

# IRON OR STEEL SHIP.

(Received at London Office)

6033

Date of writing Report 11th Decr 1889 Port of Leith

Survey held at Alloa & Grangemth Date, First Survey 19th April '89. Last Survey 7th Decr. 1889-

the Steel Barque "Bankholme"

Rig 3 masts, BR.

AGE under }  
Tonnage Deck }  
between Tonnage Dk. }  
d 3rd, 4th, Spar or }  
ening Dk. }  
al under Upper Dk. 114.6.74  
f Poop }  
f Raised Gr. } 47.33  
f or Break }  
f Bridge House }  
f Houses on Deck } 31.52  
f excess of Hatchways } 50  
f Forecastle Houses } 2.95  
ss Tonnage 1229.04  
Crew Space 51.22 }  
Act 89 } 71.92  
Engine Room 20.70 }  
ater Tonnage }  
out on Beam } 1157.13

ONE, OR TWO DECKED, THREE DECKED VESSEL,  
SPAR, OR AWNING-DECKED VESSEL.

Half Breadth (moulded) .. .. . 18.12  
Depth from upper part of Keel to top of Upper Deck Beams 24.20  
Girth of Half Midship Frame (as per Rule) .. . 36.25  
1st Number .. .. . 78.57  
1st Number, if a 3-Decked Vessel .. deduct 7 feet  
Length .. .. . 213.66  
2nd Number .. .. . 16787.26  
Proportions— Breadths to Length .. .. . 5.89  
Depths to Length— Upper Deck to Keel .. .. . }  
Main Deck ditto .. .. . } 8.82

Master H. Hiseman

Year of appointment

(1) As master in service of owner of present vessel:—18 89  
(2) As master of this vessel .. .. . 18 89

Built at Alloa

When built 1889

Launched 12 Octbr '89

By whom built Smith & Ryd Comp.

Owners (Rust & Co. Mgrs)

Managers Bank Shipping Co. Linn

(If desired to be entered in Reg. Book.)

Residence 17, Water Street, Liverpool

Port belonging to Liverpool

Destined Voyage London

If Surveyed while Building, Afloat, or in Dry Dock.

While building & afloat & in Dry Dock.

NGTH Feet. Inches. BREADTH— Feet. Inches. DEPTH top of Floors to Upper Deck Beams .. .. . 22 2 Do. do. Main Deck Beams .. .. . 22 2 Power of Engines ... .. . No. of Decks with flat laid ... No. of Tiers of Beams ...

Dimensions of Ship per Register, length, 224.8 breadth, 36.4 depth, 21.85 Moulded depth 23 ft 5 1/2

EEL, depth and thickness .. .. . 9 x 2 1/2  
TEM, moulding and thickness .. .. . 8 1/2 x 2 1/2  
TERN-POST for Rudder do. do. .. .. . 8 1/2 x 2 1/2  
" " for Propeller .. .. . 8 1/2 x 2 1/2  
istance of Frames from moulding edge to }  
moulding edge, all fore and aft .. .. . } 24

AMES, Angle Iron, for 2/3 length amidships .. .. . 5 3 8  
Do. for 1/3 at each end .. .. . 5 3 7  
EVERSED FRAMES, Angle Iron Steel 3 1/2 3 8  
LOORS, depth and thickness of Floor Plate }  
at mid line for half length amidships .. .. . } 24 10  
thickness at the ends of vessel .. .. . 8  
depth at 3/4 the half-bdth. as per Rule .. .. . 12  
height extended at the Bilges .. .. . 48

EAMS, Upper, Spar, or Awning Deck }  
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron }  
Angle or double Angle Iron on Upper edge Steel 3 3 7  
Average space .. .. . 48  
EAMS, Main, or Middle Deck }  
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron }  
Angle, or double Angle Iron, on Upper Edge Steel 3 1/2 3 7  
Average space .. .. . 48

EAMS, Lower Deck }  
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron }  
Angle or double Angle Iron on Upper Edge .. .. .  
Average space .. .. .  
EAMS, Hold, or Orlop }  
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron }  
Angle or double Angle Iron on Upper Edge .. .. .  
Average space .. .. .

EELSONS Centre line, single or double plate, }  
box, or Intercostal, Plates .. .. . }  
" Rider Plate .. .. . }  
" Bulb Plate to Intercostal Keelson .. .. . }  
" Angle Irons Steel 5 4 9  
" Double Angle Iron Side Keelson Steel 5 4 9  
" Side Intercostal Plate .. .. . 8  
" do. Angle Irons Steel 3 3 7  
" Attached to outside plating with angle iron 3 3 7

ILGE Angle Irons Steel 5 4 9  
" do. Bulb Iron .. .. .  
" do. Intercostal plates riveted to }  
plating for length }  
ILGE STRINGER Angle Irons Steel 5 4 9  
" Bulb Intercostal plates riveted to }  
plating for }  
whole length }  
DE STRINGER Angle Irons Steel 5 4 9  
" do. Bulb .. .. .  
" do. Intercostal .. .. .

