

Received at London Office, 28 MAY 1921

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

Date of completion of Report 27th May 1891. Port of Grenock

No. 10261 Survey held at Campbelltown Date, First Survey 20th November 1891 Last Survey 25th May 1891
On the Screw Steamer "Brix"

Rig Schooner
Master W. Darric

CLASS **100 A.1.**

Year of appointment { (1) As master in service of owner of present vessel:—18 83
(2) As master of this vessel.....18 91

Built at Campbellson
 When built 1891 Launched 23rd April 1891
 By whom built Campbellson Shipbuilding Co.
 Owners P. B. Finwick & J. Deay.
 Managers —

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

Residence *N. Ewerath Upper Tyne*

Port belonging to *N. Ewerath*

LENGTH on Deck as per Rule.....		Feet. <u>223</u> Inches. <u>77</u>	BREADTH— Moulded.		Feet. <u>32</u> Inches. <u>5</u>	DEPTH— Top of Floors to Main Deck Beams.		Feet. <u>16</u> Inches. <u>4½</u>	Power of Engines	Horse. <u>98</u>	No. of Decks with Flat laid No. of Tiers of Beams
											<u>One</u> <u>One</u>

Dimensions of Ship per Register, Length, 225.0 breadth, 33.0 depth, 16.35. Moulded Depth, ft. 17 ins. 4. Round of Beam 7½ inches

Inches in Ship.	Inches per Rule. Or as Approved.
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95	95
96	96
97	97
98	98
99	99
100	100

BEL	Port or Side Plates depth and thickness		
TEM,	moulding and thickness	$7\frac{1}{4} \times 2\frac{3}{8}$	$7\frac{1}{4} \times 2\frac{3}{8}$
TERN-POST	for Rudder do.	$7\frac{1}{2} \times 4\frac{1}{4}$	$7\frac{1}{2} \times 4\frac{1}{4}$
"	for Propeller	$7\frac{1}{2} \times 4\frac{3}{4}$	$7\frac{1}{2} \times 4\frac{3}{4}$
MAIN PIECE	of Rudder, diameter at head ...	$5\frac{1}{2}$	$5\frac{1}{2}$
	do. at heel ...	3	3
RDDER,	how constructed	<i>Iron frame, placed</i>	
n the Rudder	be unshipped aloft?	<i>No.</i>	

[illegible]

		For 1 Bars, for $\frac{1}{2}$ length amidships				For 2 Bars, for $\frac{1}{2}$ length amidships			
Do. for $\frac{1}{2}$ at each end		4	3	7	4	3	7	4	3
Do. in way of Double Bottoms									
Distance of Frames from moulding edge to moulding edge, all fore and aft		23			23				
EVERSED FRAME, Angles		3	3	6	3	3	6	3	3
LOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships		19		8	19		8	19	8
" in way of Engines and Boilers				94	10			94	10
" thickness at the ends of vessel				7				7	
" depth at $\frac{1}{2}$ the half breadth, as per Rule		$1\frac{1}{2}$			$9\frac{1}{2}$				
" height extended at the Bilges		38			38				
LOORS & BRACKETS, in Cell Double Bottoms									
" " Distance apart									
ENTRE GIRDER, in Double Bottom, depth and thickness		24		8	Forward				
" Angles, Top Bottom		3	3	7	3	3	7	3	3
DE GIRDERS, number and thickness		24		6	24		6	24	6
" Angles		3	3	7	3	3	7	3	3
MARGIN PLATE, depth (exclusive of flange) and thickness		21		7	21		7	21	7
" Angles		3	3	7	3	3	7	3	3
EXTER. BOTTOM PLATING, breadth and thickness of Middle Line Strake		3	3	7	3	3	7	3	3
" " thickness in Engine and Boiler space		3	3	7	3	3	7	3	3
" " " Remainder in Holds		3	3	7	3	3	7	3	3
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb		5	3	8	5	3	8	5	3
" Angles on Upper Edge									
" Average space		23			23				
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb									
" Angles on Upper Edge									
" Average space									
BEAMS, Hold, Plate or Tee Bulb									
" Angles on Upper Edge									
" Average space									
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb									
" Angles on Upper Edge									
" Average space									
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb		4	3	6	4	3	6	4	3
" Angles on Upper Edge									
" Average space		23			23				
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb		6		6	6		6	6	
" Angles on Upper Edge		3	2	5	3	2	5	3	2
" Average space		46			46				
BEAMS, In 'tween Decks, Size and Spacing		2	1	4	2	1	4	2	1
" " Hold		3	1	4	3	1	4	3	1
BEAMS, In Fore Body, No. and Spacing		15		7	15		7	15	7
" " " Brdth. & Thickness		Two			Two			Two	
" No. of Side Stringers		15		7	15		7	15	7
BEAMS, In Fore Body, No. and Spacing		15		7	15		7	15	7
" " " Brdth. & Thickness		Two			Two			Two	
" No. of Side Stringers		3	3	6	3	3	6	3	3
BEAMS, Size of Angles or Tee Bars to Web Frames									
BEAMS, PLATES to Stringers between									
BEAMS, Frames Depth and Thickness									

