

3 Decks.

## IRON OR STEEL STEAMER.

(Received at London Office)

State if Report is also sent on the Machinery of the Vessel  
Date of completion of report 28 Dec 1895  
Port of Newcastle  
No. 29543 Survey held at Newcastle  
Date, First Survey 25 Feb 1895  
Last Survey 22 Dec 1895  
On the Steel S.S. "Buteshire"  
Rig Schooner

TONNAGE under  
Tonnage Deck... 5206.73  
Between Tonnage Dk. and 3rd and 4th Dk.  
Tonnage under Upper Deck...  
of Poop  
of Bridge House  
of Houses on Deck  
of excess of Hatchways  
of Forecastle  
of above Crown of Engine Room...  
Gross Tonnage 5274.02  
Less Crew Space 112.80  
Tonnage for Fees... 5461.22  
Less Engine Room 1783.69  
Navigation Spaces 41.83  
Register Tonnage 3636.00  
as cut on Beam...

THREE DECKED VESSEL.  
CLASS 100A1

Half Breadth (moulded) 26.89  
Depth from upper part of Keel to top of Upper Deck Beams 23.06  
Birth of Half Midship Frame (as per Rule) 54.34  
deduct 7 feet 4  
1st Number 104.32  
Length 418  
2nd Number 44.839  
Proportions - Breadth to Length 4.64  
Depth to Length - Upper Deck to top of Keel 12.64  
Main Deck ditto 16.62  
Destined Voyage Australia

Master B. Boulton  
Year of appointment 1895  
Built at Newcastle  
When built 1895 Launched 10 Oct 1895  
By whom built H. & W. Thomson Ltd  
Owners Elderfield Steam Shipping Co  
Managers Turnbull, Martin & Co  
Residence London  
Port belonging to Glasgow  
If Surveyed while Building, Afloat, or in Dry Dock

NGTH on Deck Feet. Inches. 418 0  
BREADTH Feet. Inches. 54 9  
DEPTH top of Floor to Upper Deck Beams Feet. Inches. 23 0 1/2  
Do. do. Main Deck Beams 21 0 1/2  
Power of Horse Engines 600  
No. of Decks with flat laid 2  
No. of Tiers of Beams 21 deep frame  
Dimensions of Ship per Register, Length 420.0 breadth 54.0 depth 28.45 Moulded depth, ft. 22 ins. 0 To Upper Dk. Beam, Upper Dk. 13 ins.

FORGINGS OR CASTINGS.  
REL, Bar or Side Plates, depth and thickness  
TEM, moulding and thickness  
TERN-POST for Rudder do. do.  
for Propeller  
MAIN-PIECE of Rudder, diameter at head  
do. at heel  
RUDDER, how constructed Forged  
Can the Rudder be unshipped afloat? Yes

FRAMING.  
FRAME, Angles, or 7 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  
EVERSED FRAME Angles  
DOORS, 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  
height extended at the Bilges

FLOORS & BRACKETS in Cell Dble Bottoms  
Distance apart  
CENTRE GIRDER, in Dbl Btm. depth & thickness  
Angles, Top Bottom  
SIDE GIRDERS, number and thickness  
Angles  
MARGIN PLATE, dpth (excl. of flange) & thickness  
Angles  
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake  
in Engine and Boiler space  
Remainder in Holds

BEAMS, Upper Deck, Single Angle, Bulb  
Angle, Plate or Tee Bulb  
Angles on upper edge  
Average space  
BEAMS, Middle Deck, Single Angle, Bulb  
Angle, Plate or Tee Bulb  
Angles on upper edge  
Average space  
Lower Deck, Single Angle, Bulb  
Angle, Plate or Tee Bulb  
Angles on upper edge  
Average space

BEAMS, Hold, or Orlop, Plate or Tee Bulb  
Angles on upper edge  
Average space  
BEAMS, Poop and Bridge Deck, Angle, Bulb  
Angle, Plate or Tee Bulb  
Angles on upper edge  
Average space  
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb  
Angles on upper edge  
Average space

PILLARS, in 'tween Decks, Size and Spacing  
Hold  
WEB-FRAMES, in Fore Body, No. and spacing  
Brdth. & Thickness  
No. of Side Stringers  
WEB-FRAMES, in After Body, No. and spacing  
Brdth. & Thickness  
No. of Side Stringers  
Size of Angles or Tee Bars to Web Frames  
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness

Inches in Ship.  
Inches per Rule.  
Or as Approved.

