

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

IRON OR STEEL STEAMER.

Received at London Office,

MON, JUN 8 1896

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

Date of completion of Report

Date, First Survey

Port of

Last Survey

1896.

No. 1440 Survey held at

Glasgow

Countess

Rig 3 mast str

Master R. Hughes

Year of appointment

(1) As master in service of
owner of present vessel - 1896
(2) As master of this
vessel - 1896

Built at Glasgow

When built 1896 Launched 15 April 1896

By whom built Mackie & Thomson

Owners William Adam

Managers

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

Residence Burghhead Moray

Port belonging to Glasgow

TONNAGE under Tonnage Deck...	430.39
Do. of Poop	
Do. of Raised Gr.	53.38
Do. of Break...	
Do. of Bridge House	103.68
Do. of Forecastle	
Do. of Houses on Deck	15.39
Do. of excess of Hatchways above Crown of Engine Room	11.43
Gross Tonnage	648.77
Less Crew Space	20.96
Less above Crown of Engine Room	33.90
TONNAGE FOR FEES	573.91
Less Engine Room	385.28
Less Navigation Spaces	40.96
	13.74
Register Tonnage as cut on Beam	208.79

ONE OR TWO DECKED VESSEL.

CLASS 100

FEET.

Half Breadth (moulded)	13.41
Depth from upper part of Keel to top of Main Deck Bms.	13.56
Girth of Half Midship Frame (as per Rule)	24.58
1st Number	51.55
Length	176.91
2nd Number	9119.7
Proportions—Breadths to Length	6.59
Depths to Length—Main Deck to top of Keel	13.04
Destined Voyage	Coasting
If Surveyed while Building Afloat, or in Dry Dock	Yes

LENGTH on Deck as per Rule	176	Inches	11	BREADTH—Moulded	26	Inches	10	DEPTH—Top of Floors to Main Deck Beams	10	Inches	10 1/4	Power of Engines		Horse.		No. of Decks with Flat laid	one	No. of Tiers of Beams	one
Dimensions of Ship per Register, Length, 178 breadth, 27 depth, 10.75. Moulded Depth, ft. 13 ins. 0 Round of Beam 6 3/4 inches.																			

