

Spar, ~~on~~ ~~Awning~~ Dk. ~~IRON OR~~ STEEL STEAMER.

No. 12513.

MON. 30 OCT 1899

Port of Greenock Date of completion of Report 28th October 1899 Received at London Office
 Survey held at Port Glasgow Date First Survey 21st December 1898 Last Survey 25th October 1899
 the Steel Screw Steamer Adato Rig Schooner

ONNAGE under Tonnage Deck...
 Do. between Tonnage Dk. and 1st 4th Spar or Awning Dk.
 Total under Upper Dk. 3030.00
 of Poop 94.40
 of Bridge House 77.86
 of Forecastle 62.64
 of Houses on Deck 5.18
 of excess of Hatchways 38.96
 above Crown of Engine Room 37.73
 Gross Tonnage 3346.77
 Less Crew Space 82.45
 Less above Crown of Engine Room 37.73
 Tonnage for Fees... 3226.59
 Less Engine Room 1070.97
 Less Navigation Spaces 48.04
 Register Tonnage as cut on Beam... 2145.31

SPAR, ~~on~~ ~~Awning~~ DECKED VESSEL,CLASS 100-A-1 Spar Dk

Half Breadth (moulded) 22.7
 Depth from upper part of keel to top of Main Deck Beams 19.49
 Girth of Half Midship Frame (as per Rule) 38.56
 1st Number 80.75
 Length 328.00
 2nd Number 26486
 Proportions—Breadths to Length 7.22
 Depths to Length—Main Deck to top of Keel 16.82
 Destined Voyage Galveston

Master J. Mc Intyre

Year of Appointment (1) As Master in service of owner of present vessel:—1896 (2) As Master of this vessel:—1899

Built at Port GlasgowWhen built 1899 Launched 26th Sept 1899By whom built William Hamilton & Co.Owners The Ocean Navigation Co. LimitedManagers Andrew Weir & Co.

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

Residence 102 Hope Street GlasgowPort belonging to Glasgow

Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on Deck as per Rule... 328 0 Feet. Inches. BREADTH Moulded 45 5 Feet. Inches. DEPTH, top of Floors to Spar Awning Dk. Beams 24 12 Feet. Inches. Main Deck Beams 16 2 Power of Engines 300 Horse. No. of Decks with flat laid 092 No. of Tiers of Beams 200

Dimensions of Ship per Register, Length 330.7 breadth 45.7 depth 24.0 Spar Awning Dk. Moulded depth, ft. 18 ins. 6 1/2 To Main Dk. Round up of Beam, Main Dk. 11 1/2 ins.

FRAMING.