FRAMES extend in one length from Keel to gunwale  
REVERSED ANGLE IRONS on floors and frames extend from middle line to Main & Quarter Decks and to alternately  
EELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes

LATING. Garboard, double riveted to Keel, with rivets 1/8 in. diameter, averaging 5 5/8 ins. from centre to centre.  
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3 3/8 ins. from centre to centre.  
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 1/6 ins. from centre to centre.  
Butts of E & F Strakes at Bilge for half length, treble riveted with Butt Straps overlapped thicker than the plates they connect. G strake treble with 3/4 thicker strap.  
Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 3 3/8 ins. from cr. to cr.  
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 1/6 ins. from cr. to cr.

Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.  
Butts of Main Sheerstrake, treble riveted for half length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.  
Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.  
Breadth of laps of plating in single riveting 2 1/2  
Breadth of laps of plating in double riveting 5 1/4  
No. of Breasthooks, 4 Crutches, 3

Att Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble & Double  
hat description of Steel is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Good, tested & marked as pr. Rule.

Manufacturer's name or trade mark, Halliday  
The above is a correct description.  
Surveyor's Signature, H. Paulsen  
Surveyor to Lloyd's Register of British and Foreign Shipping.

State clearly where plating is of alternate thicknesses—as distinguished from diminished thickness at ends of vessel.

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

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Workmanship. Are the butts of plating planed or otherwise fitted? *Planed*; Bottom plating overlapped including Fltrake  
Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *Yes*  
Are the fillings between the ribs 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? *No, except a few in butts.*

Masts, Bowsprit, Yards, &c., are *Steel* in *good* condition, and sufficient in size and length. If of Iron or Steel give Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of riveting, quality of Materials, and if stamped with Maker's name.  
State also Length and Diameter of Lower Masts and Bowsprit

*Foremast 77 ft 4" x 27" dia, plates 8 to 7, 3 in the round, double riv<sup>d</sup> seams, treble riv<sup>d</sup> butts, also inside angles above the Rules*  
*Mainmast 79 0 0 x 28 do do do do do do*  
*Mizemast 74 11 x 20 3/4 do do 7 to 5 2 do do do*  
*Bowsprit outside 23 11 x 30 do do 9 to 7 3 do do do*

Number for Equip- ment 17906-4	CABLES, &c.			Test per Certificate. Tons.	Inches per Rule.	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS.			Test per Certificate	Weight Ex. Stock.	Weight req'd per Rule.	Machine where Tested and Superintendent, also Name of Anchor Maker.
	Number of Certificate.	Fathoms.	Inches.				Number of Certificate	Weight.	Ex. Stock.				
Letter for do. <i>S</i>	<i>8150</i>	<i>270</i>	<i>1 13/16</i>	<i>82 3/4 x 59 1/8</i>	<i>1 13/16</i>	<i>Induland J. Hartnup S. Taylor &amp; Sons</i>	<i>120 81</i>	<i>32.0.2</i>	<i>30.4.1.14</i>	<i>32.0.0</i>	<i>32.0.0</i>	<i>32.0.0</i>	<i>Lipton E. R. Mott</i>
N <sup>o</sup> . <i>2 Complete Lists</i>							<i>120 83</i>	<i>30.3.6</i>	<i>29.5.2.14</i>	<i>30.0.0</i>	<i>30.0.0</i>	<i>30.0.0</i>	<i>do</i>
Fore Sails,							<i>120 82</i>	<i>28.2.17</i>	<i>27.13.3.0</i>	<i>29.1.0</i>	<i>29.1.0</i>	<i>29.1.0</i>	<i>do</i>
Fore Top Sails,								<i>91.1.25</i>		<i>91.1.0</i>	<i>91.1.0</i>	<i>91.1.0</i>	<i>do</i>
Fore Topmast Stay Sails,	<i>17830</i>	<i>75</i>	<i>1</i>	<i>27 1/2 18</i>	<i>75-1</i>	<i>Robertson, S. B. Thomas &amp; Lloyd</i>							
Main Sails,	<i>Iron Stream Chain or Steel Wire ..</i>												
Main Top Sails, and quality	<i>Hempen Str'm Cable</i>												
<i>good</i>	<i>TOWLINE- Hemp or Steel Wire</i>	<i>90</i>	<i>3 1/2</i>	<i>22 tons</i>	<i>90-3 1/2</i>	<i>Induland. E. Hartnup S. Taylor &amp; Sons</i>	<i>Stream 126.8.9</i>	<i>10.2.0</i>	<i>12.8.3.0</i>	<i>10.2.0</i>	<i>10.2.0</i>	<i>10.2.0</i>	<i>Induland J. Hartnup S. Taylor &amp; Sons</i>
	<i>Hawser .....</i>	<i>90</i>	<i>3 1/2</i>	<i>26</i>	<i>90-3 1/2</i>	<i>do</i>	<i>Kedge 196.9.0</i>	<i>5.2.7</i>	<i>17.18.1.21</i>	<i>5.1.0</i>	<i>5.1.0</i>	<i>5.1.0</i>	<i>do</i>
	<i>Warp .....</i>	<i>90</i>	<i>6</i>		<i>90-6</i>		<i>2nd Kedge....</i>	<i>2.2.7</i>	<i>15.2.2.0</i>	<i>2.2.0</i>	<i>2.2.0</i>	<i>2.2.0</i>	<i>do</i>

