

Spar, or Awning Dk.

IRON OR STEEL STEAMER.

THURS. DEC 1894

No.

13336

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

Port of *Glasgow* Date of completion of Report *5th December* Received at London OfficeSurvey held at *Glasgow* Date, First Survey *Jan 26th* Last Survey *Nov 26th* 1894On the *Steel Spar Deck Steamer* **DIONE** Rig *Schooner*Master *O. Serrain*Year of Appointment (1) As Master in service of owner of present vessel: 18
(2) As Master of the vessel: 1894Built at *Glasgow*When built *1894* Launched *15th Nov*By whom built *A. Stephen & Sons*Owners *A. C. Le Quellec*

Managers

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

Residence *Bordeaux*Port belonging to *Bordeaux*

TONNAGE under

Do. between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk.

Total under Upper Dk. *2288.42*

Do. of Poop

Do. of Bridge House

Do. of Forecasts

Do. of Houses on Deck

Do. of excess of Hatchways

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 cut on Beam

SPAR, ~~AWNING OR PART-AWNING-DECKED~~ VESSEL,

or a Vessel having a continuous Steel Deck.

CLASS *100A.1.*

FEET.

Half Breadth (moulded) *19.9*Depth from upper part of keel to top of Main Deck Beams *19.55*Girth of Half Midship Frame (as per Rule) *35.66*1st Number *75.11*Length *298.34*2nd Number *22408.3*Proportions—Breadths to Length *7.49*Depths to Length—Main Deck to top of Keel *15.26*Destined Voyage *Algeria via Cardiff* If Surveyed while Building, Afloat, or in Dry Dock

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH, top of Floors to Spar or Awn. Dk. Beams	Feet.	Inches.	Power of Engines	Horse.	No. of Decks with flat laid	No. of Tiers of Beams
298	4		39	9 1/2		23	7 1/2		230		Two	Two

Dimensions of Ship per Register, Length *300.0* breadth *40.1* depth *23.75* Spar or Awn. Dk. Moulded depth, ft. *18* ins. *8 3/4* To Main Dk. Round up of Beam, Main Dk. *10* ins.

