

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

IRON OR STEEL STEAMER.

THUR. 10 JUN 1897
Received at London Office.

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

Date of completion of Report 5 June 1897
Date, First Survey 23 Oct 96
" Mile

Port of Glasgow
Last Survey 3 June 1897
Rig Sn

TONNAGE under
Tonnage Deck... 1806.45
Do. of Poop 54.89
Do. of Raised Qr. 19.47
Do. of Bridge House 24.77
Do. of Forecastle 50.80
Do. of excess of Hatchways 1994.50
Do. above Crown of Engine Room 58.39
Less Crew Space 50.80
Less above Crown of Engine Room 1885.31
TONNAGE FOR FEES 638.24
Less Engine Room 31.31
Less Navigation Spaces 1266.56
Register Tonnage as cut on Beam

ONE OR TWO DECKED VESSEL.

CLASS 100 A1

FEET.

Half Breadth (moulded) 20.00
Depth from upper part of Keel to top of Main Deck Bms. 22.33
Girth of Half Midship Frame (as per Rule) 39.83
1st Number 82.16
Length 278.33
2nd Number 22867
Proportions—Breadths to Length 6.95
Depths to Length—Main Deck to top of Keel 12.46

Master D. Morris
Year of appointment (1) As master in service of owner of present vessel: 1897
(2) As master of this vessel: 1897
Built at Glasgow
When built 1897 Launched 9 Mar 97
By whom built R. Napier & Sons Ltd
Owners Glasgow Shipowners Co Ltd
Managers Glen & Co
(Where necessary to be entered in Reg. Book.)
Residence Glasgow
Port belonging to Glasgow

Destined Voyage Archangel If Surveyed while Building Afloat, or in Dry Dock Yes

LENGTH on Deck Feet. Inches. 278 4
as per Rule Moulded. 40 0
BREADTH Feet. Inches. 40 0
DEPTH Feet. Inches. 19 2 1/2
Top of Floors to Main Deck Beams.
Power of Engines 167
Horse. No. of Decks with Flat laid one
No. of Tiers of Beams one and deep frames
Dimensions of Ship per Register, Length, 280 breadth, 40.2 depth, 19.15 Moulded Depth, ft. 21 ins. 6 Round of Beam 16 inches.