Inches in Ship	Inches in Ship	20ths in Ship.	Inches per Rule Or a	Inches per Rule s Appro	20ths per Rule ved.
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	per Rule	per Rule	per Rule	per Rule
	Or as	Or as	Or as	Or as
	Approved	Approved	Approved	Approved
CENTRE LINE KEELSON , Vertical Plate above floors, Through Plate, or Intercoastal Plate	9	9	9	9
" Rider Plate	10½	7	10½	7
" Bulb Plate to Intercoastal Keelson				
" Horizontal Plates on Floors				
" Angles	5	8½	8	5
SIDE KEELSON , Angles. <i>Side Keelson angles</i>	5	8½	8	5
" Bulb or Plate above floors for length	5	3½	8	5
<i>Wood</i> Intercoastal Plate for <i>length</i>			6	6
" Attached to outside plating with Angle				
BULB KEELSON , Angles	5	8½	8	5
" Bulb or Plate above floors for <i>3/4</i> length	7½	7	7½	7
" Intercoastal Plate for length				
" Attached to outside plating with Angle				
BULB STRINGER Angles				
" Bulb Plate for length				
" Intercoastal Plate for length				
" Attached to outside plating with Angle				
SIDE STRINGER Angles				
" Bulb or Intercoastal Plate for length				
Main and Raised Quarter Deck Stringer Plate , on ends of Beams, breadth & thickness	44	10	44	10
" Angle on ditto	4 x 4	8	4 x 4	8
" Tie Plates fore & aft, outside Hatchways	3½ x 3½	8	3½ x 3½	8
" Diagonal Tie Plates on Bns, No. of Ribs				
" Flat of Deck* Iron or Steel for <i>Whole</i> length		6		6
" <i>Wood</i> Material & thickness				
" How fastened to Beams				
Lower Deck Stringer Plate , on ends of Beams, breadth and thickness				
" Angles on ditto, No.				
" Tie Plates, outside Hatchways				
" Flat of Deck* Material and thickness				
" How fastened to Beams				
Hold Stringer Plate , on ends of Beams				
" Angles on ditto, No.				
oop Deck Stringer Plate , breadth & thickness				
" Angle on ditto				
" Tie Plates				
" Flat of Deck, Material and thickness				
ridge Deck Stringer Plate , brdth & thickness	36	78	36	78
" Angle on ditto	3½ x 3½	78	3½ x 3½	78
" Tie Plates				
" Flat of Deck, Material and thickness	Star deck	6		6
orecast Deck Stringer Plate , brdth & thickness	20	6	20	6
" Angle on ditto	3 x 3	7	3 x 3	7
" Tie Plates				
" Flat of Deck, Material and thickness				

Inches in Ship.	16ths or 20ths in Ship.	Inches per Rule.	16ths or 20ths per Rule.
3	4	Or as	Approved.

	34	14	34	14
FLAT PLATE KEEL , breadth and thickness ..	34	14	34	14
" d'bling or increased thickness, & length appl.				
PLATES in Garboard Strakes , brd'th & thickness	46	11	46	11
" From Garboard to lower part of Bilges		9		9
<i>State Thickness of Plating in way of Double Bottom.</i>				
" Bilges , number of Strakes and thickness ..	2 Strakes		2 Strakes	
" Of doubling at Bilge, or increased thickness,	10		10	
" and length applied <i>throughout</i>				
" from up. part of Bilge to l.r. edge of Sh'rstrake	9		9	
<i>Strake below Sheerstrake</i>	10		10	
" Sheerstrake , breadth and thickness	54	11	54	11
" Of d'bling at Sh'stk. & lng. applied <i>Doubled at both Ps.</i>				
" Roop Sides				
" Raised Quarter Deck Sides	8		8	
" Bridge Sides	6 28		6 28	
" Forecastle Sides	6		6	
Lengths of Plating <i>See & Cover Spaces.</i>				

* If Iron or Steel Deck, state if whole or part, and if iron deck.

