

Sailing Vessel. IRON OR STEEL SAILING SHIP.

7023
MON. 20 SEP 1892
(Received at London Office)

Date of completion of Report 24th Sept. 1892 Port of Leith

No. 7023 Survey held at Inverkeithing Date of First Survey 18th March 1892 Last Survey 23rd Sept. 1892
On the 3 mast Schooner "Lillie"

TONNAGE under Tonnage Deck 284.56

ONE OR TWO DECKED VESSEL.

Rig Schooner - 3 masts Barquentine

Do. of Poop 28.38

CLASS 100 A1 Steel

Master O. Knudsen

Do of raised Gr. Dk. or Break

Year of Appointment (1) As master in service of owner of present vessel - 1892 (2) As master of this vessel - 1892

Do. of Bridge House

Built at Inverkeithing

Do. of Houses on Deck

When built 1892 Launched 13th August, 1892

Do. of excess of Hatchways 2.54

By whom built Cumming & Ellis

Do of Forecastle 16.02

Owners Petersen, Honeyman & Co.

Gross Tonnage 331.50

1st Number 46.72

Less Crew Space 22.94

Length 138.96

TONNAGE FOR FEES 308.56

2nd Number 6492.21

Less Navigation spaces 16.31

Proportions—Breadths to Length 5.14

Register Tonnage as cut on Beam 292.25

Depths to Length—Upper Deck to top of Keel 11.98

Managers

Residence 11, Bothwell Street, Glasgow.

Port belonging to Christiansund

Destined Voyage Santos via Dundee If Surveyed while Building, Afloat, or in Dry Dock Building & Afloat.

LENGTH on deck as per rule	Fect.	Inches.	BREADTH Moulded	Fect.	Inches.	DEPTH—Top of Floors to Upper Deck Beams	Fect.	Inches.	No. of Decks with Flat laid	No. of Tiers of Beams
138		11 1/2	27		0	10		6 1/4	One	One

Dimensions of Ship per Register, Length 148 breadth 27.1 depth 10.35. Moulded depth, ft. 11 in. 0 1/4.

FORGINGS AND CASTINGS.

KEEL, Bar or Side Plates, depth and thickness

STEM, moulding and thickness

STERN-POST, do. do.

MAIN-PIECE OF RUDDER, diameter at head..

" " at heel..

RUDDER, how constructed Ordinary Way

Can the Rudder be unshipped afloat? Yes

FRAMING.

FRAME, Angles, or Bars, for 1/2 length amidships..

Do. for 1/2 at each end

Do. in way of Double Bottoms

Distance of Frames from moulding edge to moulding edge, all fore and aft

REVERSED FRAME, Angles

FLOORS, depth and thickness of Floor Plate at mid line for 1/2 length amidships..

" thickness at the ends of vessel

" depth at 1/2 the half breadth, as per Rule

" height extended at the Bilges

LOORS & BRACKETS, in Coll Dble Bottoms

" " distance apart

ENTRE GIRDER, in Dbl. Btm., dpth & thcknss

" " Angles, Top Bottom

IDE GIRDERS, number and thickness

" " Angles

MARGIN PLATE, depth (exclusive of flange and thickness)

" " Angles

NER BOTTOM PLATING, br'dth & thckn's of Middle Line Strake

" " Remainder

AMS, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb Channel

" " Angles on Upper Edge

" " Average space

AMS, Lower Deck, Plate or Tee Bulb

" " Angles on Upper Edge

" " Average space

AMS, Hold, Plate or Tee Bulb

" " Angles on Upper Edge

" " Average space

AMS, Poop or Bridge Deck, Single Angle, Bulb Angle, Plate or Tee Bulb

" " Angles on Upper Edge

" " Average space

AMS, Forecastle Deck, Single Angle, Bulb Angle, Plate or Tee Bulb

" " Angles on Upper Edge

" " Average space

ARS, In 'tween Decks, at Centre line. Size

" " Spacing

" " Quarter Size

" " Spacing

In Holds, at Centre line Size

" " Spacing

" " Quarter Size

" " Spacing

FRAMES, Breadth and thickness

" " Number and Spacing

er of Side Stringers, breadth and thickness

Angles or Tee Bars to Web-Frames

KEELSONS AND STRINGERS.

CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate

" " Rider Plate

" " Bulb Plate to Intercoastal Keelson

" " Horizontal Plates above floors

" " Angles

SIDE KEELSON, Angles

" " Bulb Plate for length

" " Intercoastal Plate for 1/2 length

" " Attached to outside Plating with Angle

BILGE KEELSON, Angle

" " Bulb Plate for 1/2 length

" " Intercoastal Plates for len.

" " Attached to outside Plating with Angle

BILGE STRINGER, Angles

" " Bulb Plate for length

" " Intercoastal Plates for len.

" " Attached to outside Plating with Angle

Main Deck Stringer Plate, on end of Beams, breadth and thickness

" " Angle on ditto

" " Tie Plates fore and aft, outside Hatchways

" " Diagonal Tie Plates on Bms., No. of Prs.

" " Flat of Deck*, material and thickness

" " Iron or Steel for length

" " How fastened to Beams. Bolt & Nut

Lower Deck Stringer Plate, on ends of Beams, breadth and thickness

Is the Stringer Plate attached to the Outside Plating?

" " Angles on ditto, No.

" " Tie Plates, outside Hatchways

" " Diagonal Tie Plates on Bms., No. of prs.

" " Flat of Deck, material and thickness

" " How fastened to Beams

Hold Stringer Plate, on end of Beams

Is the Stringer Plate attached to the Outside Plating?

" " Angles on ditto, No.

" " Tie Plate outside Hatchways

" " Flat of Deck, material and thickness

Poop or Bridge Deck Stringer Plate, breadth and thickness

" " Angle

" " Tie Plates on Beams

" " Flat of Deck, material and thickness

Forecastle Deck Stringer Plate, b'dth & thkns

" " Angle

" " Tie Plates on Beams

" " Flat of Deck, material and thickness

PLATING.

PLAT PLATE KEEL, breadth and thickness

PLATES in Garboard Strakes, br'dth & thckn's

" " from Garboard to lower part of Bilges

" " State Thickness of Plating in way of Double Bottom

" " Bilges, number of Strakes, and thickness

" " Of doubling at Bilge, or increased thickness, and length applied

" " from up. part of Bilge to lr. edge of Sh'rstrake

" " Strake in way of Lower Deck Beams

" " Sheerstrake, breadth and thickness

" " Poop or Bridge Sides

" " Forecastle Sides

Lengths of Plating 7 frame spaces

Ceiling betwixt Decks, thickness and material *Pine 1 1/2*
in hold do. do. *Pine 2*
Number of Breasthooks *4*
Crutches *4*

BULKHEADS.		No. in Vessel <i>One</i>	Reqd. by Rule <i>One</i>	
Thickness.	Angles.	Spacing.	Height up.	Sngl. or Dbl. Frames.
W. T. BULKHEADS ..	<i>1/16</i>	Vrtel. <i>3 x 3 x 6</i> Hrztl. <i>6 x 3 x 20</i>	<i>2</i>	<i>Double frames</i>
PARTITIONS ..	<i>1/16</i>	Vrtel. <i>4 x 8</i> Hrztl. <i>4 x 8</i>	<i>2</i>	<i>Double frames</i>
LONGITUDINAL ..	<i>1/16</i>	Vrtel. <i>4 x 8</i>	<i>2</i>	<i>Double frames</i>

The FRAMES extend in one length from *Keel* to *Gunnwale*
The REVERSED ANGLES on floors and frames extend from *middle line to hold stringer* and to *gunwale* alternately.

RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c.
Garboard, double riveted to Bar Keel or Flat Plate, with rivets *1* in. diameter, averaging *5* 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* ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, treble or double riveted; treble for *1* length; with rivets *3/4* in. dia., averaging *3* ins. from cr. to cr.
Butts of *all* Strakes at Bilge for *1/2* length, treble riveted with Butts Straps overlapped thicker than the plates they connect.
Edges from Bilge to Sheerstrake, worked clench, double or single riveted; with rivets *3/4* in. diameter, averaging *3* ins. from centre to centre.
Butts from Bilge to Sheerstrake, worked carvel, treble or double riveted; treble for *1* length; with rivets *3/4* in. dia., averaging *3* ins. from cr. to cr.
Edges of Sheerstrake, *Double or single* riveted.
Butts of Sheerstrake, treble riveted for *1/2* length amidships.
Butts of Inner Bottom Plating, *Double or single* riveted for *1* length amidships.
Butts of Centre Girder, *Double or single* riveted.
Breadth of edge laps of Shell Plating in double riveting *1 1/2*
Butt Straps of Shell Plating, breadth and thickness *9/16 x 3/8*
Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted? *Treble, Double*
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. *Siemens-Martin, Monro, Mathewell, Hallside, Hishaw*
Workmanship. Are the butts of plating planed or otherwise fitted? *Planed & all overlapped except garboard strake*
Is the riveted work properly closed? *Yes*
Are the liners between the frames and plates solid single pieces? *Yes*
plate, &c., conform well to each other? *Yes*
from the faying surfaces? *Yes*
Are the butts of Plating, Stringers, &c., properly shifted and strapped or lapped? *Yes*
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., 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 AND SPARS. as per approved drawings.											
		Material.	Total length.	DIAMETER AND THICKNESS.				Number of Plates in Round.	ANGLES.		RIVETING.
				At Partners.	Heel.	Hounds.	Head.		Number.	Size.	
LOWER MASTS.....	Fore	Steel	50' 10"	16 x 6/20	13 x 5 1/2/20	13 1/2 x 5/20	12 x 5/20	2	-	-	Double
	Main	Do	59' 10"	16 x 6/20	13 x 5 1/2/20	13 1/2 x 5/20	12 x 5 1/2/20	2	-	-	Double & Treble
	Mizen	Wood									Do
	Jigger										Do
BOWSPRIT	Fore	Steel	22' 0"	20 x 7/20	20 x 7/20		14 x 6/20	2	2	3 x 2 1/2 x 6/20	Do
	Main	Do	29' 0"		13 1/2 x 5/20	10 1/2 x 5/20	9 x 5/20	2	-	-	Treble
	Mizen	Wood									Do
	Jigger										
TOPMASTS	Fore	Steel	51' 10"	At Centre	12 x 5/20	At Ends	6 x 4/20	2	-	-	Do
	Main			"	"	"	"				Do
	Crossjack ..			"	"	"	"				
	Jigger			"	"	"	"				
FORE TOPMAST YARDS	Lower	Wood		"	"	"	"				
	Upper	Do		"	"	"	"				
	Lower			"	"	"	"				
	Upper			"	"	"	"				
MAIN	Lower			"	"	"	"				
	Upper			"	"	"	"				
	Lower			"	"	"	"				
	Upper			"	"	"	"				
MIZEN	Lower			"	"	"	"				
	Upper			"	"	"	"				
	Lower			"	"	"	"				
	Upper			"	"	"	"				
JIGGER	Lower			"	"	"	"				
	Upper			"	"	"	"				
	Lower			"	"	"	"				
	Upper			"	"	"	"				

Remainder of Spars *Wood*
Rigging. Material and Size, Shrouds *Fore 2 1/2 Main 2 1/4* Stays *2 1/2 x 2 1/4* Quality *Good*
Sails. *2 complete* Suit of *all principal* Sails, and the following Spare Sails

EQUIPMENT No. 6925. LETTER <i>i</i> ANCHORS.											
Number of Certificate.		WEIGHT, EX. STOCK			WEIGHT OF STOCK.			TEST. PER CERTIFICATE.			Description of Anchor.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	
32524	1st Bower....	12	1	20	2	3	6	14	6	1	0
32525	2nd "	12	0	26	3	0	10	14	1	3	14
32523	3rd "	10	2	25	2	2	15	12	13	0	14
	4th "										
	Collective weight	35	1	15							
32522	Stream	3	3	21	1	1	5	6	7	2	0
32521	Kedge	1	3	23	0	2	14	4	10	0	0
	2nd Kedge ..	1	0	0	0	1	10				