FRAMING.				FORGINGS AND CASTINGS.			
	Inches in Ship.	Inches in Ship.	Inches in Ship.		Inches in Ship.	Inches in Ship.	Inches in Ship.
FRAME, Angles 7.5 or 8 Bars, for 1/2 length amidships	5 3 1/2	8 1 5	3 1/2 8	KEEL, Bar or Side Plates depth and thickness	Flat Plate	10 x 2 1/2	10 x 2 1/2
Do. for 1/2 at each end	5 3 1/2	7 1 5	3 1/2 7	STEM, moulding and thickness (lower part cast steel)	10 x 5 1/2	10 x 5 1/2	10 x 5 1/2
Do. in way of Double Bottoms at Solid Floors.	Same as above			STERN-POST for Rudder do. do. cast steel	Do	Do	Do
" " at intermdt. Bkts.				" for Propeller	Do	Do	Do
Distance of Frames from moulding edge to moulding edge, all fore and aft	24		24	MAIN PIECE of Rudder, diameter at head...	7 3/4	7 3/4	7 3/4
REVERSED FRAME, Angles 8 3/4	6 3 1/2	8 7 1 6	3 1/2 8 7	do. at heel	6 1/2	6 1/2	6 1/2
DEEP FRAMING, depth of girder	8		8	RUDDER, how constructed Single plate 20 arms Shrink & keyed on circular post - See plan -			
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	Double Bottom			Can the Rudder be unshipped afloat? Yes			
" in way of Engines and Boilers	Double Bottom			KEELSONS AND STRINGERS.			
" thickness at the ends of vessel	Double Bottom			CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate			
" depth at 1/2 the half breadth, as per Rule	Double Bottom			" Rider Plate			
" height extended at the Bilges	Double Bottom			" Bulb Plate to Intercoastal Keelson			
FLOORS & BRACKETS, in Cell Dble Bottoms	38	7 1 38	7	" Horizontal Plates on Floors			
" Distance apart	24		24	" Angles			
CENTRE GIRDER, in Double Bottom, depth and thickness	38	10 1 38	10	SIDE KEELSON, Angles			
" Angles, Top	4 4	9 1 4	4 9	" Bulb or Plate above floors for lng	Double Bottom		
" Bottom	6 4	9 1 6	4 9	" Intercoastal Plate for length	Double Bottom		
SIDE GIRDERS, number and thickness	one	7 1 one	7	" Attached to outside plating with Angle	Double Bottom		
" Angles	3 1/2	3 1/2 7 1 3 1/2	3 1/2 7	BILGE KEELSON, Angles			
MARGIN PLATE, depth (exclusive of flange) and thickness	24	8 1 24	8	" Bulb or Plate above floors for len			
" Angles	3 1/2	3 1/2 8 1 3 1/2	3 1/2 8	" Intercoastal Plate for length			
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	69 x 39	9 1 36	9	" Attached to outside plating with Angle			
" thickness in Engine and Boiler space	EX-9/13 1/2	8 1 10	7 1 8	BILGE STRINGER Angles			
" Remainder in Holds	7 1		7	" Bulb Plate for length			
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	7 3	10 1 6 1/2	3 9	" Intercoastal Plate for length			
" Angles on Upper Edge Hatch beams	9 1/2	9 1 9 1/2	9	" Attached to outside plating with Angle			
" Average space	24		24	SIDE STRINGERS Angles Bulbs			
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	7 3	8 1 6 1/2	3 8	" Bulb or Intercoastal Plate for lng			
" Angles on Upper Edge	9 1/2	9 1 9 1/2	9	" Attached to outside plating with Angle			
" Average space	24		24	Main and Raised Quarter Deck Stringer Plate, breadth and thickness	50	10 1 50	10
BEAMS, Hold, Plate or Tee Bulb	7 3	8 1 6 1/2	3 8	" Angle on ditto	4 1/2 x 4 1/2	10 1 4 1/2 x 4 1/2	10
" Angles on Upper Edge	9 1/2	9 1 9 1/2	9	" Tie Plates fore & aft, outside Hatchways			
" Average space	24		24	" Diagonal Tie Plates on Bms, No. of Pairs			
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	5 3	7 1 5 3	7	" Main Dk* Iron or Steel for full lng	7/16		7/16
" Angles on Upper Edge	9 1/2	9 1 9 1/2	9	" R.Q. Dk* Iron or Steel for lng			
" Average space	24		24	" Wood Deck, Material & thickness			
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	5 3	7 1 5 3	7	Lower Deck Stringer Plate, breadth and thickness			
" Angles on Upper Edge	9 1/2	9 1 9 1/2	9	" Angles on ditto, No.			
" Average space	24		24	" Tie Plates, outside Hatchways			
PILLARS, in 'tween Decks, Size and Spacing	2 3/4	2 3/4		" Deck* Material and thickness			
" Hold	4 48	4 48		Hold Stringer Plate			
" Quarter, 'tween Dks.,				" Angles on ditto, No.			
" in Hold				Poop Deck Stringer Plate, breadth & thickness	24	24	6
WEB FRAMES, in Fore Body, No. and Spacing	one - 10 spaces			" Angle on ditto	3 x 3	7 1 3 x 3	7
" No. of Side Stringers	one - 8 mean breadth			" Tie Plates	9	9	6
WEB FRAMES, in E. & B. Space, No. and Spacing	one - 8 mean breadth			" Deck, Material and thickness	pp		
" Brdth. & Thickness	Deep framing extended three Engine & Boiler space			Bridge Deck Stringer Plate, brdth & thickness	63	7 1 63	7
WEB FRAMES, in After Body, No. and Spacing	three see further			" Angle on ditto	3 x 3	8 1 3 x 3	8
" Brdth. & Thickness	three see further			" Tie Plates	9	9	6
" No. of Side Stringers	three see further			" Deck, Material and thickness	Iron	57/16	57/16
" Size of Angles or Tee Bars to Web Frames	3 1/2 3 1/2 8 3 1/2 3 1/2 8			Forecastle Deck Stringer Plate, brdth & thcknss	Iron	57/16	57/16
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness				" Angle on ditto	3 x 3	7 1 3 x 3	7
				" Tie Plates	9	9	6
				" Deck, Material and thickness	Iron	57/16	57/16

PLATING.

