

1st Dks., R.Q.Dk.,
and Pt. Awng. Dk.

IRON OR STEEL STEAMER.

No. 12504
WED, 18 OCT 1899

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

Date of completion of Report 16th October
Date, First Survey 2nd Feb 99

Port of Greenock
Last Survey 18th October 1899
Rig Schooner

Survey held at Campbeltown and Glasgow
On the St. Servus Steamer "Ino"

TONNAGE under Tonnage Deck ..	896.81
of Poop	44.49
of Raised Or.	3.21
Dk. or Break ..	229.04
Do. of Forecastle	7.54
Do. of Houses on Deck	28.20
Do. of excess of Hatchways	2.22
Do. above Crown of Engine Room ..	12.10
	14.94
	3.08
	119.38
	396.92
	74.85
	744.63

ONE OR TWO DECKED VESSEL.
CLASS 100A1.

Half Breadth (moulded)	16.25
Depth from upper part of Keel to top of Main Deck Bms. (with the normal round up of beam)	14.96
Girth of Half Midship Frame (as per Rule)	30.00
1st Number	6421
Length on deck from after part of stem to fore part of stern post	228.44
2nd Number	14689
Proportions—Breadths to Length	4.03
Depths to Length—Main Deck to top of Keel	12.43
Destined Voyage	

Master
Year of appointment (1) As master in service of owner of present vessel:—1899
(2) As master of this vessel:—1899
Built at Campbeltown
When built 1899 Launched 8th Sept 1899
By whom built Campbeltown Shipbuilding Co
Owners Bristol Steam Navigation Co Ltd.
Managers
(Where necessary to be entered in Reg. Book).
Residence
Port belonging to Bristol

Feet. 228	Inches. 9 1/4	BREADTH—Moulded	Feet. 32	Inches. 6	DEPTH, ACTUAL—Top of Floors to top of Main Deck Beams	Feet. 15	Inches. 0	No. of Decks with Flat laid	One	No. of Tiers of Beams	One and Dup frames
per Register, Length,	229.8	breadth,	32.8	depth,	15.0	Moulded Depth,	14	ft. 3 3/4 ins.	Round of Beam, Actual	8	ins.

RAMING.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Bars, for 1/2 length	4 1/2	3	4 1/2	3	4 1/2	3
end	4 1/2	3	6	4 1/2	3	6
Double Bottoms at Solid Floors	3	3	4	3	3	4
at intermdt. Bkts						
from moulding edge to all fore and aft	23		23			
ME, Angles	4 1/2	3	4 1/2	3	4 1/2	3
depth of girder	6		6			
and thickness of Floor Plate for 1/2 length amidships						
Engines and Boilers						
the ends of vessel						
the half breadth, as per Rule						
ded at the Bilges	50		4 1/2			
KETS, in Cell Dble Bottoms	35	6	35	6		
Distance apart	23		23			
R, in Double Bottom, depth	35	8-4	35	8-4		
Angles, Top	3 1/2	3 1/2	4	3 1/2	3 1/2	4
Bottom	5	3 1/2	8-4	5	3 1/2	8-4
number on each side & thickness	One		4	One		4
depth (exclusive of flange)	3	3	6	3	3	6
Outside Plating	3 1/2	3 1/2	4	3 1/2	3 1/2	4
PLATING, breadth and	55	51	8-4	42	8-4	
ess of Middle Line Strake						
ess in Engine and Boiler space						
Remainder in Holds						
and Raised Quarter Deck, Bulb Angle, Plate or Tee Bulb	5 1/2	3	8	5 1/2	3	8
Upper Edge						
ABOVE ENGINE ROOM	23		23			
Deck, Single Angle, Bulb	8	3 1/2	13	8	3 1/2	13
Plate or Tee Bulb						
Upper Edge						
space	46		46			
Plate or Tee Bulb						
n Upper Edge						
space						
ck, Angle, Bulb Angle, Plate						
ulb						
n Upper Edge						
space						
or Pt. Awng. Deck, Angle,	4 1/2	3	6	4 1/2	3	6
ngle Plate, or Tee Bulb						
n Upper Edge						
Space	23		23			
He Deck, Angle, Bulb Angle,						
Tee Bulb						
Angles on Upper Edge						
Average space						

