green

Year of appointment 1894

Built at Troon
When built 1894 Launched 25th January 1894

By whom built Ailsa Shipbuilding Co.

Owners Alfred Rowland & Co

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

Residence Liverpool

Port belonging to Liverpool

TONNAGE under
Tonnage Deck... 343.27
Do. of Poop 1.05
Do. of Raised Qr. 1.29
Dk. or Break... 1.50
Do. of Bridge House 3.50
Do. of Forecastle 9.44
Do. of Houses on Deck 8.49
Do. of excess of Hatchways 25.26
Do. above Crown of Engine Room... 471.40
Gross Tonnage 39.86
Less Crew Space 28.26
TONNAGE FOR FEES 406.28
Less Engine Room 241.80
Less Navigation Spaces 17.76

Register Tonnage 171.98
as cut on Beam

ONE OR TWO DECKED VESSEL.

CLASS 100 A

Half Breadth (moulded) 12.75
Depth from upper part of Keel to top of Main Deck Bms. 13.14
Girth of Half Midship Frame (as per Rule) 23.10
1st Number 48.99
Length 161.1
2nd Number 78.92
Proportions—Breadths to Length 6.31
Depths to Length—Main Deck to top of Keel 12.26

Destined Voyage Concoching
Surveyed while Building, Afloat, or in Dry Dock

LENGTH on Deck Feet. 161 Inches. 1 1/2
BREADTH—Feet. 25 Inches. 6
DEPTH—Feet. 11 Inches. 9
Power of Engines 69
Horse. 69
No. of Decks with Flat laid One
No. of Tiers of Beams One

Dimensions of Ship per Register, Length, 162 breadth, 25.6 depth, 11.5 Moulded Depth, ft. 12 ins. 7 Round of Beam 7 1/2 inches.

FRAMING.							FORGINGS AND CASTINGS.						
	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Appro.	Inches per Rule Or as Appro.	20ths in Ship.		Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Appro.	Inches per Rule Or as Appro.	20ths in Ship.
FRAME, Angles, 3 on 3 Base, for $\frac{3}{4}$ length amidships.	3	3	7	3	3	7	KEEL, Bar or Side Plates depth and thickness	$7 \times 1\frac{3}{4}$		$7 \times 1\frac{3}{4}$			
Do. for $\frac{1}{2}$ at each end	3	3	6	3	3	6	STEM, moulding and thickness.	$6\frac{1}{2} \times 1\frac{3}{4}$		$6\frac{1}{2} \times 1\frac{3}{4}$			
Do. in way of Double Bottoms at Solid Floors.							STERN-POST for Rudder do. do.	$6\frac{1}{2} \times 3\frac{1}{2}$		$6\frac{1}{2} \times 3\frac{1}{2}$			
" " " at intermdt. Blts.							" for Propeller	$6\frac{1}{2} \times 3\frac{1}{2}$		$6\frac{1}{2} \times 3\frac{1}{2}$			
Distance of Frames from moulding edge to moulding edge, all fore and aft		21			21		MAIN PIECE of Rudder, diameter at head	$4\frac{1}{2}$		$4\frac{1}{2}$			
REVERSED FRAME, Angles	2 $\frac{1}{2}$	2 $\frac{1}{2}$	6	2 $\frac{1}{2}$	2 $\frac{1}{2}$	6	do. at heel	2 $\frac{1}{2}$		2 $\frac{1}{2}$			
DEEP FRAMING, depth of girder							RUDDER, how constructed	Frame forged and plated.					
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{3}{4}$ length amidships	17 $\frac{1}{2}$		7	17 $\frac{1}{2}$		7	Can the Rudder be unshipped afloat?	Yes.					
" in way of Engines and Boilers			8			8							
" thickness at the ends of vessel			6			6							
" depth at $\frac{3}{4}$ the half breadth, as per Rule		9 $\frac{1}{2}$			6 $\frac{3}{4}$								
height extended at the Bilges	27			27									
DOORS & BRACKETS, in Coll. Dble Bottoms													
" " " Distance apart													
CENTRE GIRDER, in Double Bottom, depth and thickness													
" " " Angles, Top													
" " " Bottom													
SIDE GIRDERS, number and thickness													
" " " Angles													
MARGIN PLATE, depth (exclusive of flange) and thickness													
" " " Angles													
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake													
" " " thickness in Engine and Boiler space													
" " " Remainder in Hold													
BEAMS, Main and Raised Quarter Deck, Single Angle, Ball Angle, Plate or Tee Ball	5	3	6	5	3	6							
" " " Angles on Upper Edge													
Average space		21			21								
MS, Lower Deck, Single Angle, Ball Angle, Plate or Tee Ball													
" " " Angles on Upper Edge													
Average space													
MS, Hold, Plate or Tee Ball	7		7	7		7							
" " " Angles on Upper Edge	3	3	6	3	3	6							
Average space		In 6.4.13. space as per profile.											
MS, Peep Deck, Angle, Ball Angle, Plate or Tee Ball													
" " " Angles on Upper Edge													
Average space													
Bridge Deck, Angle, Ball Angle, Plate or Tee Ball	5	3	6	5	3	6							
" " " Angles on Upper Edge													
Average Space		42			42								
MS, Forecastle Deck, Angle, Ball Angle, Plate or Tee Ball	5 $\frac{1}{2}$	3	7	5 $\frac{1}{2}$	3	7							
" " " Angles on Upper Edge													
Average space		42			42								
CLARS, In tween Decks, Size and Spacing													
" " " Hold	2 $\frac{1}{2}$	42		2 $\frac{1}{2}$	42								
" " " Quarter, tween Dls., " "	2 $\frac{1}{2}$			2 $\frac{1}{2}$									
" " " in Hold													
WEB FRAMES, In Fore Body, No. and Spacing	3	As per profile.											
" " " Brdth. & Thickness	15		6	15		6							
" " " No. of Side Stringers	On	15	6	15		6							
WEB FRAMES, In E. & B. Space, No. & Spacing													
" " " Brdth. & Thickness													
WEB FRAMES, In After Body, No. and Spacing	2	As per profile.											
" " " Brdth. & Thickness	15		6	15		6							
" " " No. of Side Stringers	On	15	6	On	15	6							
" " " Size of Angles on Tee Bars to Web Frames	2 $\frac{1}{2}$	2 $\frac{1}{2}$	5	2 $\frac{1}{2}$	2 $\frac{1}{2}$	5							
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness													