RIVETING.

[illegible]

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 process -*

Plates - Clydebridge, Mossend, Steel Co.
Angles - Lanark, Steel Co.
Iron plates - Stockton -

Main Stringer Plate { **Butts**, treble riveted for *half* length amidship.
 { **Straps**, single, double or overlapped for *full* length amidship
Butts of Bilge & Side Stringers, and Tie Plates, treble or double riveted? *T & S*
Inner Bottom Plating, riveting of Edges *S & S* **Butts** *S & S*
Centre Girder Butts, *Treble* riveted. **Keelson Butts**, *✓* riveted.
Frames, riveted through Plates with *7/8* in. Rivets, about *6 1/2* apart.
Rivets, state whether of Iron or Steel. *Iron*

FRAMES extend in one length from margin to upper poop, bridge, & forecstle dks.
 REVERSED FRAMES on floors and frames extend from margin to upper dk between peak dks, where deep framing
is fitted - all to upper dk in aftpeak - alternate reverses to forecstle dk. - Double in Sv Bsqau

MASTS, SPARS, &c.

		DIAMETER AND THICKNESS.					No. of Plates in rind.	ANGLES.		RIVETING.	
		Material.	Total length. <i>ft. in.</i>	At Partners.	Heel.	Hounds.		Head.	Number.	Size.	Seams.
LOWER MASTS....	Fore	Steel	55.9	17 x 6/20	13 1/2 x 1/20	11 1/2 x 1/20	✓	2	✓	✓	Single 7 + 2
	Main	Do	58.2	Do	15 1/2 x 1/20	Do	✓	2	✓	✓	Do 50
	Mizen				Stepped on tunnel						

~~Bowen~~rit

Topmasts, ~~Yards and~~ Remainder of Spars P. P.

Rigging, Material and Size, Shrouds *Steel wire 3/4*

Sails. one Suit of five & aft Sails and the following spare sails. ☒

EQUIPMENT No. 24020 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.				
30930	1st Bower ..	37	2	-	x stockless			34	2	2	-	37	2	-	} Reliance } Stockless } Do	W. L. Bryant & Co	Send - 8/1/97	
30974	2nd ,, ..	37	2	-	x Do			34	2	2	-	37	2	-		Do	Do - 19/1/97	
30902	3rd ,, ..	32	1	14	x Do			30	8	-	14	31	3	-		Do	Do - 31/12/96	
	Collective weight	107	1	14								106	3	-				
30873	Stream	9	2	-	2	1	14	11	11	1	-	9	2	-	Common	John Green	Do - 24/12/96	
30874	Kedge	4	3	7	1	1	-	7	5	-	-	4	3	-	Do	Do	Do - Do	
	2nd Kedge ..				x Certificates produced for the Cast Steel heads													H. J. Welford

CHAIN CABLES.

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.									
12672	240	^{cald} 1 ³ / ₄	77 ¹ / ₂ 55 ³ / ₈	371.0-14	370-1-22	240-1 ³ / ₄	Stud	John Green	Sund. 16/3/97	STEEL WIRE				
										TOWLINE	75	4	33 ¹ / ₂	75-4
										HAWSER	90	3 ¹ / ₂	26 ¹ / ₂	90-3 ¹ / ₂
										A. T. Welford				
										WARP	90	3	18 ¹ / ₂	90-3
										do	90	2 ¹ / ₂	12 ¹ / ₂	90-2 ¹ / ₂
Iron Steam Chain or Steel Wire. ...	see Towline					75-1 ¹ / ₂				4 manila	90	5 ¹ / ₂	—	—