FRAMING.						FORGINGS AND CASTINGS.						
	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.		Inches in Ship.		Inches per Rule Or as Approved.			
FRAME, Angles, Bars, for 1/2 length amidships	3	3	6	3	3	KEEL, Bar or Side Plates, depth and thickness	6 1/2	1 1/8	6 1/2	1 1/8		
Do. for 1/2 at each end	3	3	5	3	3	STEM, moulding and thickness	6 1/2	3 1/4	6 1/2	3 1/4		
Do. in way of Double Bottoms at Solid Floors	3	3	6	3	3	STERN-POST for Rudder do. do.	6 1/2	3 1/4	6 1/2	3 1/4		
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	21	21	21	21	MAIN PIECE of Rudder, diameter at head	4 7/8	4 7/8	4 7/8	4 7/8		
REVERSED FRAME, Angles	2 1/2	2 1/2	5	2 1/2	5	do. at heel	2 7/8	2 7/8	2 7/8	2 7/8		
DEEP FRAMING, depth of girder	Cell. D. B.					RUDDER, how constructed	Forged frame 2 plates					
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	14 1/2	7-8	14 1/2	7-8	7-8	Can the Rudder be unshipped afloat?	Yes					
Do. in way of Engines and Boilers	as per Rule					KEELSONS AND STRINGERS.	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.	
Do. thickness at the ends of vessel	as per Rule					CENTRE LINE KEELSON, Vertical Plate above floor, Through Plate, or Intercoastal Plate	26 1/2	8	12	9		
Do. depth at 1/2 the half breadth, as per Rule	as per Rule					do. Bulb Plate to Intercoastal Keelson	11	8	11	8		
Do. height extended at the Bilges	as per Rule					Horizontal Plates on Floors	3 1/2	3 1/2	7	4	3	
FLOORS & BRACKETS, in Cell Dble Bottoms	32	7-6	32	7-6	7-6	Angles	5	4	10	5	4	
Distance apart	21			21		SIDE KEELSON, Angles	5	4	10	5	4	
CENTRE GIRDER, in Double Bottom, depth and thickness	32	8	32	8	8	Bulb or Plate above floors for Ing.	3	2 1/2	6	3	2 1/2	
Angles, Top	3 1/2	3 1/2	7	3 1/2	7	Intercoastal Plate for Boiler room length	3	2 1/2	6	3	2 1/2	
Angles, Bottom	4	3	6	4	3	Attached to outside plating with Angle	5	4	10	5	4	
SIDE GIRDERS, number and thickness	one	6	one	6	6	BILGE KEELSON, Angles	5	4	10	5	4	
Angles	3	2 1/2	6	3	2 1/2	Bulb or Plate above floors for B. space len.	4	3	6	4	3	
MARGIN PLATE, depth (exclusive of flange) and thickness	22	7	22	7	7	Intercoastal Plate for 1/2 length	3 1/2	3 1/2	6	3 1/2	3 1/2	
Angles	3	3	7	3	3	Attached to outside plating with Angle	5	4	10	5	4	
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	58	7	36	7	7	BILGE STRINGER Angles	5	4	10	5	4	
Thickness in Engine and Boiler space	as per Rule					Bulb Plate for 3/5 length	4	3	6	4	3	
Remainder in Holds	as per Rule					Intercoastal Plate for 1/2 length	3 1/2	3 1/2	6	3 1/2	3 1/2	
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	5	3	7	5	3	Attached to outside plating with Angle	22	6	22	6	22	
Bulb Angles on Upper Edge Hatch beams	7	3	8	7	3	Bulb or Intercoastal Plate for Ing.	4	3	6	4	3	
M.D. Beams below Bridge windows	21 + 42					Attached to outside plating with Angle	3 1/2	3 1/2	6	3 1/2	3 1/2	
Average space	21 + 42					Main and Raised Quarter Deck Stringer Plate, breadth and thickness	44	9	44	9	44	
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	5	3	8	5	3	Angle on ditto	3 1/2	3 1/2	7	3 1/2	3 1/2	
Angles on Upper Edge	as per Rule					Tie Plates fore & aft, outside Hatchways	18	7	18	7	18	
Average space	as per Rule					Diagonal Tie Plates on Bms., No. of Pairs	5/16	5/16	5/16	5/16	5/16	
BEAMS, Hold, Plate or Tee Bulb	5	3	8	5	3	Main Dk* Iron or Steel for full Ing.	5/16	5/16	5/16	5/16	5/16	
Angles on Upper Edge	as per Rule					R. Q. Dk* Iron or Steel for full Ing.	5/16	5/16	5/16	5/16	5/16	
Average space	as per Rule					Wood Deck, Material & thickness increased at openings	6/16	6/16	6/16	6/16	6/16	
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	5	3	8	5	3	Lower Deck Stringer Plate, breadth and thickness	33	8	33	8	33	
Angles on Upper Edge	as per Rule					Angles on ditto, No.	3 x 3	6	3 x 3	6	3 x 3	
Average space	as per Rule					Tie Plates, outside Hatchways	3 x 3	6	3 x 3	6	3 x 3	
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	5	3	8	5	3	Deck* Material and thickness	Steel	Steel	Steel	Steel	Steel	
Bulb Angles on Upper Edge at Hatches	6 1/2	3	8	6 1/2	3	Bridge Deck Stringer Plate, brdth & thickness	33	8	33	8	33	
Average Space	as per Rule					Angle on ditto	3 x 3	6	3 x 3	6	3 x 3	
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	5	3	8	5	3	Tie Plates	3 x 3	6	3 x 3	6	3 x 3	
Angles on Upper Edge	as per Rule					Deck, Material and thickness	Steel	Steel	Steel	Steel	Steel	
Average space	as per Rule					Forecastle Deck Stringer Plate, brdth & thcknss	33	8	33	8	33	
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	5	3	8	5	3	Angle on ditto	3 x 3	6	3 x 3	6	3 x 3	
Angles on Upper Edge	as per Rule					Tie Plates	6.0	8	6.0	8	6.0	
Average space	as per Rule					Deck, Material and thickness	3	3	3	3	3	
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	5	3	8	5	3	* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.						
Angles on Upper Edge	as per Rule					BULKHEADS.	In Vessel.	Per Rule.	Thickness.	STIFFENERS.		
Average space	as per Rule					W.T. BULKHEADS	3	3	5	Horizontal.	Vertical.	Spacing.
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	5	3	8	5	3	PARTITION	✓			Single or Double Frames.	Height up.	
Angles on Upper Edge	as per Rule					LONGITUDINAL	✓					
Average space	as per Rule					Lloyd's Register						
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	5	3	8	5	3	Are the outside Plates doubled two spaces of Frames in length?						
Angles on Upper Edge	as per Rule					Yes						

