

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

IRON OR STEEL STEAMER.

No. 16324
MUN 15 AUG 1898

State of Report is also sent on the Machinery of the Vessel. *Yes*
Date of completion of Report 10th August 1898
Date, First Survey 4th February 1898

Received at London Office
Port of Glasgow
Last Survey 5th August 1898
Rig Schooner (2 masts)

Under
ck. } 142.42

ONE ~~OR TWO~~ DECKED VESSEL.

Master Thomas Burns

Year of appointment (1) As master in service of owner of present vessel 1898
(2) As master of this vessel 1898

Built at Paisley
When built 1898 Launched 4th July

By whom built J. Gullerton & Co.

Owners Burns, Dunn & Matthews

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

Residence Glasgow, Ireland

Port belonging to Belfast

and

If Surveyed while Building, Afloat, or in Dry Dock *Yes*

CLASS 100 A 1
Half Breadth (moulded) 10.46
Depth from upper part of Keel to top of Main Deck Bms. 10.91
(with the normal round up of beam)
Girth of Half Mainship Frame (as per Rule) 15.83
1st Number 40.20
Length on deck from after part of stem to fore part of stern post 129.00
2nd Number 5185
Proportions—Breadths to Length 6.16
Depths to Length—Main Deck to top of Keel 11.82
Destined Voyage *Coasting*

No. of Dk. 2
Do. Bridge House 7.98
Do. Fore Mast 13.97
Do. on Deck 3.10
Do. Hatchways 11.18
Do. on of 25.35
Eng. Room 26.25
Less Crew Space 19.50
Less above Crown of Engine Room 25.35
INAGE FOR FEES 217.40
In Engine Room 182.63
Less Navigation Spaces 11.87
Above Crown of Engine Room 25.35
Register Tonnage 48.25
as cut on Beam

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH, ACTUAL—Top of Floors to top of Main Deck Beams	Feet.	Inches.	No. of Decks with Flat laid	No. of Tiers of Beams
129	0		20	11		9	9		one	one
Dimensions of Ship per Register, Length, 130.0 breadth, 21.0 depth, 9.55 Moulded Depth, 10 ft. 5 ins. Round of Beam, Actual 6 ins.										
FRAMING.						FORGINGS AND CASTINGS.				
FRAME, Angles, 7, E or L Bars, for 1/2 length amidships						KEEL, Bar or Side Plates depth and thickness				
Do. for 1/2 at each end						STEM, moulding and thickness				
Do. in way of Double Bottoms at Solid Floors						STERN-POST for Rudder do. do.				
Distance of Frames from moulding edge to moulding edge, all fore and aft						MAIN PIECE of Rudder, diameter at head				
RAISED FRAME, Angles						do. at heel				
FRAMING, depth of girder						RUDDER, how constructed <i>Single plate rudder, forged iron</i>				
RS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships						Can the Rudder be unshipped afloat? <i>Yes</i>				
in way of Engines and Boilers						KEELSONS AND STRINGERS.				
thickness at the ends of vessel						CENTRE LINE KEELSON, Vertical Plates above floors, Through Plate, or Intercoastal Plate				
depth at 1/2 the half breadth, as per Rule						Rider Plate				
height extended at the Bilges						Bulb Plate to Intercoastal Keelson				
FLOORS & BRACKETS, in Cell Dble Bottoms						Horizontal Plates on Floors				
Distance apart						Angles				
CENTRE GIRDER, in Double Bottom, depth and thickness						SIDE KEELSON, Angles				
Angles, Top						Bulb or Plate above floors for lng.				
Bottom						Intercoastal Plate for 2 nd length				
SIDE GIRDERS, number on each side & thickness						Attached to outside plating with Angle				
Angles						BILGE KEELSON, Angles				
MARGIN PLATE, depth (exclusive of flange) and thickness						Bulb Plate above floors for 1/2 len.				
Angles to Outside Plating						Intercoastal Plate for length				
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake						Attached to outside plating with Angle				
thickness in Engine and Boiler space						BILGE STRINGER Angles				
Remainder in Holds						Bulb Plate for length				
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb						Intercoastal Plate for length				
Angles on Upper Edge						Attached to outside plating with Angle				
Average space						SIDE STRINGER Angles				
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb						Bulb or Intercoastal Plate for lng.				
Angles on Upper Edge						Attached to outside plating with Angle				
Average space						Main and Raised Quarter Deck Stringer Plate, breadth and thickness				
BEAMS, Hold, Plate or Tee Bulb						Angle on ditto				
Angles on Upper Edge						Tie Plates fore & aft, outside Hatchways				
Average space						Diagonal Tie Plates on Bms., No. of Pairs				
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb						Main Dk* Iron or Steel for full lng.				
Angles on Upper Edge						R. Q. Dk* Iron or Steel for full lng.				
Average space						Wood Deck, Material & thickness				
BEAMS, Bridge or Pt. Awng. Deck, Angle, Bulb Angle, Plate, or Tee Bulb						Lower Deck Stringer Plate, breadth and thickness				
Angles on Upper Edge						Angles on ditto, No.				
Average space						Tie Plates, outside Hatchways				
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb						Deck* Material and thickness				
Angles on Upper Edge						Hold Stringer Plate				
Average space						Angles on ditto, No.				
PILLARS, In 'tween Decks, Size and Spacing						Poop Deck Stringer Plate, breadth & thickness				
Hold						Angle on ditto				
Quarter, 'tween Dks.,						Tie Plates				
in Hold						Deck, Material and thickness				
WEB FRAMES, In Fore Body, No. and Spacing						Bridge Deck Stringer Plate, brdth & thickness				
Brdth. & Thickness						Angle on ditto				
No. of Side Stringers						Tie Plates				
WEB FRAMES, In E. & B. Space, No. & Spacing						Deck, Material and thickness				
Brdth. & Thickness						Forecastle Deck Stringer Plate, brdth & thcknss				
WEB FRAMES, In After Body, No. and Spacing						Angle on ditto				
Brdth. & Thickness						Tie Plates				
No. of Side Stringers						Deck, Material and thickness				
of Angles or Tee Bars to Web Frames						* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.				
BRIDGES, PLATES to Stringers between frames, Depth and Thickness						STIFFENERS.				
						BULKHEADS.				
						W.T. BULKHEADS				
						PARTITION				
						LONGITUDINAL				
						Are the outside Plates doubled two spaces of Frames in length?				
						Are the Sluice Valves and Watertight Doors in efficient working order?				

