ng Vessel. ~~IRON OR~~ STEEL SAILING SHIP.

(Received at London Office THURS. 8 JUN 1893)

Date of completion of Report 6th June, 1893. Port of Leith

33 Survey held at Grangemouth Date of First Survey 9th Novr. 1892 Last Survey 5th June, 1893.

Steel Bkn. "La Viguesa" Rig 3 Masts - Barquentine.

under Deck	576.91
	59.81
Dr. / ak	✓
e House	✓
s on Deck	✓
of Hatchways	7.56
stle	21.33
nage	665.61
pace	31.05
FEES..	634.56
ion spaces	27.13
onnage eam....	607.43

ONE ~~OR TWO~~ DECKED VESSEL.

CLASS 100 A1

	FEET.
Half Breadth (moulded)	15.50
Depth from upper part of Keel to top of Upper Deck Beams	16.50
Girth of Half Midship Frame (as per Rule)	28.92
1st Number	60.92
Length	164.875
2nd Number	10044.185
Proportions—Breadths to Length	5.31
Depths to Length—Upper Deck to top of Keel	9.99

Destined Voyage Vigo

Master J. Gantes

Year of Appointment (1) As master in service of owner of present vessel:—1893 (2) As master of this vessel 1893

Built at Gmth.

When built 1892 & 93 Launched 29th May, 1893.

By whom built Gmth. Dkyrd Comp.y

Owners Babe & Co.

Managers

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

Residence Vigo

Port belonging to Vigo (Spain)

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

	Feet.	Inches.		Feet.	Inches.		Feet.	Inches.	
deck	164	10½	BREADTH— Moulded.....	31	0	DEPTH— Top of Floors to Upper Deck Beams..	15	½	No. of Decks with Flat laid One No. of Tiers of Beams One & Web Frames

ms of Ship per Register, Length 171.7 breadth 31.1 depth 15.05. Moulded depth, ft. 15 in. 10½. Round up of Beam 7½ ins.

NGS ~~AND CASTINGS~~.

	Inches in Ship.	Inches per Rule. Or as Approved.
~~or Side Plates, depth and thickness~~		
ling and thickness	6¾ × 1⅞	6¾ × 1⅞
T, do. do.	6¾ × 1⅞	6¾ × 1⅞
E of RUDDER, diameter at head..	4¼	4¼
,, ,, at heel..	2½	2½
ow constructed Ordinary Way		
r be unshipped afloat? yes		

FRAMING.

	Inches in Ship.	Inches in Ship.	10ths or 20ths in Ship.	Inches per Rule Or a	Inches per Rule as Appro	16ths or 20ths per Rule ved.
les, ~~or ⌐ Bars~~, for ⅜ length amids..	3½	3	7	3½	3	7
each end	3½	3	6	3½	3	6
~~of Double Bottoms~~						
rames from moulding edge to lge, all fore and aft		22			22	
FRAME, Angles	3	2½	6	3	2½	6
pth and thickness of Floor Plate mid line for ⅜ length amidships..		17½	8		17½	8
ss at the ends of vessel			7			7
t ¾ the half breadth, as per Rule ..		9			8¾	
extended at the Bilges		35			35	
~~BRACKETS, in Cell Dble Bottoms~~						
,, distance apart						
RDER, in Dbl. Btm., dpth & thcknss						
Angles, Top Bottom						
ERS, number and thickness						
Angles						
LATE, depth (exclusive of flange and thickness)						
,, Angles						
TOM PLATING, br'dth & thickn's of **Middle Line Strake**						
,, Remainder						
in Deck, Single ~~Angle~~, Bulb Angle, ~~Plate or Tee Bulb~~	6	3	7	6	3	7
~~gles on Upper Edge~~						
erage space		22			22	
~~er Deck,~~ ~~Plate or Tee Bulb~~. Angles ~~gles on Upper Edge~~ outside oil tanks	5½	3½	7	5½	3½	7
erage space		22			22	
~~d, Plate or Tee Bulb~~						
~~gles on Upper Edge~~						
~~erage space~~						
p or Bridge Deck, Single Angle, ~~Bulb Angle, Plate or Tee Bulb~~	5	3	7	5	3	7
~~gles on Upper Edge~~		44			44	
erage space						
ecastle Deck, Single ~~Angle~~, Bulb Angle, ~~Plate or Tee Bulb~~	6	3	7	6	3	7
~~gles on Upper Edge~~						
erage space		44			44	
'tween Decks, at Centre line. Size	2½			2½		
,, ,, ,, Spacing		44×88			44×88	
,, ,, ~~Quarter.~~ ~~Size~~						
,, ,, ,, ~~Spacing~~						
n Holds, at Centre line Size	3⅛			3⅛		
,, ,, ,, Spacing		44×88			44×88	
~~Tanks~~ Quarter ... Angles. Size	4½	3	6	4	3	6
,, ,, Spacing		66			66	
ES, Breadth and thickness		15.	7		15	7
Number and Spacing 8 as per profile drawing						
le Stringers, breadth and thickness. 2 in tanks × 1 in holds		15	7		15	7
~~or Tee Bars~~ to Web-Frames	3	2½	6	3	2½	6