	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.	20ths per Rule Or as Approved.
FRAME, Angles, or Bars, for 1/2 length amidships	5 1/2	3 1/2	8	5 1/2	3 1/2	8
Do. for 1/2 at each end	5 1/2	3 1/2	7	5 1/2	3 1/2	7
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	8-7	3 1/2	3 1/2	8-7
Distance of Frames from moulding edge to moulding edge, all fore and aft		24			24	
REVERSED FRAME, Angles	6 1/2	3 1/2	8	6 1/2	3 1/2	8
DEEP FRAMING, depth of girder	3 1/2	8 1/2		3 1/2	8 1/2	
FLOORS, depth and thickness of Floor Plate at mid line for 1/2 length amidships						
" in way of Engines and Boilers						
" thickness at the ends of vessel						
" depth at 1/2 the half breadth as per Rule	1/20					
" height extended at the Bilges						
FLOORS & BRACKETS, in Cell Dble Bottoms						
Distance apart	40	11		40	11	
CENTRE GIRDER, in Double bottom, depth and thickness	40	11		40	11	
" Angles, Top	4	4	9	4	4	9
" Bottom	4 1/2	4 1/2	10	4 1/2	4 1/2	10
SIDE GIRDERS, number and thickness	3 1/2	3 1/2	7	3 1/2	3 1/2	7
" Angles	3 1/2	3 1/2	7	3 1/2	3 1/2	7
MARGIN PLATE, depth (exclusive of flange) and thickness	30	8		30	8	
" Angles	3 1/2	3 1/2	8	3 1/2	3 1/2	8
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	48	9		48	9	
" thickness in Engine and Boiler space						
Remainder in Holds						
BEAMS, Spar on Awning Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	8	3	11	8	3	11
" Angles on upper edge						
Average space	24			24		
BEAMS, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	11	10		11	10	
" Angles on upper edge	3 1/2	3 1/2	8	3 1/2	3 1/2	8
Average space	48			48		
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	8	3	12	8	3	12
" Angles on upper edge						
Average space	24			24		
BEAMS, Hold, or Orlop, Plate or Tee Bulb						
" Angles on upper edge						
Average space						
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	6	3	8	6	3	8
" Angles on upper edge						
Average space	24			24		
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	6	3	8	6	3	8
" Angles on upper edge						
Average space	24			24		
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	8	3	11	8	3	11
" Angles on upper edge	3	3	6	3	3	6
Average space	48			48		
BILGERS, in tween Deck, size and spacing	2 1/4	48		2 1/4	48	
" Hold	4	48		4	48	
" Quarter, tween Dks.	2 1/4	96		2 1/4	96	
" in Hold	4	96		4	96	
EB FRAMES, in Fore Body, No. and spacing						
" No. of Side Stringers						
EB FRAMES, in E. & B. Space, No. & spacing						
" No. of Side Stringers						
EB FRAMES, in After Body, No. and spacing						
" No. of Side Stringers						
Size of Angles on Fore Body to Web Frames	3 1/2	3 1/2	8	3 1/2	3 1/2	8
Web Frames, depth and thickness	36	8		36	8	

FORGINGS AND CASTINGS.

	Inches in Ship.	Inches per Rule Or as Approved.
STEM, moulding and thickness	11 x 2 1/2	10 x 2 1/4
STERN-POST for Rudder do. do.	10 x 6	10 x 6
" for Propeller	8 1/2	8 1/2
MAIN PIECE of Rudder, diameter at head	6 1/2	6 1/2
" at heel		
RUDDER, how constructed	Built upon frame, and single plate	
Can the Rudder be unshipped afloat?	Yes	

KEELSONS AND STRINGERS.

	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.	20ths per Rule Or as Approved.
CENTRE LINE KEELSON, Vertical Plate above floor, 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 length						
" Intercoastal Plate, for length						
" Attached to outside plating with Angle						
BILGE KEELSON, Angles, at 45°	6 1/2	4	9	6 1/2	4	9
" Bulb or Plate above floors, for length						
" Intercoastal Plate, for length						
" Attached to outside plating with Angle						
BILGE STRINGER Angles, at 45°	6 1/2	4	12	6 1/2	4	12
" Bulb Plate, for length						
" Intercoastal Plate, for whole length	3 1/2	20	11	3 1/2	20	11
" Attached to outside plating with Angle						
SIDE STRINGER Angles, at 45°	6 1/2	4	12	6 1/2	4	12
" Bulb or Intercoastal Plate, for whole length	3 1/2	20	11	3 1/2	20	11
" Attached to outside plating with Angle						

Spar, on Awning Deck Stringer Plates, breadth and thickness	52	10	52	10
" Angle on ditto	4 x 4	9	4 x 4	9
" Tie Plates, fore and aft, outside Hatchways				
" Diagonal Tie Plates, No. of p's.				
Deck, * Iron or Steel, for whole length		6/16		7
Wood Deck, Material and thickness				
Main Deck Stringer Plate, breadth & thickness	68	10	68	10
" Angles on ditto, No. of p's	4 x 4	9	4 x 4	9
" Tie Plates, outside Hatchways	4 x 4	9	4 x 4	9
" Diagonal Tie Plates, No. of p's.				
Deck, * Iron or Steel, for in E. & B. Space		6/16		7
Wood Deck, Material and thickness				
Lower Deck Stringer Plates, breadth & thickness	8 1/2	12	8 1/2	12
" Angles on ditto, No. of p's	4 x 4	10	4 x 4	10
" Tie Plates, outside Hatchways				
" Deck, * Material and thickness				
Hold, or Orlop Stringer Plate, breadth & thickness				
" Angles on ditto, No. of p's				
" Tie Plates, outside Hatchways				
" Deck, * Material and thickness				
Poop Deck Stringer Plate, breadth & thickness	36	8	36	8
" Angles on ditto	3 1/2 x 3 1/2	8	3 1/2 x 3 1/2	8
" Tie Plates				
" Deck, * Material and thickness				
Bridge Deck Stringer Plate, breadth & thickness	36	8	36	8
" Angle on ditto	3 1/2 x 3 1/2	8	3 1/2 x 3 1/2	8
" Tie Plates				
" Deck, * Material and thickness				
Forecastle Deck Stringer Plate, breadth & thickness	36	8	36	8
" Angle on ditto	3 1/2 x 3 1/2	8	3 1/2 x 3 1/2	8
" Tie Plates				
" Deck, * Material and thickness				

* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.

BULKHEADS.

	Vessel.	Rule.	30ths.	Horizontal. Inches.	Vertical. Inches.	Spacing. Inches.	Double Frames.	Height up.
W. T. BULKHEADS	6	6	7-6	8 x 3 1/2	5 x 3 1/2	48	Double Span Stk.	
PARTITION				Double	Vertical	30		
LONGITUDINAL				Blank	None			

Are the outside Plates doubled two spaces of Frames in length? Yes. Rule Style.

Lloyd's Register

GRK 348-0 21 (1/2)

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.			Inches.	Inches.	Inches.		Diam.	Spacing cr. to cr.	Breadth.	Thick-ness.	Breadth.	For what Length.				
																					Inches.	to 20ths.	to 20ths.	to 20ths.
FLAT PLATE KEEL	36	19	12	12	36	19			Double	6	1	4	Quadruple	1	3 3/4			14	Whole					
(If Bar Keel, state Riveting)	36	13	11	11	36	13			"	5 1/2	7/8	3 3/4	Treble	7/8	3 3/4			9	"					
GARBOARD OR A STRAKE ...	53	10	9	9	54	10			"	"	"	"	"	"	"			"	"					
State actual thickness in way of Double Bottom.	46	11	9	9	46	11			"	"	"	"	"	"	"			"	"					
B "	54	10	9	9	54	10			"	"	"	"	"	"	"			"	"					
C "	47	11	9	9	46	11			"	"	"	"	Quadruple	"	3 1/2 - 3 3/4			10 1/2	9					
D "	53 1/2	11	9	9	54	11			"	"	"	"	Treble	"	3 3/4			9	"					
E "	45 1/2	12	9	9	46	12			"	"	"	"	"	"	"			"	"					
F "	54	11	9	9	54	11			"	"	"	"	"	"	"			"	"					
G "	46	12	9	9	46	12			"	"	"	"	"	"	"			"	"					
H "	54	11	9	9	54	11			"	"	"	"	"	"	"			"	"					
J "	42	13	9	9	42	13			"	"	"	"	"	"	"			"	"					
K "	54	12	9	9	54	12			"	"	"	"	"	"	"			"	"					
L "	40	15	10	10	40	15			"	"	"	"	"	"	"			10 1/2	"					
M "	The after lengths of plating connected to the stern frame, are of the thickness required for the same strakes amidships, except the lower plates, which are 1/20th thicker.										Length of plate 8 spaces.													
N "																								
O "																								
DOUBLING OF PLATE KEEL																								
Length and thickness of Bilges	32	12	(16 at long end of bridge)		32	12							Single	2 1/2	3/4	3	Double	3/4	2 5/8			5	Whole	
of Sheerstrakes													"	"	"	"	"	"	"	"	"	"	"	
of Strake below													"	"	"	"	"	"	"	"	"	"	"	
POOP SIDES	9+7				9+7								"	"	"	"	"	"	"	"	"	"	"	
BRIDGE SIDES													"	"	"	"	"	"	"	"	"	"	"	
FORECASTLE SIDES													"	"	"	"	"	"	"	"	"	"	"	

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, Plating, &c. ? *Siemens Martin Process from Glasgow Iron & Steel Co., Lanarkshire, Gylesdale, Mossend, Blackburn and Halliwell*