FORGINGS AND CASTINGS	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
KEEL, Bar or Side Plates depth and thickness						
STEM, moulding and thickness	4 1/2	2 3/8	4 1/2	2 3/8		
STERN-POST for Rudder do. do.	4 1/2	4 3/4	4 1/2	4 3/4		
for Propeller	4 1/2	4 3/4	4 1/2	4 3/4		
MAIN PIECE of Rudder, diameter at head	5 1/2		5 1/2			
do. at heel	3		3			
RUDDER, how constructed						
Can the Rudder be unshipped afloat?						
KEELSONS AND STRINGERS						
CENTRE LINE KEELSON, Vertical Plates above floors, Through Plate, or Intercoastal Plate						
Rider Plate						
Bulb Plate to Intercoastal Keelson						
Horizontal Plates on Floors						
Angles						
SIDE KEELSON, Angles						
Bulb or Plate above floors for						
Intercoastal Plate for						
Attached to outside plating with Angle						
BILGE KEELSON, Angles	5	3 1/2	4	5	3 1/2	4
Bulb or Plate above floors for						
Intercoastal Plate for						
Attached to outside plating with Angle						
BILGE STRINGER Angles	5	3 1/2	8	5	3 1/2	8
Bulb Plate for						
Intercoastal Plate for whole length						
Attached to outside plating with Angle	3	3	4	3	3	4
SIDE STRINGER Angles						
Bulb or Intercoastal Plate for						
Attached to outside plating with Angle						
Main and Raised Quarter Deck Stringer Plate, breadth and thickness	4 1/2	10	4 1/2	10		
Angle on ditto	3 1/2	3 1/2	8	3 1/2	3 1/2	8
Tie Plates fore & aft, outside Hatchways	4	4	8	4	4	8
Diagonal Tie Plates on Bms, No. of Pairs						
Main Dk* Iron or Steel for whole lng.	6-5		6-5			
R. Q. Dk* Iron or Steel for whole lng.	6-5		6-5			
Wood Deck, Material & thickness						
Lower Deck Stringer Plate, breadth and thickness	29	8	29	8		
Angles on ditto, No.	3 1/2	3 1/2	8	3 1/2	3 1/2	8
Tie Plates, outside Hatchways	12	8	12	8		
Deck* Material and thickness	W.P. 2 1/2		W.P. 2 1/2			
Lower Stringer Plate	5 1/2	8	5 1/2	8		
Angles on ditto, No.						
Poop Deck Stringer Plate, breadth & thickness						
Angle on ditto						
Tie Plates						
Deck, Material and thickness						
Bridge Deck Stringer Plate, brdth & thickness	36	8	36	8		
Angle on ditto	3 1/2	3 1/2	8	3 1/2	3 1/2	8
Tie Plates						
Deck, Material and thickness	16-5		16-5			
Forecastle Deck Stringer Plate, brdth & thickness						
Angle on ditto						
Tie Plates						
Deck, Material and thickness						

ARS, In 'tween Decks, Size and Spacing	2 1/2	46	2 1/2	46		
" Hold	3 3/8	3 1/4	46	3 3/8	3 1/4	46
Quarter 'tween Dks						
" in Hold						
WEB FRAMES, In Fore Body, No. and Spacing						
" " " Brdth & Thickness						
" No. of Side Stringers						
WEB FRAMES, in E. & B. Space, No. & Spacing						
" " " Brdth & Thickness						
WEB FRAMES, In After Body, No. and Spacing	Less		Less			
" " " Brdth. & Thickness	18	7	18	7		
" No. of Side Stringers						
" Size of Angles or Tee Bars to Web Frames	3	3	6	3	3	6
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness	21	7	21	7		

BULKHEADS.	Number.	In Vessel.	Per Rule.	Thickness.	Horizontal.	Vertical.	Single or Double Frames.	Height up.
W.T. BULKHEADS	4	4	6	4 1/2	4 1/2	4 1/2	30	Double R.Q.D.
PARTITION	(2)		5	5 1/2	5 1/2	5 1/2		
LONGITUDINAL								
Are the outside Plates doubled two spaces of Frames in length?								
Are the Stanchions and Watertight Doors in efficient working order?								