FRAMING.				FORGINGS AND CASTINGS.			
FRAME, Angles, <i>7 E</i> Bars, for $\frac{1}{2}$ length amidships	<i>5 1/2</i>	<i>3</i>	<i>8</i>	KEEL, Bar or Side Plates, depth and thickness	<i>10 x 2 1/2</i>	<i>10 x 2 1/2</i>	
Do. for $\frac{1}{2}$ at each end	<i>5 1/2</i>	<i>3</i>	<i>7</i>	STEM, moulding and thickness	<i>10 x 5 1/2</i>	<i>10 x 5 1/2</i>	
Do. in way of Double Bottoms at Solid Floors	<i>3</i>	<i>3</i>	<i>8</i>	STERN-POST for Rudder do. do.	<i>10 x 5 1/2</i>	<i>10 x 5 1/2</i>	
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>24</i>		<i>24</i>	" " for Propeller	<i>10 x 5 1/2</i>	<i>10 x 5 1/2</i>	
REVERSED FRAME, Angles	<i>5</i>	<i>3</i>	<i>8</i>	MAIN PIECE of Rudder, diameter at head	<i>7 3/4</i>	<i>7 x 3 3/4</i>	
DEEP FRAMING, depth of girder	<i>7 1/2</i>		<i>7 1/2</i>	do. at heel	<i>6 x 4 3/4</i>	<i>6 x 4 3/4</i>	
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships				RUDDER, how constructed	<i>Single plate</i>		
" in way of Engines and Boilers				Can the Rudder be unshipped afloat?	<i>Yes</i>		
" thickness at the end of vessel				KEELSONS AND STRINGERS.			
" depth at $\frac{1}{2}$ the half-bdth. as per Rule				CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercostal Plate			
" height extended at the Bilges				" Rider Plate			
FLOORS & BRACKETS, in Cell Dble Bottoms				" Bulb Plate to Intercostal Keelson			
Distance apart	<i>24</i>		<i>24</i>	" Horizontal Plates on Floors			
CENTRE GIRDER, in Double bottom, depth and thickness	<i>42</i>		<i>10</i>	" Angles			
" Angles, Top	<i>4</i>	<i>4</i>	<i>9</i>	SIDE KEELSON, Angles			
" Bottom	<i>6</i>	<i>4</i>	<i>9</i>	" Bulb or Plate above floors, for lng.			
IDE GIRDERS, number and thickness	<i>One</i>		<i>One</i>	" Intercostal Plate, for length			
" Angles	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>	" Attached to outside plating with Angle			
MARGIN PLATE, depth (exclusive of flange) and thickness	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	BILGE KEELSON, Angles			
" Angles	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	" Bulb or Plate above floors, for lng.			
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>55</i>		<i>9</i>	" Intercostal Plate, for length			
" thickness in Engine and Boiler space	<i>9/16</i>	<i>9/16</i>	<i>9/16</i>	" Attached to outside plating with Angle			
Remainder in Holds	<i>8</i>		<i>8</i>	BILGE STRINGER Angles			
BEAMS, Spar or Awning Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>3</i>	<i>3</i>	<i>6</i>	" Bulb Plate, for length			
" Angles on upper edge	<i>48</i>		<i>48</i>	" Intercostal Plate, for length			
Average space	<i>7 1/2</i>		<i>9</i>	" Attached to outside plating with Angle			
BEAMS, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>	SIDE STRINGER Angles	<i>2-6</i>	<i>4</i>	<i>9</i>
" Angles on upper edge	<i>48</i>		<i>48</i>	" Bulb or Intercostal Plate, for whole lng.	<i>20</i>	<i>12</i>	<i>20</i>
Average space	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>	" Attached to outside plating with Angle	<i>3 1/2</i>	<i>3 1/2</i>	<i>9</i>
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>7</i>	<i>3</i>	<i>8</i>	Spar, or Awning Deck Stringer Plates, breadth and thickness	<i>46</i>	<i>10</i>	<i>46</i>
" Angles on upper edge	<i>48</i>		<i>48</i>	" Angle on ditto	<i>4 x 4 x 9</i>	<i>4 x 4 x 9</i>	
Average space	<i>7</i>	<i>3</i>	<i>8</i>	" Tie Plates, fore and aft, outside Hatchways			
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>7</i>	<i>3</i>	<i>8</i>	" Diagonal Tie Plates, No. of pairs			
" Angles on upper edge	<i>48</i>		<i>48</i>	" Deck, * Iron or Steel, for whole lng.	<i>7-6</i>		<i>7-6</i>
Average space	<i>7 1/2</i>		<i>9</i>	" Wood Deck, Material and thickness	<i>7-6</i>		<i>7-6</i>
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>3</i>	<i>3</i>	<i>6</i>	Main Deck Stringer Plate, breadth & thickness	<i>43</i>	<i>10</i>	<i>43</i>
" Angles on upper edge	<i>48</i>		<i>48</i>	" Angles on ditto, No. <i>2</i>	<i>4 x 4 x 9</i>	<i>4 x 4 x 9</i>	
Average space	<i>2 1/2</i>	<i>2 1/2</i>	<i>4</i>	" Tie Plates, outside Hatchways			
PILLARS, In tween Deck, size and spacing	<i>2 1/2</i>	<i>48</i>	<i>2 1/2</i>	" Diagonal Tie Plates, No. of pairs			
" Hold	<i>3 3/4</i>	<i>48</i>	<i>3 3/4</i>	" Deck, * Iron or Steel, for whole lng.	<i>8-7</i>		<i>8-7</i>
" Quarter between Dks				" Wood Deck, Material and thickness			
" in Hold				Lower Deck Stringer Plates, br'dth & thckn's			
WEB FRAMES, In Fore Body, No. and spacing				" Angles on ditto, No.			
" No. of Side Stringers				" Tie Plates, outside Hatchways			
WEB FRAMES, In E. & B. Space, No. & spacing	<i>3-6</i>	<i>45</i>	<i>3-6</i>	" Deck, * Material and thickness			
" br'dth. & thickness	<i>20</i>	<i>8</i>	<i>20</i>	Hold, or Orlop Stringer Plate, br'dth & thckn's			
WEB FRAMES, In After Body, No. and spacing				" Angles on ditto, No.			
" No. of Side Stringers				" Tie Plates, outside Hatchways			
" Size of Angles or Tee Bars to Web Frames				" Deck, Material and thickness			
BRACKET PLATES to Stringers between Web Frames, depth and thickness				Poop Deck Stringer Plate, breadth & thickness	<i>24</i>	<i>7</i>	<i>24</i>