Boats 3 2 Life - 1 cutter

Pumps, Number 4

Windlass is Emerson Walker & Thomson Bros. Steam

Engine Room Skylights.—How constructed? *Steel-teak sashes - on 3ft casing above wood dk.*

What arrangements for deadlights in bad weather? *Bulls eyes*

Coal Bunker Openings.—How constructed? *1 plates & angles*
2 cast iron How are lids secured? *chairs & battens - clutches* Height above deck? *12" & flush*

Number of **Scuppers**, and number and dimensions of **Freeing Ports**, &c. *Scuppers 5 pr. 7 Ports 6 pr. 30" x 15"*

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

Cargo Hatchways.—How formed? *plates & angles - beams 33"* **Hatches.**—If strong and efficient? *2 1/2' x 13'* *Solid*

State size **No. 1 Hatch** (Forward) 20' x 13' **No. 2 Hatch** 24' x 13' **No. 3 Hatch** 22' x 13' **No. 4 Hatch** 20' x 13'

Number of **Web Plates, Shifting Beams, and Fore and Afters** to each Hatch: Nos 1 & 4 one web. Nos 2 & 3 two webs. all 3 fore & afters

No. of Breasthooks	Three	No. of Crutches	Deep floor
			Base 1 1/2 ft

Bulwarks, height above deck and description	3' 9" Steel plates + hull plate stays	Main Rail, material and size	B angle 6 x 3 1/2 x 3/16
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The above is a correct description. **R. NAPIER & SONS, Limited.** Surrender's Signature *W. H. Cooper*

Builder's Signature (here only.) *John H. Gannett.* Surveyor's Signature *John H. Gannett.* Surveyor to Lloyd's Registry of British and Foreign Shipping

15265 gls
Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case)

M - 12/17/10/96 - 23/10/96, 28/10/96 - 25/5/97 - E - 14/11/96 - 25/11/96

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 good.

This vessel has been built in accordance with the approved plans (6) the Secretary's letters of the above dates & in general conformity to the Rules for the Class contemplated -

The fore & after peak B.H.s have been tested as required, also the decks & pumps - The W.T. doors & sluices have been examined & found in order - The tunnel has also been tested -

3 Forging & 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 24 ft., R.Q.D. or Break ✓ ft., Bridge Dk. 62 ft., F'castle 26.33 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 ✓

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 (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 yes

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	88	146	Fore peak tank,	✓	✓
Double bottom, forward,	114	214	After peak tank,	16	87
Double bottom, under Engines and Boilers,	36	84	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. 299/A	1st. On the several parts of the frame, when in place, and before the plating was wrought	1896. Oct. 23, 27, 30. Nov. 2, 3, 6, 9, 10, 17, 20, 25, 27, 30.
Date 20 th Oct. 1896	2nd. On the plating during the process of riveting	Dec. 4, 7, 11, 16, 17, 18, 21, 22, 24, 28, 31.
Order for Ordinary Survey No. ✓	3rd. When the beams were in and fastened and before the decks were laid	1897. Jan. 11, 14, 15, 18, 21, 22, 25, 28. Feb. 1, 4, 8, 11, 15, 18, 23, 26.
Date ✓	4th. When the ship was complete, and before the plating was finally coated or cemented	Mar. 1, 8, 11, 16, 22, 25. Apr. 12, 20, 21. May 3, 14, 21, 28, 31.
No. 454 in builder's yard	5th. After the ship was launched and equipped	June 2, 3. Total No. of Visits 56

The amount of Entry Fee £ 4 : " : " Fees applied for, 8/6 1894. B
Special £ 42 : 2 : 6 11/6/97
Certificate* £ " : " : " Received by me, 10/6/97
Travelling Expenses, if any £ " : " : "

* Certificate to be sent to.

Glasgow

I am of opinion this Vessel should be Classed * 100A1 "Steel"

With, or without Freeboard, as condition of Class ✓

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

Committee's Minute

FRI. 11 JUN 1897

Character assigned

100A1 steel

a top
+ 2mc 6, 97

1 Dk (iron) & deep framing