14467-25

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 or.			Diam.	Spacing or to or.		Breadth.	Thickness.	Breadth.	For what Length.			
																		Inches.	10th or 20ths.	10th or 20ths.
FLAT PLATE KEEL..... (If Bar Keel, state Riveting)	32	12	10	10	32	12							Treble all 7/8	3 1/2	16 3/4	14	-	-		
GARBOARD OR A Strake ...	51	9	8	8	51	9	Double	5 1/2	7/8	3 1/2	4 fold 1/2	3/4	2 7/8	-	-	-	-	10	all	
State actual thickness in way of Double Bottom.	B	9	7	7	9		"	4 1/2	3/4	3	Treble 1/2	"	"	-	-	-	-	7 1/2	"	
C	9	6	6		9		"	"	"	"	"	"	"	-	-	-	-	"	"	
D	9	7	7		9		"	"	"	"	"	"	"	-	-	-	-	"	"	
E	8	7	7		8		"	"	"	"	"	"	"	-	-	-	-	"	"	
F	9	7	7		9		"	"	"	"	"	"	"	-	-	-	-	"	"	
G	36	12	9	8	33	12	Double	5 1/2	7/8	3 1/2	"	7/8	3 1/2	16 3/4	14	-	-	-	-	
H																				
I																				
J																				
K																				
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M																				
N																				
O																				
P																				
DOUBLING of Flat Plate Keel	✓																			
Length and thickness of Bilges	✓																			
of Sheerstrakes	12.6 x 9 at fore end of Bridge																			
of Strake below	12.6 x 6 at Break of R.D.S.																			
POOR SIDES	✓																			
RAISED QUARTER DK. SIDES	7	-	5		7	5	Single	2 1/2	3/4	3	Double	3/4	2 5/8	9 3/4	7	-	-	-	-	
BRIDGE SIDES	7	-	-		7		"	"	"	"	"	"	"	"	7	-	-	-	-	
FORECASTLE SIDES	5	-	-		5		"	"	"	"	"	"	"	"	5	-	-	-	-	
LENGTHS OF PLATING	8 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. Siemens Martin

Plates - Clidebridge, Dalryell

Angles & Bulbs - Lanark, Dalryell, Hallside

Main Stringer Plate { Butts, double riveted for full length amidship.

Straps, single, double or overlapped for full length amidship

Butts of Bilge & Side Stringers, and Tie Plates, treble or double riveted? T & D

Inner Bottom Plating, riveting of Edges D & S Butts D & S

Centre Girder Butts, Double riveted. Keelson Butts, Treble riveted.

Frames, riveted through Plates with 3/4 in. Rivets, about 5 1/4 apart.

Rivets, state whether of Iron or Steel Iron

FRAMES extend in one length from centre line to margin plate & thence to deck

REVERSED FRAMES on floors and frames extend from margin to main deck & bilge stringer ally, to R.D. & side stringer ally. alternate reverses to Bridge deck. Double across floors in E & 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	Pitch pine poles									
	Main										
	Mizen										
Boresprit											
Topmast, Yards and Remainder of Spars		<u>P.P.</u>									
Rigging, Material and Size, Shrouds	<u>Steel 2 1/4 + 2 1/2</u>										
Sails.	<u>one</u>	Suit of									

Sails and the following spare sails ✓

EQUIPMENT No. 10115 LETTER 2 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.	Number.	Size.	Seams.
29265	1st Bower ..	15	-	-	Stockless	16	10	-	-	15	-	-	Taylor's patent	S. Taylor & Sons	Smtd.	8/4/96	J. Robson		
29266	2nd ..	15	-	-	Do	16	10	-	-	15	-	-	Stockless	Do	Do	Do	Do		
29268	3rd ..	12	3	7	Do	14	12	3	7	12	3	-	Do	Do	Do	Do	Do		
	Collective weight	42	3	7		42	3			42	3								
29271	Stream	4	-	-	1	-	-	6	7	2	-	4	-	Rodgers	Do	Do	Do	Do	
29272	Kedge	2	-	-	-	2	-	4	10	-	-	2	-	Do	Do	Do	Do	Do	
	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.									
12091	195	1 1/16	38	141-2	26 1/16	141-0-16	195-1 1/16	Stud S. Taylor & Sons	Smtd. 14/4/96	J. Robson	maine spring 15	8 1/2	75-8 1/2	
			25 3/8					cables callipers			TOWLINE steel 60	2 3/4	15 1/2	75-8 1/2
											HAWSER maine 90	6 1/2	-	90-6 1/2
											WARP 120	4 1/2	-	-
Iron Stream Chain or Steel Wire, ...	60	3	18	-	-	-	60-3	Steel wire	W.D. Brown & Co makers sent 27/4/96					

Boats 2 Life boats - 1 Dingy

Pumps, Number 3 Diameter of Barrel and Tail Pipe 4 1/2 x 2 1/4 Firepeak 3 x 1 1/2

Windlass is Steam - Clark Chapman Capstan ✓

Engine Room Skylights.—How constructed? Teak on 6.6" casing

What arrangements for deadlights in bad weather? Bulls eyes

Coal Bunker Openings.—How constructed? Plates & angles & casings How are lids secured? Clats & battens & clutches Height above deck? 7 1/2 ft. & flush

Number of Scuppers, and number and dimensions of Freeing Ports, &c. 3 pr Scuppers - 7 Ports 2 ft in well 30" x 24" 3 pr aft 30" x 18"

Ceiling in Holds, thickness and material 2 1/2 W.P. & P.P. Ceiling 'tween Decks, thickness and material 2" W.P.