13336 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.		IF LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Diam.	Spacing or. to or.			Diam.	Spacing or. to or.		Breadth.	Thick- ness.	Breadth.	For what Length.		
																		Inches.	10ths or 20ths.
FLAT PLATE KEEL	36	16	12	12	36	16	Double	6	1	4	Treble	1	3 1/2	19	19 1/2	-	-		
(If Bar Keel, state Riveting)																			
GARBOARD OR A Strake		12	11	11		12	"	5 1/2	7/8	3 3/4	Treble	7/8	3 3/8	16 3/4	16 1/2	-	-		
State actual	B	10	9	9		10	"	"	"	"	Treble	7/8	3 3/8	-	-	9	whole		
thickness in	C	10	9	9		10	"	"	"	"	Treble	7/8	3 3/8	16 3/4	14 1/2	-	-		
way of Double	D	10	9	9		10	"	"	"	"	Treble	"	"	-	-	9	whole		
Bottom.	E	11	9	9		11	"	"	"	"	Treble	1/2	"	16 3/4	15 1/2	-	-		
	F	11	9	9		11	"	"	"	"	Treble	"	"	-	-	9	whole		
	G	11	9	9		11	"	"	"	"	Treble	1/2	"	16 3/4	15 1/2	-	-		
	H	11	9	9		11	"	"	"	"	Treble	"	"	-	-	9	whole		
	J	11	9	9		11	"	"	"	"	Treble	1/2	"	16 3/4	15 1/2	-	-		
	K	47	14	10	10	47	14	"	"	"	Treble	"	3 1/2	-	-	10	whole		
	L		10	7	7		10	"	"	"	Treble	1/2	7/8	3 3/8	16 3/4	14 1/2	-	-	
	M	47	14	9	9	47	14	"	"	"	Treble	1	3 1/2	19	18 1/2	-	-		
	N																		
	O																		
	P																		
	Q																		
DOUBLING of Flat Plate Keel																			
Length and thickness	{ of Bilges																		
	{ of Sheerstrakes.																		
	{ of Strake below																		
POOP SIDES																			
BRIDGE SIDES																			
FORECASTLE SIDES																			

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, Plating, &c. ? *Siemens Process. Middlesbrough Works. Clydeside, Lanarkshire. Messrs. Blochman. Iron plate. Stockton Malleable Iron Co.*

Spar or Awning Butts, treble riveted for *half* length amidship.
Stringer Plate (Straps, single, double or overlapped for *whole* length amidship.
Main Stringer Butts, treble riveted for *half* length amidship.
Plate (Straps, single, double or overlapped for *whole* length amidship.
Butts of Bilge & Side Stringers and Tie Plates, treble & double riveted ?
Inner Bottom Plating, riveting of Edges *double & single Butts Double for E & L*
Centre Girder Butts, *Treble* riveted *Keelson Butts, -* riveted.
Frames, riveted through Plates with *7/8* in. Rivets, about *6 1/4* apart.
Rivets, state whether Iron or Steel *Iron*

FRAMES extend in one length from *middle line to margin plate & from margin plate to upper deck & to Pop Bridge & to castle*
REVERSED FRAMES on floors and frames extend from *margin plate to main & spar deck alternately. all to spar deck*
after peak. Alternate reversed frames to fore-castle deck.