CHAIN CABLES.											
Number of Certificate.	Fathoms	Size.	Test per Certificate. Tons.	Weight of Chain Cable.			Fathoms & Size. Per Rule.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.
				Cwts.	qrs.	lbs.					
22496	97 1/2	1 3/16	38825.72	64	1	20	64-1.20	Steel link	J.P. Jones & Co	Noterton 25 July 92 G. Harpool	Towline
22497	37 1/2	1 3/16	Do Do	42	2	1	195	Do	Do	Do	Do
23170	60-2	1 3/16	Do Do	42	2	16	1 3/16	Do	Do	Do 23 May 92 Do	Hawser
Iron Stream Chain, or Steel Wire ...	60	2 3/4	15 1/2	140	2	9	60-2 3/4	Steel Wire	A. Thomson & Co	Glasgow 30 Sept 92	Do
Towline if steel wire	75	2 3/4	15 1/2				75-2 3/4	Do	Do	Do	Do

Boats *1 Life Boat & 2 Dingies*
Pumps, Number *2* & *1* in forepeak
Windlass *Reids Iron Patent*
Number of Scuppers, and number and dimensions of Freeing Ports *On each side 3 scuppers & 3 ports 2' 9" x 1' 4"*
Cargo Hatchways.—How formed? *Iron Comings 18" above deck*
State size No. 1 Hatch (Forward) *7' x 5' 0"* No. 2 Hatch *14' 0" x 9' 0"* No. 3 Hatch *7' 0" x 5' 0"*
Number of Web Plates, Shifting Beams, and Fore and Afters to each hatch *No 1 & 3 have 1 wood fore & after*
Bulwarks, Height above deck and description *4' 6" of 1/2 iron*
The above is a correct description.
Builder's Signature (here only) *Cummins & Ellis* Surveyor's Signature *H. Paulsen*
Surveyor to Lloyd's Register of British and Foreign Shipping.

Order for Special Survey No. 561
Date 26th Febr. 1892
Order for Ordinary Survey No.
Date
No. 3 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 }
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 }
Built under Special Survey & surveyed: -
March 18. 29; April 5. 15. 20. 25. 27. May 5. 10. 19. 27
June 14. 23. 30; July 4. 12. 20. 26. 29; Aug. 5. 18. 25
Septbr. 8. 14. 23
Total No. of Visits 25
State dates and initials of letters respecting this case 1892 - 25th Febr. 18th March 3rd 13th 16th May }
General Remarks (State quality of workmanship, &c.) 29th July, 9th Aug. 2nd Septbr. }
Material & Workmanship Good

This vessel is built in accordance with the approved drawing of Midship section forwarded to the Secretary on the 23rd August, 1892 and in conformity with the Rules. -
The approved plans of Profile, Mast & Spars, Rigging Plan & Ruddertrunk are sent herewith. -

PARTICULARS FOR RECORD IN THE REGISTER BOOK.

Length of Poop 22 ft., R.Q.D. or Break ft., Bridge Dk. ft., Forecastle 20 ft. (in feet and tenths).
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) 100A.
Signal Letters

PARTICULARS OF WATER BALLAST. Not any
Double bottom, aft, length and water capacity in tons Double bottom, amidships, length and water capacity in tons
Double bottom, forward, length and water capacity in tons
Double bottom, constructed on the cellular system, length and water capacity in tons
After peak tank, water capacity in tons
Other tanks, if fitted, length and water capacity in tons
The above have been tested as required by the Rules.
(If necessary, furnish further information by sketch.)

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

Plating assigned by the Committee, as per Secretary's Letter, dated
If marked on Vessel's sides in accordance with Notice No. 572
In Salt Water
In Fresh Water
In Winter, in North Atlantic
To top of Wood, Iron or Steel upper deck.

Amount of Entry Fee £ 2 : - : - is received by me.
Special £ 15 : 8 : - 29.9.1892
Certificate* £ 4 : 8 : -
Travelling Expenses, if any £ 4 : 8 : -
In my opinion this Vessel should be Classed 100 A1 Steel
Certificate to be sent to Leith office
H. Paulsen
Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute
Character assigned 100 A1 Steel
2A + 10K
TUES. 27 SEP 1892
This vessel appears to have been built in accordance with the Rules & the approved plans. The weight of the chain cable is 19 lbs less than required but this was approved by the Classing Committee on the 9th August 192.
It is submitted this vessel appears worthy to be classed 100 A.1. Steel as recommended
100 A.1. Steel
10K
Lloyd's Register Foundation