16324 955

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.		STRAFS.		IF LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Inches.	Diam.			Spacing or to cr.	Diam.		Spacing or to cr.	Breadth.	Thickness.	Breadth.	For what Length.	
	Inches.	10ths or 20ths.	10ths or 20ths.	10ths or 20ths.	Inches.	10ths or 20ths.		Inches.	Inches.	Inches.		Inches.	Inches.	Inches.	10ths or 20ths.	Inches.	Feet.		
Flat Plate Keel (If Bar Keel, state Riveting)	33	8	8	8	31	8													
GARBOARD OR A Strake																			
State actual thickness in way of Double Bottom.																			
B																			
C																			
D																			
E																			
F																			
G	31	9	7	7	31	9													
H																			
J																			
K																			
L																			
M																			
N																			
O																			
P																			
DOUBLING of Flat Plate Keel																			
Length of Bilges																			
Length of Sheerstrakes																			
Length of Strake below																			
POOP SIDES																			
RAISED QUARTER DECK SIDES																			
BRIDGE SIDES																			
FORECASTLE SIDES																			
LENGTHS OF PLATING																			

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
Angels, Cornett, Steel Co. of Scotland
Platts, Cornett

Has the Steel been tested as required by the Rules *Yes*

Main Stringer Plate { Butts, treble riveted for full length amidships
Straps, single, double or overlapped for full length amidships

Butts of Bilge & Side Stringers, and Tie Plates, treble or double riveted? *Double*

Inner Bottom Plating, riveting of Edges { Butts

Centre Girder Butts, riveted. Keelson Butts, riveted.

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

Rivets, state whether of Iron or Steel *Iron*

FRAMES extend in one length from *Keel* to *gunwale*

REVERSED FRAMES on floors and frames extend from *centre to turn of bilge in way of Main Deck* to *side stringer and gunwale* all in way of *P. & D.*

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	<i>P.P.</i>	<i>poles</i>									
Main											
Mizen											
Bowsprit											
Topmasts, Yards and Remainder of Spars	<i>P.P.</i>										
Rigging, Material and Size, Shrouds	<i>Galv. iron wire</i>	<i>for 2 1/4 Main 2</i>									
Stays	<i>3 x 2 1/4</i>										
Sails.	<i>One</i>	Suit of									

EQUIPMENT No. *5545* LETTER *d* TONNAGE FOR TRAWLERS *U.Dk.*

ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 22.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
33640	1st Bower	4	3	0	Stockless	9	18	0	14	4	1	0	<i>Reliance</i>	<i>Byers & Co.</i>	<i>P.W.C. 11-6-95. Welford</i>		
33646	2nd "	6	3	7		9	2	2	0	7	0	0			<i>10-6-95.</i>		
	3rd "																
	Collective weight	14	2	7						14	1	0					
33240	Stream	1	2	0	1	14	3	18	3	0	1	2	0	<i>Trotmans</i>	<i>Taylor & Sons</i>	<i>P.W.C. 21-4-95. Welford</i>	
	Kedge		3	23													

* The Rule lists on these cast steel anchor heads have been vouched for by John C. Craig.

CHAIN CABLES.

HAWSERS AND WARPS.