KEELSONS AND STRINGERS.							Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Appro.	Inches per Rule Or as Appro.	20ths in Ship.
CENTRE LINE KEELSON, Vertical Plate above floors, through Plate or Intercoastal Plate							11		9	11		9
" Rider Plate							7 $\frac{1}{2}$		9	7 $\frac{1}{2}$		9
" Ball Plate to Intercoastal Keelson												
" Horizontal Plates on Floors												
Angles							3 $\frac{1}{2}$	3	6	3 $\frac{1}{2}$	3	6
SIDE KEELSON, Angles							5	3	7	5	3	7
" Ball or Plate above floors for $\frac{1}{4}$ length												
" Intercoastal Plate for $\frac{3}{4}$ length									7			7
" Attached to outside plating with Angle							3	3	6	3	3	6
BILGE KEELSON, Angles							3 $\frac{1}{2}$	3	6	3 $\frac{1}{2}$	3	6
" Bulb or Plate above floors for $\frac{3}{8}$ len.							6		6			6
" Intercoastal Plate for $\frac{3}{8}$ length												
" Attached to outside plating with Angle												
BILGE STRINGER Angles							3 $\frac{1}{2}$	3	6	3 $\frac{1}{2}$	3	6
" Ball Plate for $\frac{3}{8}$ length												
" Intercoastal Plate for $\frac{3}{8}$ length									6			6
" Attached to outside plating with Angle							3	3	6	3	3	6
SIDE STRINGER Angles Forward							3 $\frac{1}{2}$	3	6	3 $\frac{1}{2}$	3	6
" Ball or Intercoastal Plate for $\frac{1}{4}$ length												
" Attached to outside plating with Angle												
Main and Raised Quarter Deck Stringer Plate, breadth and thickness							30	8		30	8	
" Angle on ditto							3 x 3	7		3 x 3	7	
" Tie Plates fore & aft, outside Hatchways												
" Diagonal Tie Plates on Bms. No. of Pairs												
Main Dk* Iron or Steel for whole lng.							5/16			5/16		
R. Q. Dk* Iron or Steel for whole lng.							5/16			5/16		
Wood Deck, Material & thickness												
Lower Deck Stringer Plate, breadth and thickness												
" Angles on ditto, No.												
" Tie Plates, outside Hatchways												
" Deck, Material and thickness												
Hold Stringer Plate In 6.4.13. space							20	6		20	6	
" Angles on ditto, No. 2							3 x 3	6		3 x 3	6	
Peep Deck Stringer Plate, breadth & thickness												
" Angle on ditto												
" Tie Plates												
" Deck, Material and thickness												
Bridge Deck Stringer Plate, brdth & thickness							20	6		20	6	
" Angle on ditto							2 $\frac{1}{2}$ x 2 $\frac{1}{2}$	6		2 $\frac{1}{2}$ x 2 $\frac{1}{2}$	6	
" Tie Plates							8	6		8	6	
" Deck, Material and thickness							2 5/8 p. pin			2 5/8		
Forecastle Deck Stringer Plate, brdth & thcknss							20	6		20	6	
" Angle on ditto							2 $\frac{1}{2}$ x 2 $\frac{1}{2}$	6		2 $\frac{1}{2}$ x 2 $\frac{1}{2}$	6	
" Tie Plates							8	6		8	6	
" Deck, Material and thickness							2 5/8 p. pin			2 5/8		
* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.												