GR 6317-0194

Form No. 1 A. BULKHEADS. No. in Vessel 4. No. Reqd. by Rule 4. Ceiling betwixt Decks, thickness and material. The FRAMES extend in one length from middle line to gunwale. The REVERSED ANGLE on floors and frames extend from middle line to upper an. Riveted through Plates with 3/4 in. Rivets, about 5 1/2 apart. RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c. Garboard, double riveted to keel on Flat Plate Keel, with rivets 3/4 in. diameter, averaging 3 1/4 ins. from centre to centre. Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets 3/4 in. diameter, averaging 3 1/4 ins. from centre to centre. Butts from Keel to turn of Bilge, worked clench, double riveted; with rivets 3/4 in. diameter, averaging 3 1/4 ins. from centre to centre. Butts of all Strakes at Bilge for half length, treble riveted for half length; with rivets 3/4 in. diameter, averaging 3 1/4 ins. from centre to centre. Butts from Bilge to Sheerstrake, worked clench, double riveted; with rivets 3/4 in. diameter, averaging 3 1/4 ins. from centre to centre. Butts from Bilge to Sheerstrake, worked clench, double riveted; with rivets 3/4 in. diameter, averaging 3 1/4 ins. from centre to centre. Edges of Sheerstrake, double or single riveted. Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Inner Bottom Plating, treble riveted for half length amidships. Butts of Centre Girder, treble riveted for half length amidships. Breadth of edge laps of Shell Plating in double riveting 4 1/2 x 5 1/4. Breadth of edge laps of Shell Plating in single riveting 7 1/2 x 9. Butts, if Lapped, breadth of laps 7 1/2 x 9. Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted? Double & Treble. Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? Mild Steel - Sent to J. & S. & Co., Glasgow, Coats, Glasgow, Connell, and Chapman. Workmanship. Are the butts of plating planed or otherwise fitted? Lapped & planed. Is the riveted work properly closed? Yes. Are the liners between the frames and plates solid single pieces? Yes. Are the rivet holes well and sufficiently countersunk in the plate and punched to plate, &c., conform well to each other? 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. MASTS, SPARS, &c. Pole. Fore Mast. Main Mast. Mizzen Mast. Rigging, Material and Size, Shrouds 3 Shrouds on each side 3/4 in. dia. from base. Stays 1 Fore Stay 3/4 in. dia. 1 Topmast Stay 2 in. dia. Sails. One complete suit of sails, and the following spare sails 1 Fore Mast 3/4 in. dia. 1 Topmast Stay 2 in. dia. EQUIPMENT No. 1638 LETTER 72. ANCHORS. Number of Certificate. 13363. 1st Bower. Weight, Ex. Stock. 21 lbs. 1 21 lbs. 5 0 20. Test, per Certificate. 22 0 0 0. Weight Req. by Rule. 21 0 0. Description of Anchor. Rogers. Makers. D. Willelts. Where and when tested and Superintendent. All tested at Deptford. 13364. 2nd Bower. Weight, Ex. Stock. 18 lbs. 0 0 5 0 7. Test, per Certificate. 21 12 2 0. Weight Req. by Rule. 21 0 0. Description of Anchor. Tatham's. Makers. Tatham's. Where and when tested and Superintendent. Deptford. 13365. 3rd Bower. Weight, Ex. Stock. 18 lbs. 0 0 4 3 6. Test, per Certificate. 19 4 1 14. Weight Req. by Rule. 18 0 0. Description of Anchor. Rogers. Makers. Rogers. Where and when tested and Superintendent. Deptford. 13366. Stream. Weight, Ex. Stock. 7 lbs. 1 0 1 2 0. Test, per Certificate. 9 9 1 14. Weight Req. by Rule. 7 1 0. Description of Anchor. Ordinary. Makers. Ordinary. Where and when tested and Superintendent. Deptford. 13367. Kedge. Weight, Ex. Stock. 3 lbs. 2 9 3 0 6. Test, per Certificate. 0 3 21. Weight Req. by Rule. 3 2 0. Description of Anchor. Kedge. Makers. Kedge. Where and when tested and Superintendent. Deptford. 13368. 2nd Kedge. Weight, Ex. Stock. 1 lb. 3 6 2 0 4. Test, per Certificate. 7 0 21. Weight Req. by Rule. 1 3 0. Description of Anchor. Kedge. Makers. Kedge. Where and when tested and Superintendent. Deptford. CHAIN CABLES. Number of Certificate. 20591. Fathoms. 100. Size. 1 1/2. Test per Certificate. 587-40. Weight of Chain Cable. 131.3. Fathoms & Size. 240-1 1/2. Description. Steel wire. Makers. D. Willelts. Where and when tested, and Superintendent. Deptford. 20630. Fathoms. 119. Size. 1 1/2. Test per Certificate. 587-40. Weight of Chain Cable. 132.0. Fathoms & Size. 240-1 1/2. Description. Steel wire. Makers. D. Willelts. Where and when tested, and Superintendent. Deptford. HAWSERS AND WARPS. Number of Certificate. 75. Fathoms. 35. Size. 3/4. Test per Certificate. 75-15. Weight of Chain Cable. 75-15. Fathoms & Size. 240-1 1/2. Description. Steel wire. Makers. D. Willelts. Where and when tested, and Superintendent. Deptford. 76. Fathoms. 35. Size. 3/4. Test per Certificate. 75-15. Weight of Chain Cable. 75-15. Fathoms & Size. 240-1 1/2. Description. Steel wire. Makers. D. Willelts. Where and when tested, and Superintendent. Deptford. PUMPS, Number. 2. Diameter of Barrel and Tail Pipe. 5 inch, 2 1/2 pipes. The Windlass is. Engine Room Skylights. How constructed? Iron on iron casing. What arrangements for deadlights in bad weather? Thick glass bullheads in iron hinged covers. Coal Bunker Openings. How constructed? 1/2 in. dia. How are lids secured? Bars & Tapered Height above deck? Number of Scuppers, and number and dimensions of Freeing Ports, &c. 3 Ports (27 x 15) 3 Scuppers, 2 Pipes, each side of 2nd Deck. Cargo Hatchways. How formed? Plate coaming. Hatches, if strong and efficient? Yes, solid. State size No. 1 Hatch (Forward) 13.4 x 10.0 No. 2 Hatch 22.10 x 11.0 No. 3 Hatch 19.2 x 11.0 No. 4 Hatch 19.2 x 11.0 Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch 1 web L No. 3 hatch, 2 web L No. 2 hatch, 1 web L No. 1 hatch. 3 Fore & Afters in No. 2 & 3 hatches, 1 FTA L No. 1 hatch. Bulwarks, height above deck and description 4' 6" high above stringer L with 5' 7" at R. Main Rail, material and size 6 1/2" bulk angle. The above is a correct description. Builder's Signature, (here only) Campbell & Co. Surveyor's Signature, R. J. Forth. Surveyor to Lloyd's Register of British and Foreign Shipping.