KEELSONS AND STRINGERS.

	Inches in Ship.	Inches in Ship.	16ths or 20ths in Ship.	Inches per Rule Or as	Inches per Rule as Approved.	16ths or 20ths per Rule ved.
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, ~~or Intercostal Plate~~		45	8		45	8
,, ~~Rider Plate~~						
,, ~~Bulb Plate to Intercostal Keelson~~						
,, ~~Horizontal Plates above floors~~	4	3	6	4	3	6
,, Angles						
SIDE KEELSON, Angles	4	3	6	4	3	6
,, ~~Bulb Plate for length~~						
,, Intercostal Plate for Oil Tanks length			6			6
,, Attached to outside Plating with Angle	3	3	6	3	3	6
BILGE KEELSON, Angle	4	3	6	4	3	6
,, ~~Bulb Plate for length~~						
,, ~~Intercostal Plates for len.~~						
,, ~~Attached to outside Plating with Angle~~						
BILGE STRINGER, Angles	4	3	6	4	3	6
,, ~~Bulb Plate for length~~						
,, ~~Intercostal Plates for len.~~						
,, ~~Attached to outside Plating with Angle~~						
SIDE STRINGER, Angles	3	2½	6	3	2½	6
,, ~~Bulb Plate for~~ ~~Dr.~~ ~~length~~	5	3	7	5	3	7
,, Intercostal Plate for whole len.		15	7		15	7
,, Attached to outside Plating with Angle	3	2½	6	3	2½	6
Main Deck Stringer Plate, on end of Beams, breadth and thickness		39	8		32	8
,, Angle on ditto		4 × 4 ×	7		3½ × 3½ ×	7
,, ~~Tie Plates fore and aft, outside Hatchways~~						
,, ~~Diagonal Tie Plates on Bms., No. of Prs.~~						
,, Flat of Deck*, material and thickness ~~Iron or~~ top of tanks			7			7
,, ,, ~~Iron or~~ Steel for whole length ends			6			6
,, ~~How fastened to Beams~~						
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		24	6		24	6
,, ,, Angle		3 × 3 ×	6		3 × 3 ×	6
,, Tie Plates on Beams		8	6		8	6
,, Flat of Deck, material and thickness		2 5/8			2 5/8	
Forecastle Deck Stringer Plate, b'dth & thkns		25	6		24	6
,, ,, Angle		3 × 3 ×	6		3 × 3 ×	6
,, Tie Plates on Beams		8	6		8	6
,, Flat of Deck, material and thickness		2 5/8			2 5/8	

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

PLATING.

	Inches in Ship.	10ths or 20ths in Ship.	Inches per Rule Or as	10ths or 20ths per Rule. Approved.
FLAT PLATE KEEL, breadth and thickness	32	12	32	12
PLATES in **Garboard** Strakes, br'dth & thickn's	42	9	42	9
,, from Garboard to lower part of Bilges .... *State Thickness of Plating in way of Double Bottom.*	alternately	7 × 8		7 × 8
,, **Bilges,** number of Strakes, and thickness	2 do.	8 × 9		8 × 9
,, Of ~~doubling at~~ Bilge, ~~or~~ increased thickness, and length applied all forces aft	2 strakes	1		1
,, from up. part of Bilge to lr. edge of Sh'rstrake	alternately	7 × 8		7 × 8
,, ~~Strake in way of Lower Deck Beams~~				
,, **Sheerstrake,** breadth and thickness	38	10	38	10
,, Poop ~~or Bridge~~ Sides		5		5
,, Forecastle Sides		5		5
Lengths of Plating 9 × 8 frame spaces				

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

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LTH563-0093 (112)

D.- 2000—T. & S.—31-5-90.