Inches in Ship.  
Inches per Rule.  
Or as Approved.

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Inches per Rule.  
Or as Approved.

## KEELSONS &amp; STRINGERS.

CENTRE LINE KEELSON, Vertical Plate 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 length  
Intercoastal Plate, for length  
Attached to outside Plating with Angle

BILGE KEELSON, Angles  
Bulb or Plate above floors, for length  
Intercoastal Plate for length  
Attached to outside Plating with Angle  
BILGE STRINGER Angles  
Bulb Plate for length  
Intercoastal Plate for length  
Attached to outside Plating with Angle

SIDE STRINGER Angles  
Bulb or Intercoastal Plate for length  
Attached to outside Plating with Angle  
Upper Deck Stringer Plate, on ends of Beams, breadth and thickness  
Angle on ditto  
Tie Plates fore and aft, outside Hatchways  
Flat of Dk. \* Iron or Steel, for full Ing.

How fastened to Beams  
Middle Deck Stringer Plate, br'dth & thickness  
Angles on ditto, No. 21  
Tie Plates outside Hatchways  
Diagonal Tie Plates on Bms. No. of pres.  
Flat of Dk. \* Iron or Steel, for full Ing.

Wood Material & thickness  
How fastened to Beams  
Lower Deck Stringer Plate, br'dth & thickness  
Angles on ditto, No.  
Tie Plates, outside Hatchways  
Flat of Deck \* Material and thickness  
How fastened to Beams

Hold or Orlop Stringer Plate, br'dth & thickness  
Is the Stringer Plate attached to the outside Plating?  
Angles on ditto, No.  
Tie Plates outside Hatchways  
Flat of Deck \* Material and thickness  
How fastened to Beams

Poop Deck Stringer Plate, breadth & thickness  
Angle on ditto  
Tie Plates  
Flat of Deck, Material and thickness  
Bridge Deck Stringer Plate, breadth & thickness  
Angle on ditto  
Tie Plates  
Flat of Deck, Material and thickness

Forecastle Deck Stringer Plate, br'dth & thickness  
Angle on ditto  
Tie Plates  
Flat of Deck, Material and thickness  
PLATING.  
FLAT PLATE KEEL, breadth and thickness  
D'bling or inc. thickness & len. appl'd.

Inches in Ship.  
Inches per Rule.  
Or as Approved.

Inches in Ship.  
Inches per Rule.  
Or as Approved.

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Inches in Ship.  
Inches per Rule.  
Or as Approved.

Ceiling betwixt Decks, thickness and material.		BULKHEADS. No. in Vessel		No. Reqd. by Rule	
" in hold	do.	Thickness	Angles	Spacing	Height up
"	do.	W. T. BULKHEADS	Angles	Spacing	Height up
Number of Breasthooks	8	PARTITION	Angles	Spacing	Height up
" Crutches	4	LONGITUDINAL	Angles	Spacing	Height up

The FRAMES extend in one length from *Keel to Bilge to Gunwale*. Riveted through plates with *1/2"* in Rivets, about *1/2"* apart. The REVERSED ANGLE on floors and frames from *Upper deck to 1/2" in midships, and 1/2" in fore and aft.*

RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c. Carboard, double riveted to *Bar Keel or Flat Plate Keel*, with rivets *1/2"* in diameter, averaging *1/2"* ins. from centre to centre. Edges of Carboards, and to upper part of Bilge, worked clencher, double riveted; with rivets *1/2"* in diameter, averaging *1/2"* ins. from centre to centre. Butts from Keel to turn of Bilge, worked clencher, double riveted; with rivets *1/2"* in dia., averaging *1/2"* ins. from cr. to cr. overlapped for *1/2"* length, treble riveted for *1/2"* length; with rivets *1/2"* in dia., averaging *1/2"* ins. from cr. to cr. Butts of *all* Strakes at Bilge for *1/2"* length, treble riveted with Butts *1/2"* thicker than the plates they connect.

from Bilge to Sheerstrake, worked clencher, double riveted; with rivets *1/2"* in diameter, averaging *1/2"* ins. from centre to centre. Butts from Bilge to Sheerstrake, worked clencher, double riveted; treble for *1/2"* length; with rivets *1/2"* in dia., averaging *1/2"* ins. from cr. to cr. overlapped for *1/2"* length, treble riveted for *1/2"* length; with rivets *1/2"* in dia., averaging *1/2"* ins. from cr. to cr. Edges of Sheerstrake, double riveted. Butts of Sheerstrake, treble riveted for *1/2"* length-amidships. Butts of Middle Deck Stringer Plate, treble riveted for *1/2"* length-amidships. Butts of Upper Deck Stringer Plate, treble riveted for *1/2"* length. Butts of Inner Bottom Plating *double lap* riveted for *1/2"* length. Butts of Centre Girder *treble* riveted *double straps*.