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 cr. to cr.		Diam.	Spacing cr. to cr.	Breadth.	Thick-ness.	Breadth.	For what Length.		
	Inches.	1/2 in. or 20ths	1/2 in. or 20ths	1/2 in. or 20ths	Inches.	1/2 in. or 20ths			Inches.	Inches.		Inches.	Inches.	Inches.	1/2 in. or 20ths	Inches.	Feet.		
FLAT PLATE KEEL.....	36	14	13.12.11	13.12.11	36	14	Double	5 1/4	7/8	3 3/4	Double, length	7/8	3			9	Whole		
(If Bar Keel, state Riveting)	4 3/4	11	10	10	4 1/2	11					2 L.	7/8	3 1/8			9-6			
GARBOARD OF A STRAKE...																			
State actual thickness in way of Double Bottom.																			
B "	5 1/4	9	8	8	5 1/4	9		5 1/4	7/8	3 1/4		3/4	2 7/8			1 1/2-5			
C "	4 1/2	9	8	8	4 1/2	9		4 1/2	3/4	3 1/4		3/4	2 7/8			1 1/2-5			
D "	5 0	10	9	9	5 0	10		4 1/2-5 1/4	3/4	3 1/4		7/8	3 1/8			9-6			
E "	4 1/2	10	9	9	4 1/2	10		5 1/4	7/8	3 1/4		7/8	3 1/8			9-6			
F "	5 1/4	9	8	8	5 1/4	9		4 1/2	3/4	3 1/4		3/4	2 7/8			1 1/2-5			
G "	4 1/2	10	8	8	4 1/2	10		4 1/2-5 1/4	3/4	3 1/4		7/8	3 1/8			9-6			
Sheerstrake H "	5 1/4	11	10-9	10-9	5 1/4	11		5 1/4	7/8	3 1/4		7/8	3 1/8			9-6			
J "	4 1/2	8	7-6	7-6	4 1/2	8		4 1/2	3/4	3 1/4	Double	3/4	2 7/8			5			
K "	4 1/2	8	7-6	7-6	3 6	8		4 1/2	3/4	3 1/4	Double	3/4	2 7/8			1 1/2-5			
L "																			
M "																			
N "																			
O "																			
P "																			
DOUBLING OF FLAT PLATE KEEL																			
Length and thickness of Bilges.....																			
of Sheerstrakes.....																			
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.?	<i>James Martin process. Messrs. Darnell, St. & Co. of Scotland? Brown, Larnach & Co. Glasgow Iron & Steel Co. Ltd. Govan.</i>
Main Stringer Plate	Butts, treble riveted for <i>half</i> length amidship. Straps, single, double or overlapped for <i>full</i> length amidship.
Butts of Bilge & Side Stringers, and Tie Plates, treble or double riveted?	<i>Double & Double</i>
Inner Bottom Plating, riveting of Edges	<i>Double & Single</i>
Centre Girder Butts, Treble riveted.	<i>Double & Single</i>
Keelson Butts, Treble riveted.	<i>Double & Single</i>
Frames, riveted through Plates with	<i>3/4</i> in. Rivets, about <i>5 1/4</i> apart.
Rivets, state whether of Iron or Steel	<i>Iron.</i>
Has the Steel been tested as required by the Rules	<i>Yes</i>
FRAMES extend in one length from	<i>the middle line to margin plate, and thence to gunwale</i>
REVERSED FRAMES on floors and frames extend from	<i>the middle line to margin plate, and thence to main Dk and Raised Quarter Deck</i>

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>64</i>	<i>1 1/4</i>								
Main	<i>P.P.</i>	<i>59</i>	<i>1 1/4</i>								
Mizen											
Bowprit.....											
Topmasts, Yards and Remainder of Spars	<i>P.P.</i>										
Rigging, Material and Size, Shrouds	<i>galvanized steel wire 2 3/4 in.</i>										
Sails.	<i>One</i>	Suit of									