Robert Edmund Taylor & Son, Printers, 19, Old Street, Goswell Road, London.

Ceiling betwixt Decks, thickness and material	2" Pine
„ in hold do. do.	2½ do.
Number of Breasthooks	5
„ Crutches	5

BULKHEADS. No. in Vessel 7 Reqd. by Rule 7

	Thickness.	Angles.	Spacing.	Height up.	Sngl or Dbl. Frames.
W. T. Buldheads	6/20	Bulb angles & Web Plates as pr. plan; Vrtcl. 6 × 3 × 8/20	24	Upper Dk.	Single 5 × 5 × 8/20
		Hrzntl. 6 × 3 × 3 × 7/20 channel	60		
Partitions	✓	Vrtcl. / Hrzntl.			
Longitudinal	6/20	Vrtcl 6 × 3 × 8/20 bulb angles	22	Expn. Hatch	

Are the outside Plates doubled two spaces of Frames in length? Yes, except in Oil tanks.

The **FRAMES** extend in one length from Keel to Gunwale Riveted through Plates with 7/8 × 3/4 in. Rivets, about 5¼ × 4½ apart.
The **REVERSED ANGLES** on floors and frames extend from middle line to Main Dk. and to hold upper stringer 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 7/8 in. diameter, averaging 3⅛ ins. from centre to centre.
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 2¾ ins. from centre to centre.
Butts from Keel to turn of Bilge, worked ~~carvel, treble or double riveted; treble for~~ ~~lgth.; with rivets~~ ~~in dia., averaging~~ ~~ins. from cr. to cr.~~
„ „ „ overlapped for whole length, treble riveted for ½ length; with rivets 3/4 in dia., averaging 2¼ ins. from cr. to cr.
Butts of all Strakes at **Bilge** for whole length, treble riveted with Butts ~~Straps~~ overlapped ~~thicker than the plates they connect.~~ 4 butts quadruple.
Edges from Bilge to Sheerstrake, worked clencher, double ~~or~~ single riveted; with rivets 3/4 in. diameter, averaging 2¾ ins. from centre to centre.
Butts from Bilge to Sheerstrake, worked ~~carvel, treble or double riveted; treble for~~ ~~lgth.; with rivets~~ ~~in dia., averaging~~ ~~ins. from cr. to cr.~~
„ „ „ overlapped for whole length, treble riveted for ½ length; with rivets 3/4 in dia., averaging 2¼ ins. from cr. to cr.
Edges of Sheerstrake, single & double riveted. **Butts of Sheerstrake,** treble riveted for ½ length amidships & in way of tanks.
Butts of Main Stringer Plate, treble riveted for ½ length amidships. ~~Single or Double Straps to Stringer Plate, for~~ ~~length amidships.~~
~~Butts of Inner Bottom Plating,~~ ~~riveted for~~ ~~length amidships.~~ **Butts of Centre Girder,** treble riveted.
Breadth of edge laps of Shell Plating in double riveting 5¼ × 4½ **Breadth of edge laps of Shell Plating** in single riveting 2½
Butt Straps of Shell Plating, breadth and thickness 16¾ × 9 × 7/20 (double) 16¾ × 8 × 6/20 (double) **Butts, If Lapped,** breadth of Laps 7½ × 5 (quadruple 10")
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: Dalzell, Lanarkshire, Consett, Mossend, Parkhead.—
Workmanship. Are the butts of plating planed or otherwise fitted? All overlapped except keelplate & sheerstrake, which are double strapped in way of oil tanks.—
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 the plating? No
Are the butts of Plating, Stringers, &c., properly shifted and strapped or lapped? Yes

State whether Rivets are of Iron or Steel. ~~Iron~~

MASTS AND SPARS according to approved drawing.