MASTS, SPARS, &c.

LOWER MASTS....	Material.	Total Length	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.		Heel.	Hounds.		Number.	Size.	Seams.	Butts.
			Fore	Main	Mizen						
Fore	Steel	77.0	21 x 7/32	15 x 1/4	6 x 1/2	17 x 1/2	2	-	-	Single	Treble
Main		67.6	21 x 7/32	19 x 1/2	6 x 1/2	17 x 1/2	2	-	-	do	do
Mizen											
Bowsprit											
Topmasts, Yards and Remainder of Spars	<i>Pine</i>										
Rigging, Material and Size, Shrouds	<i>Steel Wire 3/4</i>										
Stays	<i>Steel Wire 1/2</i>										
Sails.	<i>One</i>	Suit of <i>Sails</i>									
Sails, and the following spare sails											

EQUIPMENT No. 28327. LETTER *Z*. 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.			
3366	1st Bower	43	1	3	26	0	8	38	1	1	0	44	2	0	<i>Taylor Patent Stockless</i>	<i>S. Taylor & Sons</i>	<i>Glo 27/7/94 E. Seathorne</i>
3367	2nd "	41	1	6	24	2	19	36	13	0	14	42	2	0	<i>do do do</i>	<i>do do do</i>	<i>do do do</i>
3368	3rd "	37	0	18	22	0	5	33	16	3	14	36	1	0	<i>do do do</i>	<i>do do do</i>	<i>do do do</i>
	Collective weight	121	2	27								121	1	0			
3346	Stream	11	0	24	2	3	0	13	2	2	0	10	3	0	<i>Rodgers</i>	<i>W. Humphreys & Sons</i>	<i>Glo 30/6/94 E. Seathorne</i>
3347	Kedge	5	2	22	1	2	0	8	0	2	14	5	2	0	<i>do</i>	<i>do</i>	<i>do do do</i>
	2nd Kedge																

CHAIN CABLES.

HAWSERS 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.									
1885	120	1 7/8	88.5			240-1 7/8	<i>Shack</i>	<i>W. Humphreys & Sons</i>	<i>Glo 29/6/94 E. Seathorne</i>	<i>HAWSER</i>	120	1 7/8	100-120	100-120
1886	120	1 7/8	83.25	434.0	485.10	240-1 7/8	<i>do</i>	<i>do</i>	<i>do do do</i>	<i>HAWSER</i>	120	1 7/8	90-9 1/2	90-9 1/2
1887	75	1 1/8	34.125	51.125	48.26	75-1 1/8	<i>Shack</i>	<i>do</i>	<i>do do do</i>	<i>WARP</i>	120	1 1/8	90-8	90-8
			22.75											