Order for Special Survey No. 1516. Date 16th Sept. 1890. Order for Ordinary Survey No. 33 in builder's yard. 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. State dates and initials of letters respecting this case. 1890 - Sep. 23. Nov. 3. 8. 1891. Feb. 5. May 12. 19. 23. General Remarks (State quality of workmanship, &c.) The workmanship is good and the vessel has been constructed in accordance with the approved plans (H is No.) which together with one Dredging Report are attached hereto. The material used in the construction of the vessel has all been tested as required. The fore peak has been fitted with water above the load line and the bulkhead & shell found good. This is a similar vessel to the "Dredger" see previous 1st Entry Report No. 10050, except that this vessel has part double bottom in fore & aft holds, in place of deep smashup tank fitted in previous vessel. No spanning battens are fitted in this vessel, as she will be engaged in the coal trade. See Secretary's letter dated 19th May 1891. PARTICULARS FOR RECORD IN THE REGISTER BOOK. Length of Poop 77 ft., R.Q.D. or Break 77 ft., Bridge Dk. 96 ft., F'castle 27 ft. 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), one tier of beams & four frames. Official No. ; Signal Letters. PARTICULARS OF WATER BALLAST. Double bottom, aft, length 56 ft. and water capacity in tons 140. Double bottom, forward, length 56 ft. and water capacity in tons 150. Double bottom, under engines and boilers, length and water capacity in tons. Double bottom, constructed on the cellular system, length and water capacity in tons. Fore peak tank, water capacity in tons. After peak tank, water capacity in tons. Midship deep tank, length and water capacity in tons. Other tanks, if fitted, length and water capacity in tons. The above have all been tested as required by the Rules. How are the surfaces preserved from oxidation? Inside Portland Cement & Paint Outside Paint. FREEBOARD assigned by the Committee, as per Secretary's Letter, dated 23rd May 1891. In Summer 1 ft. 3 1/2 ins. In Winter 1 ft. 1 1/2 ins. For Winter in North Atlantic 1 ft. 9 ins. Fresh Water above the centre of disc 3 1/2 ins. The amount of Entry Fee £ 4 : - is received by me, Special £ 57 : 11 : Certificate to be sent to Greenock office. Travelling Expenses, if any £ 13 : 3 : I am of opinion this Vessel should be Classed 100 A.1. Committee's Minute FRI, 29 MAY 1891 Character assigned + L. W. 0/91 100 A.1 Steel L. A. & B. 100 A.1 (Steel) & web frames well built. It is submitted that this vessel appears eligible to be classed 100 A.1 (Steel) as recommended. 100 A.1 (Steel) & web frames W. B. (particulars above) "well built" F.K. © 2019 Lloyd's Register Foundation