EQUIPMENT No.	<i>16525</i>	LETTER	<i>N</i>	TONNAGE FOR TRAWLERS	<i>U.D.K.</i>											
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.			
<i>31543</i>	1st Bower ..	<i>25</i>	<i>3</i>	<i>14</i>	<i>Stockless</i>	<i>25</i>	<i>10</i>	<i>1</i>	<i>4</i>	<i>26</i>	<i>1</i>	<i>0</i>	<i>Rudis Patent</i>	<i>W. & A. Rod & Co.</i>	<i>Lundholm 25th April 97</i>	
<i>36224</i>	2nd ..	<i>25</i>	<i>2</i>	<i>7</i>		<i>25</i>	<i>5</i>	<i>3</i>	<i>21</i>	<i>26</i>	<i>1</i>	<i>0</i>	"	"	<i>5th June 99</i>	
<i>32588</i>	3rd ..	<i>23</i>	<i>3</i>	<i>21</i>		<i>23</i>	<i>14</i>	<i>2</i>	<i>0</i>	<i>23</i>	<i>2</i>	<i>0</i>	"	"	<i>6th Dec 97</i>	
	Collective weight	<i>75</i>	<i>1</i>	<i>14</i>	<i>(See below)</i>	<i>75</i>	<i>0</i>	<i>0</i>		<i>75</i>	<i>0</i>	<i>0</i>				
<i>42433</i>	Stream	<i>4</i>	<i>3</i>	<i>0</i>	<i>1</i>	<i>3</i>	<i>24</i>	<i>9</i>	<i>18</i>	<i>4</i>	<i>1</i>	<i>0</i>	<i>Ordinary</i>	<i>J.P. Jones & Co.</i>	<i>hullington 31st July 99</i>	
<i>42432</i>	Kedge	<i>3</i>	<i>2</i>	<i>9</i>	<i>0</i>	<i>3</i>	<i>24</i>	<i>6</i>	<i>0</i>	<i>3</i>	<i>2</i>	<i>0</i>	"	"	<i>5th Aug 99</i>	

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.										
<i>30241</i>	<i>105</i>	<i>1 1/2</i>	<i>58-1400</i>	<i>124</i>	<i>3</i>	<i>18</i>	<i>210-15</i>	<i>Steel</i>	<i>J.P. Jones & Co. hullington 5th Aug 99</i>	<i>TOWLINE</i>	<i>1st Wire</i>	<i>90</i>	<i>3 1/4</i>	<i>2 1/4</i>	<i>90-3 1/4</i>
<i>30240</i>	<i>105</i>	<i>1 1/2</i>	<i>58-1400</i>	<i>124</i>	<i>3</i>	<i>18</i>				<i>HAWSER</i>		<i>90</i>	<i>2 7/8</i>	<i>18</i>	<i>90-2 7/8</i>
	<i>Total</i>	<i>210</i>								<i>WARP</i>		<i>90</i>	<i>2</i>	<i>8</i>	<i>90-2</i>
			<i>C. 348-026</i>				<i>45-35</i>	<i>W. Marton & Co. Glasgow</i>							
			<i>58-1400</i>												