Spar or Lining Butts, treble riveted for *whole* length amidship.
Stringer Plate Butts, single, double or overlapped for *full* length amidship.
Main Stringer Plate Butts, treble riveted for *whole* length amidship.
Butts, single, double or overlapped for *full* length amidship.
Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted *treble or double*
Inner Bottom Plating, riveting of Edges *double* **Single Butts** *double*
Centre Girder Butts, *treble* riveted **Keelson Butts**, *treble* riveted.
Frames, riveted through Plates with *7/8* in. Rivets, about *6 1/4* apart.
Rivets, state whether Iron or Steel *Iron*

FRAMES extend in one length from *middle line* to *margin plate*, and from *margin plate* to *gunwale*.
REVERSED FRAMES on floors and frames extend from *middle line* to *margin plate*, *margin plate* to *spar deck*, *alt.* to *forecastle deck*, *double on floor in St. Bapa*, *double on alternate to spar deck in way of No. 2 & 3 habitation*

MASTS, SPARS, &C.										RIVETING.			
Material.	Total Length	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		Seams.	BUTTS.			
		At Partners.	Heel.	Hounds.	Head.		Number.	Size.		Single.	Double.		
LOWER MASTS....	Fore	68-0	17 1/2 x 7/20	13 1/2 x 7/20	15 x 7/20	Two	✓	✓	Single	Double			
	Main	62-0	16 x 7/20	14 x 7/20	13 1/2 x 7/20	do			do	do			
	Mizen												
Downspit		Pitch Pine											
Topmasts, Yards and Remainder of Spars		3 1/2 Steel wire											
Rigging, Material and Size, Shrouds		4 1/2 Steel wire											
Sails.		One	Suit	Sails, and the following spare sails									

EQUIPMENT No. 33955 LETTER V.										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.					
36948	1st Bower	47	2	0	Stockless			40	16	1	0	47	2	0	Reliance Patent	M. L. Byers & Co	Sept 9/99 H. J. Welford		
36980	2nd "	47	2	0	do			40	16	1	0	47	2	0	do	do	14/99 do		
36781	3rd "	40	2	14	do			36	4	1	14	40	1	9	do	do	17/8/99 do		
	Collective weight	135	2	14								135	1	0					
4725	Stream	11	2	14	3	0	0	13	10	0	0	11	2	0	Rodgers	S. Taylor Sons	July 11/99. E. Seadhouse		
4726	Kedge	5	3	10	1	1	22	8	2	3	7	5	3	0	do	do	11/99 do		
	2nd Kedge	Dredge Mechanical test applied to Anchor heads at Nottingham by J. G. Craig 1899																	

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.																								
2409	135	2 1/2	100-16-00	275-3-10	538-3-0	270-2	Steel	S. Taylor & Sons	Glasgow	8. Seadhouse	TOWLINE	105	4 1/2	33	105-4 1/2	15-4 1/2													
2410	135	2 1/2	72-0-0	273-3-18			Link	do	do	1899 do	HAWSER	90	3 1/2	22	90-3 1/2	90-3 1/2													
				549-3-0							WARP	90	2 3/4	15 1/2	90-2 3/4	90-2 3/4													
Stream Chain } Steel Wire ... }	90	4 1/2	39				90-4 1/2	Steel wire by Webster & Co. Ltd				90	2 3/4	15 1/2															