Boats *4 Boats*
Pumps, Number *3 in holds & one in peak.* Diameter of Barrel and Tail Pipe *do 1000 5 x 2 1/2. do peak 3 x 1 1/2*
Windlass is *Clack Chapman* Capstan
Engine Room Skylights. How constructed? *Iron trunk bulkheads*
What arrangements for deadlights in bad weather? *Iron shutters with Bull eyes*
Coal Bunker Openings. How constructed? *Plates & angles* How are lids secured? *By Butters.* Height above deck? *3 1/2*
Number of Scuppers, and number and dimensions of Freeing Ports, &c. *3 Scuppers fore & 3 ports 36 x 18. aft 4 scuppers & 4 ports 36 x 18*
Ceiling in Holds, thickness and material *2 1/2. P. Pine* Ceiling 'tween Decks, thickness and material *2. W.P.*
Cargo Hatchways. How formed? *By plates & angles* Hatches, If strong and efficient? *Yes. 5*
State size No. 1 Hatch (Forward) *20 x 14 x 2 1/2* No. 2 Hatch *24 x 16 x 2 1/2* No. 3 Hatch *20 x 14 x 2 1/2* No. 4 Hatch *20 x 14 x 2 1/2*
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *2 web plates in each hatch & 3 fore & afters*
No. of Breasthooks *5* No. of Crutches *one in each floor*
Bulwarks, height above deck and description *4 ft. 3" (1/4 inch)* Main Rail, material and size *Bull angle*
The above is a correct description.
Builder's Signature (here only.) *Ally. Stephens & Son.* Surveyor's Signature *Thomas Warren.* Surveyor to Lloyd's Register of British & Foreign Shipping.

13336 960

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

25/1/94, 10/2/94, 10/4/94 M. 10/4/94 E

Workmanship. Are the butts of plating planed or otherwise fitted? Planes 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 plating? A few

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

General Remarks (State quality of workmanship, &c.) The workmanship throughout is good. The vessel has been built in accordance with the approved plans, the Secretary's letter referred to above, and in general conformity with the requirements of the Rules for the class contemplated.

The hand pumps & watertight doors have been tested as required and found to work satisfactorily.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 18 ft., R.Q.D. or Break 28 ft., Bridge Dk. 52 ft., F'castle 32 ft. (in feet and tenths). When 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) One deck (Steel) & Spar deck (Iron) & deep framing

Official No. ; Signal Letters

How are the surfaces preserved from oxidation? Inside cement & paint Outside paint

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

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	82	176	Fore peak tank,		
Double bottom, forward,	104	233	After peak tank,		28
Double bottom, under Engines and Boilers,	38	105	Midship deep tank,		
Double bottom, if under Engines only,		51.4	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. 2457	1st. On the several parts of the frame, when in place, and before the plating was wrought	1894. Jan 26. 30. Feb 1. 5. 8. 9. 13. 16. 19. 21. 26. Mar 2. 6.
Date 19 Jan 7 1894	2nd. On the plating during the process of riveting	13. 15. 21. 27. April 4. 5. 10. 11. 17. 20. 24. 27. May 2. 7. 10. 14. 17.
Order for Ordinary Survey No. ✓	3rd. When the beams were in and fastened, and before the decks were laid	21. 29. 31. June 4. 7. 12. 15. 18. 22. 25. 28. July 3. 5. 11. 26.
Date ✓	4th. When the ship was complete, and before the plating was finally coated or cemented	Aug 2. 8. 10. 14. 17. 24. 27. 29. 30. Sept 3. 4. 7. 14. 18. 28.
No. 353 in builder's yard.	5th. After the ship was launched and equipped	Oct 2. 4. 9. 12. 16. 18. 22. 29. Nov 8. 12. 23. 26. Total No. of Visits 72.

The amount of Entry Fee £ 5 : " : " 4/12/1894
Special Survey Fee £ 83 : 14 : " Received by me, 5/12/1894
Travelling Expenses, if any £ " : " : "

Certificate to be sent to Glasgow

I am of opinion this Vessel should be Classed 100 A.1. Spar Deck
With, or without Freeboard, as condition of Class

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

Committee's Minute
Character assigned
L.A.O.C.P.
+ L.M.C. 12, 94
1 Dk (Stl) + Spar deck (Iron) + deep framing
Argonne

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 (Stl) "Spar Deck" as recommended.

+ 100 A.1 (Stl) "Spar Deck"
1 Dk (Stl) + Spar deck (Iron) + deep framing
N.B. = Cell. D.B. 82' x 5' 4" B. 38' x 104' 5" L. 487' 28"

The Surveyor should be requested to state the size and material of the 15 frames framing to the main

Lloyd's Register Foundation