BULKHEADS.	Number.		Thickness.	STIFFENERS.			Single or Double Frames.	Height up
	In Vessel.	Per Rule.		Horizontal.	Vertical.	Spacing		
W. T. BULKHEADS	3	3	5	3 x 3 x 20	3 x 3 x 20	48	Double Deck	
PARTITION	1		4 $\frac{1}{2}$				Single	
LONGITUDINAL	✓							

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

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PLATING.										RIVETING.									
STRAKES.		AS IN SHIP.				PER RULE OR AS APPROVED.		Lower 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.	20ths.	20ths.	20ths.	Inches.	20ths.		Inches.	Inches.	Inches.		Inches.	Inches.	Inches.	20ths.	Inches.	Feet.	
Flat Plate Keel									Double	1	5								
Garboard or A Strake		31	10	8	9	31	10					Double	3/4	2 5/8	9 3/4	10	✓	✓	
B " "		39	8	7	7	39	8		4 1/2	3/4	3	"	"	"	"	8	✓	✓	
C " "		48	8	7	7	48	8		"	"	"	"	"	"	"	"	✓	✓	
D " "		39	8	7	7	39	8		"	"	"	"	"	"	"	9	✓	✓	
E " "		48	8	7	7	48	8		"	"	"	"	"	"	"	8	✓	✓	
F " "		39	8	6	6	39	8		"	"	"	"	"	"	"	8	✓	✓	
G " "		48	8	6	6	48	8	Single	2 1/2	"	"	"	"	"	"	"	✓	✓	
H " "		36	11	8	8	36	11	Double	4 1/2	"	"	"	7/8	3 1/8	11 1/4	12	✓	✓	
J " "																			
K " "																			
L " "																			
M " "																			
N " "																			
O " "																			
P " "																			
DOUBLING of Flat Plate Keel																			
Length and thickness of Bilges																			
Length and thickness of Sheerstrakes		19 1/2 ft.	8																
Length and thickness of Strake below																			
POOP SIDES									Single	2 1/2	3/4	3	Double	3/4	2 5/8	9 3/4	8	✓	
RAISED QUARTER Dk. SIDES		8 7/8			5	8 7/8			"	"	"	"	Treble	"	"	14 1/2	9	✓	
BRIDGE SIDES		8				8			"	"	"	"	Double	5/8	2 1/4	8	5	✓	
FORECASTLE SIDES					5				"	"	"	"							
LENGTHS OF PLATING		8 frame spaces																	
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, double riveted for whole length amidship. Straps, single, double or overlapped for whole length amidship.									
Consett, Cy. de bridge, Lanarkshire										Butts of Bilge & Side Stringers, and Tie Plates, treble or double riveted: Treble & double.									
Steel Company										Inner Bottom Plating, riveting of Edges Butts.									
										Centre Girder Butts, riveted. Keelson Butts, Treble riveted.									
										Frames, riveted through Plates with 3/4 in. Rivets, about 5 1/2 apart.									
										Rivets, state whether of Iron or Steel Iron.									
FRAMES extend in one length from keel to upper deck.																			
REVERSED FRAMES on floors and frames extend from middle line, to bilge stringer and deck alt. in way of main deck.																			
In hold stringer and deck alt. in way of quarter deck. Double from bilge to bilge in B. & B. 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 Pine Main Pine Mizzen Pine																			
Bowspit																			
Topmasts, Yards and Remainder of Spars																			
Rigging, Material and Size, Shrouds Steel wire 2 1/2 Stays Steel wire 2 1/2																			
Sails. one Suit of Sails and the following spare sails																			
EQUIPMENT No. 8651 LETTER 9 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. Halls Stockless Cast Steel Head																			
34564 1st Bower 10 0 22 12 4 1 14 10 1 0 Smiths Patent																			
25818 2nd 10 1 22 12 8 3 0 10 1 0																			
25819 3rd 8 3 14 11 0 0 0 8 3 0																			
Collective weight 29 2 3 29 1 0																			
34569 Stream 2 2 14 0 2 18 5 2 2 0 2 2 0																			
Kedge 1 3 0 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 Cables. When and where tested, and Superintendent. Material. Fathoms. Size. Breaking Test of Steel Wire Towline. Fathoms and Size Per Rule.																			
23992 90 1 1/2 10 20 0 81 3 7 95 1 9 16 1 1/2 1/16 steel line H. Hingley & Sons Ltd. 18/1/94 Geo. H. Hingley																			
23993 75 1 1/2 10 20 0 42 2 21 90 1 9 16 1 1/2 1/16 steel line H. Hingley & Sons Ltd. 18/1/94 Geo. H. Hingley																			
Iron Steam Chain or Steel Wire 60 2 3/4 16 1/2 with anticipate 60 2 3/4 wire																			
Boats Two life boats and one dingy																			
Pumps, Number One in hold, one in fore peak Diameter of Barrel and Tail Pipe 5 1/2 in hold, 3 1/2 in peak																			
Windlass is Clarke Chapman Patent Capstan																			
Engine Room Skylights.—How constructed? Teak frame on trunk casings																			
What arrangements for deadlights in bad weather? gratings and covers																			
Coal Bunker Openings.—How constructed? Iron trunk How are lids secured? by hatch bars Height above deck? 7 ft.																			
Number of Scuppers, and number and dimensions of Freeing Ports, &c. On each side forward 2 scuppers 2 ports 3 1/2 x 18 and one port 2 1/2 x 18. Aft 4 scuppers and 3 ports 2 1/2 x 17																			
Ceiling in Holds, thickness and material P.P. 1 1/2 Ceiling 'tween Decks, thickness and material P.P. 1 1/2																			
Cargo Hatchways.—How formed? Plates and angles Hatches.—If strong and efficient? Solid 2 3/4																			
State size No. 1 Hatch (Forward) 24.6 x 12.6 x 30 No. 2 Hatch 24.6 x 12.6 x 21 No. 3 Hatch No. 4 Hatch																			
Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch Two web plates and three fore and afters in each hatchway																			
No. of Breasthooks Five No. of Crutches Two & a half floors																			
Bulwarks, height above deck and description Steel plates 7 1/2 4 1/2 Main Rail, material and size as per section																			
The above is a correct description.																			
Builder's Signature (here only.) Ailsa Shipbuilding Co. Surveyor's Signature J. Thomson. Chas. Edwards																			
Surveyor to Lloyd's Register of British and Foreign Shipping.																			