Standing and Running Rigging *wire & hemp* sufficient in size and *good* in quality. She has *2* Long Boats and *1 Cutter & 1 Dingy*.  
The Windlass is *Good* Capstan *Good* and Rudder *Good* Pumps *Good*

Engine Room Skylights. How constructed? How secured in ordinary weather?  
What arrangements for deadlights in bad weather?

Coal Bunker Openings. How constructed? How are lids secured? Height above deck?  
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *On each side 5 ports & 4 scuppers*

Cargo Hatchways. How formed? *Iron Comings* Hatches, If strong and efficient? *Yes*  
State size Main Hatch *16 ft x 11 ft* Forehatch *8 ft x 8 ft* Quarterhatch *8 ft x 8 ft*

If of extraordinary size, state how framed and secured.... *Ordinary size* What arrangement for shifting beams? *Iron & wood fore & afters.*

Order for Special Survey No. <i>468</i>	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	<i>Built under Special Survey &amp; surveyed:</i>									
Date <i>18<sup>th</sup> Febr. 1889</i>		2nd. On the plating during the process of riveting	<i>1889: April 19.29; May 4.13.15.21.27; June 4.10.14.24.28;</i>									
Order for Ordinary Survey No.		3rd. When the beams were in and fastened, and before the decks were laid....	<i>July 5.12.18.24.31; Aug. 5.7.9.13.15.19.20.27.31; Sept. 6.13.</i>									
Date		4th. When the ship was complete, and before the plating was finally coated or cemented..	<i>19.23.25.30; Oct. 7.11.18.25.28; Nov. 1.2.7.14.21.28.</i>									
No. <i>117</i> in builder's yard.		5th. After the ship was launched and equipped	<i>Total No. of Visits 45</i>									

State dates of letters respecting this case *1889, 14<sup>th</sup> Febr.; 28<sup>th</sup> May; 14<sup>th</sup> Sept.*

General Remarks (State quality of workmanship, &c.) *Workmanship & Material Good.*  
*This vessel is built in accordance with the 3 approved Drawings forwarded to the Secretary on the 4<sup>th</sup> Decbr. & in conformity with the Rules.*

*A Blueboard Survey Report, 3 ship Lifting Reports & a moulded Depth Form are sent herewith.*

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

Particulars for Record in R.B.—Length of Poop *ft., R.Q.D. 43 ft, Bridge Dk.,* *ft., F'castle 25 ft.; No. of Dks. (excluding spar, awn., &c.) 2*  
Material of dks. *Iron* If spar, awn. dk., &c. Material of spar, awn. dk., &c. ; No. of tiers of beams (with and without dks. laid) *2* ;  
Official No. *96390* ; Signal Letters  
If double bottom, state particulars on separate form.

I am of opinion this Vessel should be Classed *100 A1 Steel*  
The amount of the Entry Fee .....£ *4* : - : - is received by me, *14/12/89*  
Special .....£ *54* : *9* : -

(to be sent as per margin). Certificate ...  
(Travelling Expenses, if any, £ *8* : *4* : -).  
Committee's Minute  
Character assigned *WACP*  
FRIDAY 13 DEC 1889  
*100 A1 Steel 2 dks*  
Surveyor to Lloyd's Register of British and Foreign Shipping  
*It is submitted that this vessel appears eligible for Classed 100 A1 Steel as recommended*  
*2 dks*