Boats *Four*
Pumps, Number *1* *Downston pump* *18 Hds* *1 Hand pump* *to F. Peak* Diameter of Barrel and Tail Pipe *Hand pump 4-2*
Windlass is *Steam* by *Emerson Walker & Thompson Bros.* **Capstan** *4* *Steam* *winches*
Engine Room Skylights.—How constructed? *of Oak on steel coamings*
What arrangements for deadlights in bad weather? *of solid teak shutters & bulls eyes*
Coal Bunker Openings.—How constructed? *of steel coamings* How are lids secured? *battens & cleats* Height above deck? *8' bulb angle*
Number of **Scuppers**, and number and dimensions of **Freeing Ports**, &c. *Four scuppers each side. Four freeing ports each side.*
Ceiling in Holds, thickness and material *2 1/2 Red & white pine* **Ceiling 'tween Decks**, thickness and material *2' white pine*
Cargo Hatchways.—How formed? *of steel plates and angles* **Hatches**, If strong and efficient? *Yes. 2 1/2 solid*
State size **No. 1 Hatch** (Forward) *24-0 x 16-0 x 42* **No. 2 Hatch** *28-0 x 16-0 x 42* **No. 3 Hatch** *26-0 x 16-0 x 27* **No. 4 Hatch** *24-0 x 16-0 x 27*
Number of **Web Plates**, **Shifting Beams** and **Fore and Afters** to each Hatch *Two web plates to each hatchway. Three iron fore and afters to each hatchway.*
Bulwarks, height above deck and description *48 x 7/20 Ball stop 7 x 7/20* **Main Rail**, material and size *6 x 3 x 7/20 bulb angle and 3 half round bending*
The above is a correct description. *Wm Hamilton* **Surveyor's Signature** *J. French*
Builder's Signature (here only.) *Wm Hamilton* **Surveyor to Lloyd's Register of British & Foreign Shipping.**

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

N^y. 14/11/98. 13/1/99. E. 23/2/99.

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*

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 plating? *a few*

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

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the Rules, and approved plans, the midship section of which was forwarded to London on the 27th instant for preparation of certificate. The quality of the workmanship and material are good. The fore peak pump has been worked, and found satisfactory. The Downton pump has been worked and found satisfactory. Weather decks, flooded and found satisfactory. Watertight doors tried and found satisfactory. An iron plate is embedded in the cement under each sounding pipe. The keel has been built with a camber of 1/4 inch. Two forging reports attached.*

is a sister vessel to the S.S. Claverdon Greenock first entry report N^o 12505.

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

Particulars for Record in the REGISTER BOOK.—Length of Poop *31* ft., R.Q.D. or Break *ft.*, Bridge Dk. *118* ft., F'castle *38.5* ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

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 would appear in the Register Book) *1 Stk Steel 2 to B and deep framing*

Official No. *151*; Signal Letters

How are the surfaces preserved from oxidation? Inside *by Portland cement paint* Outside *by Paint*

Particulars of Water Ballast.—State whether the Double bottom is constructed on the cellular system *Cellular system.*

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft, <i>and under engines</i>	<i>114</i>	<i>321</i>	Fore peak tank,		
Double bottom, forward,	<i>144</i>	<i>406</i>	After peak tank,		<i>77</i>
Double bottom, under Engines and Boilers,			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.*

For Special Survey No. *1989* Date *15 Nov 1898* For Ordinary Survey No. *151* Date *15 Nov 1898* in builder's yard. 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 *Built under Special Survey Surveyed. 1898. Dec 21. 23. 29. 1899. Jan 19. 23. 25. 28. Feb 2. 8. 14. 16. 21. March 1. 3. 8. 14. 17. 22. 24. April 6. 20. 27. May 9. 13. 17. 19. 25. 29. 31. June 12. 21. 29. July 19. Aug. 2. 3. 4. 8. 9. 11. 15. 18. 25. 28. 31. Sep 2. 12. 14. 18. 19. 20. 22. 23. 25. 26. 29 Oct 6. 13. 19. 25. Total No. of Visits *60.**

Amount of Entry Fee.....£ *5* : " : " Fees applied for, *26.10.1899*
Special Survey Fee.....£ *105* : *13* : *6* Received by me, *28.10.1899*
Travelling Expenses, if any £ " : " : " *OK.*

Certificate to be sent to

Greenock

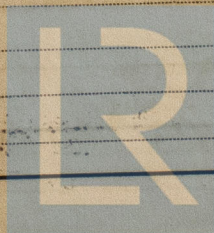
of opinion this Vessel should be Classed *100A-1. Steel Spar Deck*
or without Freeboard, as condition of Class

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

Committee's Minute
Character assigned

FRI. 3 NOV 1899

100A-1 Steel Spar Deck
w. fbd. s. 4" 9 1/2
L.N.



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Lloyd's Register
Foundation

Hull Certificate
W. 111111