12753 gls

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

1893:— 14th Aug. & 4th Sept. M. 30th Oct. 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

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? *Yes.*

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

Workmanship and materials good throughout. This is a steel screw steamer built in accordance with the approved midship section forwarded to London on the 24th inst. the Enclosed sketches and Secretaries letters of the above dates. The ballast tank compartments were tested by water pressure prior to launching and found satisfactory.

The requirements of Circular No. 880 have been complied with, see Secretary's letter 5.3.94

This is a sister vessel to the S.S. Clyde, Glasgow 1st Entry report 11999.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop — ft., R.Q.D. or Break *89.5* ft., Bridge Dk. *10.5* ft., F'castle *24.25* 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 House 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) *one deck (iron) one tier of beams*

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. Feet.	Water Capacity. Tons.	Where fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank, <i>from bulk to tank top</i>	<i>24 1/2</i>	<i>48</i>
Double bottom, forward,	<i>10 1/2</i>	<i>20</i>	After peak tank, "	<i>5 1/2</i>	<i>10</i>
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. *2406*

Date *16th August 1893*

Order for Ordinary Survey No. *✓*

Date *✓*

No. *43* 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

*1893. Augth 25. 30. Sept 6. 12. 27. Oct 5. 12. 19
25. 31. 7. or 6. 13. 21. Dec 1. 5. 13. 15. 20. 23. 28
1894 Jan 1. 5. 22. 25. 29 Feb 12. 15. 20. 22*

Total No. of Visits *29.*

The amount of Entry Fee £ *2* :

Special..... £ *20* :

Certificate* £ *2* :

Travelling Expenses, if any £ *2* :

Fees applied for,

24/2/1894

Received by me,

13/1/1894

* Certificate to be sent to

Glasgow

I am of opinion this Vessel should be Classed

With, or without Freeboard, as condition of Class

100A.1. steel

J. Thomson. Chas. Edwards
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

Character assigned

TUES. 6 MAR 1894

100A.1 Steel

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 100A1 (Steel) as recommended.

100 A1 (Steel)

1 DR. (Im) "Wall bulk"

M.B. = DB H. (particulars above)



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