Boats	<i>Three, Two @ 21'6", and one at 17'0".</i>
Pumps, Number	<i>Four hand pumps.</i>
Windlass is	<i>Steam, by G. & J. McOnie.</i>
Engine Room Skylights.—How constructed?	<i>Iron and steel frame, riveted to high casing above st. awning Dk.</i>
What arrangements for deadlights in bad weather?	<i>Iron plates with Mulls apes fitted in the same.</i>
Coal Bunker Openings.—How constructed?	<i>Steel plates & angles. How are lids secured? Lashing. Height above deck? 18" & 5 1/4"</i>
Number of Scuppers, and number and dimensions of Freeing Ports, &c.	<i>Three scuppers each side, four ports each side 3'4" x 1'4 1/2"</i>
Ceiling in Holds, thickness and material	<i>2 1/2" white Pine</i>
Ceiling 'tween Decks, thickness and material	<i>6"2. W.P. Spanning</i>
Cargo Hatchways.—How formed?	<i>Dup steel plates and angles.</i>
Hatches.—If strong and efficient?	<i>Yes</i>
State size No. 1 Hatch (Forward)	<i>13'5" x 10'0" x 36"</i>
No. 2 Hatch	<i>22'10 1/2" x 11'1" x 36"</i>
No. 3 Hatch	<i>22'11" x 11'0" x 42"</i>
No. 4 Hatch	<i>15'4 1/2" x 11'0 1/2" x 42"</i>
Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch	<i>7"2 x 3. Iron web plates each 60" x 4. One web plate each</i>
No. of Breasthooks	<i>Three</i>
No. of Crutches	<i>Dup floor</i>
Height above deck and description	<i>45 1/2" @ R.Q.D. Slap bulk angle 4 x 2 1/2" x 20 Main Rail, material and size. Bulk angle 6 x 3 1/2" x 20.</i>
The above is a correct description.	
Builder's Signature (here only)	<i>Campbell & Co. Shipbuilders Ltd. Glasgow</i>
Surveyor's Signature	<i>James Craig</i>
Surveyor to Lloyd's Register of British and Foreign Shipping.	

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

M 23/12/97 14/2/98 15/12/98 8/9/99 E 24/12/97
Workmanship. Are the butts of plating planed or otherwise fitted? *Planed where practicable*

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 any rivets break into or through the seams or butts of the plating? *Yes, 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 *good*

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

State results of tests *good*

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

This vessel has been built in accordance with the Rules and the approved tracings which are in the London Office.

The workmanship and the materials are of good quality.

Iron plates are embedded in the cement under each sounding pipe.

This vessel has been built with a camber in the keel of 1 7/8 inches.

One forging report attached hereto.

Double plating doubled between load and light draft lines from one frame space abaft collision bulkhead forward to stem, with plates 1/20 outside strakes and 3/20 inside strakes. This vessel is a duplicate of S. S. Silvio. Greenock report f. 12404.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *49'* ft., R.Q.D. or Break *49'* ft., Bridge Dk. *151* ft., F'castle *151* ft.
(in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop as R.Q.D. is joined to the B.D., this should be distinctly stated *Pt. AWNING Dk.*

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) & deep framing (Stl-pt WS)*

Official No. ; Signal Letters

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

Outside *Paint*

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

Where fitted.	*Length. Feet.	Water Capacity. Tons.	Where fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	<i>53</i>	<i>69</i>	Fore peak tank,	<i>✓</i>	<i>✓</i>
Double bottom, under Engines and Boilers,	<i>38-4"</i>	<i>66</i>	After peak tank,	<i>✓</i>	<i>80</i>
Double bottom, if under Engines only,			Midship deep tank,	<i>✓</i>	<i>✓</i>
Double bottom, if under Boilers only,			Other tanks, if fitted,	<i>✓</i>	<i>✓</i>
Double bottom, forward,	<i>94</i>	<i>135</i>	(If necessary, furnish further information by sketch.)	<i>✓</i>	<i>✓</i>

* 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. *2007*

Date *26th Jan 1899*

No. *59* in builder's yard

DATES of Surveys held while building

1899. Feb 2. March 2. 23. 30 April 13. 28. May 12. 26. June 10. 15. 30. July 28. Aug 11. 18. 31. Sep 1. 27. 28. Oct 7.

Total No. of Visits *19*

The amount of Entry Fee *£ 4 : " : "*
Special *£ 54 : 9 : 6*
Certificate *£ " : " : "*
Travelling Expenses, if any *£ 11 : 4 : 6*

Fees applied for, *16. 10. 1899*
Received by me, *30. 10. 99*
£ 1.0.6 paid 10. 10. 99

* Certificate to be sent to *Greenock*

State whether the Vessel has been built under Special Survey *Yes*

I am of opinion this Vessel should be Classed ** 100 A 1 Steel Pt. Awning Dk.*

With, or without Freeboard, as condition of Class

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

Committee's Minute

FRI. 20 OCT 1899

Character assigned

*100 A 1 Steel
pt. Awning Dk
w. pld. 2.8.0
+ 2 m c 10.99*

The Surveyors are requested not to write on or below the Committee's Minute.



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