Number of Certificate.	Fathoms.	Size.	Test per Certificate, Tons.	WEIGHT OF CHAIN CABLE.		Fathoms and Size Per Table 22.	Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size Per Table 22.
				Supplied.	Per Table 22.									
13559	165 1/4	7/8	20 5/8	65.2	9	64.1-11	165 x 7/8	<i>Steel Link</i>	<i>Taylor & Sons</i>	<i>P.W.C. 30-4-95. Welford</i>	TOWLINE	Manilla	45	6 1/2
											HAWSER		90	4
											WARP		60	
Low Stream Chain (Steel Wire...)	45	2 1/4	10 1/4			45 x 2 1/4		<i>H. Barton & Co.</i>						

Boats *Two Sloopboats*

Pumps, Number *Two* Diameter of Barrel *1 1/2 x 2 1/2*. State whether they are in efficient working order. *2 1/4 x 1 1/4*

Windlass is *Iron*. Hand & wind geared. Capstan

Engine Room Skylights.—How constructed? *of Glass*

What arrangements for deadlights in bad weather? *Leak shutters, iron guards to glass*

Coal Bunker Openings.—How constructed? *Plates & angles* How are lids secured? *Battened down* Height above deck? *4' 3" above P.O.D.*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *On each side. 5 scuppers. 3 ports for 32 x 15, & 2 aft 30 x 15.*

Ceiling in Holds, thickness and material *Pine 2* Ceiling 'tween Decks, thickness and material

Cargo Hatchways.—How formed? *Plates and angles* Hatches.—If strong and efficient? *2 1/2 solid*

State size No. 1 Hatch (Forward) *14' 0" x 10' 0"* No. 2 Hatch *22' 9" x 10' 0"* No. 3 Hatch *No. 4 Hatch*

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *No. 1 Hatch one beam No. 2 Hatch two web plates and one fore and after to each hatch.* No. of Breasthooks *5* No. of Crutches *flat & deep floors*

Bulwarks, height above deck and description *4' 0" 5/8" steel* Main Rail, material and size *5 x 2 1/2 x 3/8" steel R.A.*

The above is a correct description.

Builder's Signature (here only.) *John Pullerton* Surveyor's Signature *Allison B. Wilson*

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

16324 Gls.

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

M. 4th + 22 Jan 7, 4th + 10th March 1895

2 30. 3. 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

Have all the upper and weather decks been tested as required by the Rules (Sec. 23, par 24)? Yes

State results of tests Satisfactory

Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? Yes

State results of tests Satisfactory

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

This vessel has been built in accordance with the approved plans and the Secretary's letters of the above dates, and in general conformity to the Rules for the class contemplated. The peak bulkheads have been tested as required.

Accompanying this report: 2 Midship Sections, Profile + deck plan, Pumping Arrangements. Sketch of Rudder. Report on Rudder. Report on Stem frame.

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 47.75, Bridge Dk. 7.0 ft., F'castle 22.0 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 3h

Bridge and R. Q. Dk are joined

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.)

Official No. ✓; Signal Letters ✓

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

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors

Where fitted.	*Length. Feet.	Water Capacity. Tons.	Where fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	✓		Fore peak tank,		24
Double bottom, under Engines and Boilers,	✓		After peak tank,	✓	
Double bottom, if under Engines only,	✓		Midship deep tank,	✓	
Double bottom, if under Boilers only,	✓		Other tanks, if fitted,	✓	
Double bottom, forward,	✓		(If necessary, furnish further information by sketch.)	✓	

* The wells are not to be included in the lengths of the tanks.

State whether the above have been tested as required by the Rules Yes

Order for Special Survey No. 3188

Date 24 February 1898

No. 142 in builder's yard.

DATES OF SURVEYS
held while building

1898. Feb. 17, 25. Mar. 1, 8, 15, 18, 21, 22, 25, 31. April 4, 7, 8, 19, 26, 28. May 3, 6, 12, 19, 25, 30. June 7, 10, 14, 16, 20. July 1, 6, 8, 11, 15, 19, 22, 26, 29. Aug. 2, 3, 5.

Total No. of Visits 39

The amount of Entry Fee£ 2 : : : Fees applied for,

Special.....£ 10 : 14 : : 11. 8. 1898

Certificate* £ : : : Received by me, H.B.

Travelling Expenses, if any £ : : : 12. 8. 1898

* Certificate to be sent to Glasgow

State whether the Vessel has been built under Special Survey Yes

I am of opinion this Vessel should be Classed 100 A1. Steel "Well Deck"

Allison B. Wilson

With, or without Freeboard, as condition of Class ✓

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

Committee's Minute

Character assigned

a + cl
+ LMC 8, 98

TUES, 16 AUG 1898

100 A1 Steel
1 Dk (Stl.)

Well Deck.

2/2/98



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Lloyd's Register

GLS181-0334 (2/2)