		Material.	Total length.	At Partners.	Heel.	Hounds.	Head.	Number of Plates in Round.	Angles Number.	Angles Size.	Riveting Seams.	Riveting Butts.
Lower Masts	Fore	Steel	62' 9"	21 × 7/20	16½ × 6/20	17½ × 6/20	14 × 6/20	2	—	—	Double	Double & Treble
	Main	Do	69' 0	18½ × 6/20	14½ × 5/20	15¼ × 5/20	12½ × 5/20	2	—	—	Do	Do Do
	Mizen	Wood										
	~~Jigger~~											
Bowsprit		Steel	17' 4" outside	20 × 7/20	17 × 7/20		17¼ × 6/20	2	2	3 × 3 × 6/20	Do	Treble
Topmasts	Fore	Wood										
	Main	do										
	Mizen	do										
	~~Jigger~~											

Yards		At Centre	At Ends
Yards	Fore		
	Main	„	„
	Crossjack	„	„
	Jigger	„	„
Fore Topsail Yards	Lower	„	„
	Upper	„	„
Main	Lower	„	„
	Upper	„	„
Mizen	Lower	„	„
	Upper	„	„
Jigger	Lower	„	„
	Upper	„	„

Remainder of **Spars** Wood
Rigging. Material and Size, **Shrouds** 3" & 2½" steel wire, Mizen 2¼" **Stays** 3", 2½ & 2¼ steel wire Quality good
Sails. Two Suits of all principal Sails, and the following Spare Sails —

EQUIPMENT No. 10713.79 **LETTER** M. **ANCHORS.**

Number of Certificate.		Weight, Ex. Stock Cwts.	qrs.	lbs.	Weight of Stock Cwts.	qrs.	lbs.	Test per Certificate Tons.	cwts	qrs.	lbs.	Weight Req. per Rule Cwts.	qrs.	lbs.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
15495	1st Bower	18	2	12	5	0	0	19	10	3	21	18	0	0	Rodgers S. L.	Wood Aston & Co	Tipton, 2nd May 93. E. R. Sitt
15496	2nd „	17	1	25	4	1	7	18	12	2	0	18	0	0	Do	Do	Do Do Do
15494	3rd „	15	1	7	3	3	4	16	16	2	7	15	1	0	Ordinary S. L.	Do	Do 6th do Do
	4th „																
	Collective weight	51	1	16								51	1	0			
15493	Stream	6	2	3	1	3	14	8	17	2	0	6	2	0	Do	Do	Do 2nd May 93 Do
15492	Kedge	3	1	12	0	3	25	5	16	2	7	3	1	0	Do	Do	Do Do Do
15491	2nd Kedge	1	2	0	0	2	0	3	18	3	0	1	2	0	Do	Do	Do Do Do

If Patent state Name of Patentee.

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.
13761		120-4'	1 7/16	55 5/8 & 37 1/8	126.1.13	240 - 1 7/16	Steel Link	Wood Aston & Co	Tipton 2nd May 93 E. R. Sitt
13823		120-3½	do	do	130.1.10	✓	Do	Do	Do 1st June 93 Do
	~~Iron~~ Stream ~~Chain~~ or Steel Wire	60	3	18	266.3.23	60 - 3	Steel Wire	Govan Rope & Sail Co	Glasgow 18th April 93.—
	Towline* if steel wire	75	3⅛	20	✓	75 - 3⅛	Do	Do	Do Do

HAWSERS AND WARPS

	Material.	Fathoms	Size.	Fathoms & Size. Per Rule.
~~Towline*~~				
Hawser	Steel Wire	90	2½	90 - 2½
	Do Hemp	90	7	—

Boats 1 Life Boat & 1 Dingy
Pumps, Number 5 Diameter of Barrel and Tail Pipe 4" × 2"
Windlass Emerson, Walker & Thompsons Iron Patent Capstan Good
Number of **Scuppers,** and number and dimensions of **Freeing Ports** On each side 3 scuppers & 3 ports 30" × 24"
Cargo Hatchways.—How formed? Steel Comings **Hatches,** If strong and efficient? Yes
State size **No. 1 Hatch** (Forward) 9' 4 × 7' 6 **No. 2 Hatch** 9' 0 × 8' 6 **No. 3 Hatch** 9' × 8' 6
Number of **Web Plates, Shifting Beams,** and **Fore** and **Afters** to each hatch Wood Fore & After.
Bulwarks, Height above deck and description 4' 9" of ¼ steel Main Rail, material and size Teak 8" × 3 Topgallant Rail Double Cape Iron.