Cargo Hatchways.—How formed? Plates & angles Hatches.—If strong and efficient? Solid 3"

State size No. 1 Hatch (Forward) 15.9 x 13.6 x 36 No. 2 Hatch 15.9 x 13.6 x 24 No. 3 Hatch 17.6 x 13.6 x 24 No. 4 Hatch ✓

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch 17 1/2 x 2 Shifting beam 7 1/2 x 3 web all 3 1/2 x 2

No. of Breasthooks one & flat No. of Crutches Deck floor & flat

Bulwarks, height above deck and description 4.6" Steel plates Main Rail, material and size 6 1/2 x 3" Bull angle

The above is a correct description.

Builder's Signature (here only.) MacKie Thomson Surveyor's Signature W.H. Cooper

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

14467. 925 -

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case).
M 25/11/95 29/5/96 E 30/12/95

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* 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? *a few*

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

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

This vessel has been built in accordance with the approved midship section forwarded to London (27/5/96) the plan herewith, the Secretary's letters of the above dates & in general conformity to the Rules for the class contemplated. — There is no wood deck laid on the beams of main deck below the bridge, but the alternate reverses are carried to the bridge deck & the bridge side plating is increased 1/20. The hand pumps have been tested as required. The decks were flooded with the hose and thoroughly examined.

2 Forging & 1 steel casting reports

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 *63* ft., Bridge Dk. *63* ft., F'castle *23.5* 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
The R.Q.D. is joined to the B.D.

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). *1 Dk (Stl) 1 Tr. B. well deck*

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. *yes*

Where fitted.	Length. Feet.	Water Capacity. Tons.	Where fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	<i>✓</i>	<i>✓</i>	Fore peak tank,	<i>23</i>	<i>48</i>
Double bottom, forward,	<i>91</i>	<i>120</i>	After peak tank,	<i>9</i>	<i>12</i>
Double bottom, under Engines and Boilers,	<i>✓</i>	<i>✓</i>	Midship deep tank,	<i>✓</i>	<i>✓</i>
Double bottom, if under Engines only,	<i>✓</i>	<i>✓</i>	Other tanks, if fitted,	<i>✓</i>	<i>✓</i>
Double bottom, if under Boilers only,	<i>✓</i>	<i>✓</i>	(If necessary, furnish further information by sketch.)	<i>✓</i>	<i>✓</i>

State whether the above have been tested as required by the Rules. *yes*

Order for Special Survey No. <i>2902</i>	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	<i>1895 Dec. 12. 19. 23. 27. 1896 Jan 9. 16. 21</i>
Date <i>4th Dec. 1895</i>		2nd. On the plating during the process of riveting	<i>23. 24. 27. 30. 31. Feb. 3. 6. 10. 17. 19. 25. 28.</i>
Order for Ordinary Survey No. <i>✓</i>		3rd. When the beams were in and fastened and before the decks were laid	<i>March 2. 4. 6. 9. 14. 17. 19. 20. 23. 24. 26. 31. April 1. 7. 14.</i>
Date <i>✓</i>		4th. When the ship was complete, and before the plating was finally coated or cemented	<i>16. May 5. 11. 13. 25. 28. June 1. 2. 7. 3</i>
No. <i>107</i> in builder's yard		5th. After the ship was launched and equipped	<i>Total No. of Visits 43</i>

The amount of Entry Fee£ *3* : " : "
Special.....£ *28* : *14* : "
Certificate* £ " : " : "
Travelling Expenses, if any £ " : " : "

Fees applied for, *2/6* 18 *96*
Received by me, *9/6* 18 *96* *E.S.* *10/6/96*

* Certificate to be sent to *Glasgow*

I am of opinion this Vessel should be Classed *100A1 "Steel" Well Deck.* *W. Cooper* *John Allan*
With, or without Freeboard, as condition of Class *Surveyor to Lloyd's Register of British and Foreign Shipping.*

Committee's Minute
Character assigned
200P
+ 2 me 6, 96
TUES. JUN 9 1896
100A1 Steel
10k (Steel)
Wall dk