The above is a correct description.
Builder's Signature (here only.) Grangemouth Dockyard Co. H. Miller *Surveyor's Signature* H. Paulsen
Surveyor to Lloyd's Register of British and Foreign Shipping.

Form 1 D

Order for Special Survey No. 577
Date 21st Novbr. 1892
~~Order for Ordinary Survey No.~~
~~Date~~
No. 179 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:
2nd. On the plating during the process of riveting	1892: — Novbr. 9. 24; Decbr. 2. 5. 12. 19. 26. 31. —
3rd. When the beams were in and fastened, and before the decks were laid	1893: — Jan. 10. 12. 14. 17. 20. 25; March 20. 24. 30; April 5. 10. 17. 22. 27.
4th. When the ship was complete, and before the plating was finally coated or cemeted	May 4. 10. 12. 16. 19. 23. 29; June 3. 5.
5th. After the ship was launched and equipped	

Total No. of Visits 31

State dates and initials of letters respecting this case 1892: 12th, 19th & 30th Novbr. 2nd, 5th & 16th Decbr. 1893: 28th Jan. 10th, 14th & 28th Febr.; 9th March. 26th May. M.

Reference should be made to any correspondence connected with the case.

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

Material & Workmanship Good.—

This vessel is built in accordance with the approved drawing of Midship Section forwarded to the Secretary on the 31st May, 93, and in conformity with the Rules.—

An installation of Electric light has been fitted by Messrs. Ernest Scott & Mountain (Lim^d), Newcastle on Tyne.—

5 Drawings are sent herewith, namely:— Profile & Dkplan; Bulkhead & Dk Rivetting; longitudinal & transverse bulkheads; masts & bowsprit; rigging Plan.—

The head of water used in testing the oil compartments was 12 feet see Surveyor's letter 10/6/93
E.R.J.

PARTICULARS FOR RECORD IN THE REGISTER BOOK.

Length of Poop 34 ft., ~~R.Q.D. or Break~~ ~~ft., Bridge Dk.~~ ~~ft.,~~ Forecastle 22.5 ft. (in feet and tenths).
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. (Steel) & Web Frames.—
Official No. 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
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 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, except in tanks Outside Paint

FREEBOARD assigned by the Committee, as per Secretary's Letter, dated 26th May, 1893.
2 ft. 7½ ins. In Salt Water
2 ft. 4½ ins. In Fresh Water
2 ft. 10½ ins. In Winter, in North Atlantic
To top of ~~Wood, Iron or~~ Steel upper deck.
State if marked on Vessel's sides in accordance with ~~Notice No. 572~~ Printed Instructions.

The amount of Entry Fee £ 3 : — : — is received by me, 10/6/1893 R.H.
Special.... £ 31 : 15 : —
Certificate* £ — : — : —
Travelling Expenses, if any £ 11 : 2 : —
* Certificate to be sent to Leith office.

I am of opinion this Vessel should be Classed ✠ 100 A1 "Steel" "Carrying Petroleum in Bulk"
H. Paulsen
Surveyor to Lloyd's Register of British & Foreign Shipping.

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

Committee's Minute FRI 9 JUN 1893
Character assigned 100 A1 Steel
Carryg. Petroleum in bulk
LA & CP
1 Dk (Stl.) & Web frames
7 K.

This Vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted that she is eligible to be classed 100 A1 ("Steel") "Carrying Petroleum in bulk" as recommended.

100 A1 (Steel) Carrying Petroleum in bulk.
1 Dk (Stl) & web frames
E.K. [illegible]

Full Certificate Written.

The Surveyor should be requested to state what head of water has been used in testing the compartments which are to be used [illegible]

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LTH563-0093 (2/2)