Breadth of edge laps of Shell Plating in double riveting *1/2"* Breadth of edge laps of Shell Plating in single riveting *1/2"* Butt Straps of Shell Plating, breadth and thickness *1/2"* Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted *1/2"*.

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.? *Steel, Messrs. Martin & Co., London & Newcastle-on-Tyne.*

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed* 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? *Yes*

MASTS, SPARS, &c.		DIAMETER AND THICKNESS.		No. of plates in round		ANGLES.		RIVETING.	
		At Partners.	Heel.	Hounds.	Head.	Number.	Size.	Seams.	Butts.
LOWER MASTS....	Fore .....	24 1/2"	24 1/2"	24 1/2"	24 1/2"	2	"	double	treble
	Main .....	26 1/2"	26 1/2"	26 1/2"	26 1/2"	2	"	double	treble

EQUIPMENT No. 12484 LETTER A.		ANCHORS.	
Number of Certificate.		Description of Anchor.	
1st Bower ..	29 2 1/2"	29 2 1/2"	29 2 1/2"
2nd ..	29 1 1/2"	29 1 1/2"	29 1 1/2"
3rd ..	29 1 1/2"	29 1 1/2"	29 1 1/2"
4th ..	29 1 1/2"	29 1 1/2"	29 1 1/2"
Collective weight ..	29 2 1/2"	29 2 1/2"	29 2 1/2"
Stream ..	29 2 1/2"	29 2 1/2"	29 2 1/2"
Kedge ..	29 2 1/2"	29 2 1/2"	29 2 1/2"
2nd Kedge ..	29 2 1/2"	29 2 1/2"	29 2 1/2"

CHAIN CABLES.		HAWERS AND WARPS.	
Number of Certificate.		Description of Cable.	
1st ..	29 2 1/2"	29 2 1/2"	29 2 1/2"
2nd ..	29 1 1/2"	29 1 1/2"	29 1 1/2"
3rd ..	29 1 1/2"	29 1 1/2"	29 1 1/2"
4th ..	29 1 1/2"	29 1 1/2"	29 1 1/2"
Collective weight ..	29 2 1/2"	29 2 1/2"	29 2 1/2"
Stream ..	29 2 1/2"	29 2 1/2"	29 2 1/2"
Kedge ..	29 2 1/2"	29 2 1/2"	29 2 1/2"
2nd Kedge ..	29 2 1/2"	29 2 1/2"	29 2 1/2"

Boats *2 Slip Boats and 3 others* Diameter of Barrel and Tail Pipe *5" + 3"* The Windlass is *Steam by Hark Chapman & Co.* Capstan *Wood* Engine Room Skylights. How constructed? *Iron Cornings and Wood Top* What arrangements for deadlights in bad weather? *Strong glass &c.* Coal Bunker Openings. How constructed? *Cast Iron* How are lids secured? *Locked* Number of Scuppers, and number and dimensions of Freeing Ports, &c. *4 Scuppers, and 4 Freeing ports 50 x 21" in each side* Hatches, If strong and efficient? *Yes* State size No. 1 Hatch (Forward) *16 8 x 20 0"* No. 2 Hatch *16 8 x 20 0"* No. 3 Hatch *20 0 x 22 0"* No. 4 Hatch *16 8 x 20 0"* Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *1 Web, and 2 Iron fore and afters to each Hatch* Main Rail, material and size *Iron, 10"*

The above is a correct description. Builder's Signature (here only) *Arthur Pote.* Surveyor's Signature *James McNeil* Surveyor to Lloyd's Register of British and Foreign Shipping.

Order for Special Survey No. 250. Date *11 April* Order for Ordinary Survey No. 1592. Date *11 April* No. *316* in builder's yard. State dates and initials of letters respecting this case *16/1/93, 27/1/93, 6/2/93, 13/2/93, 17/2/93, 21/2/93, 11/4/93, 9/5/93, 12/7/93, 13/8/93.*

General Remarks (State quality of workmanship, &c.) *This is a sister vessel to the S.S. Pethashin. It is constructed in accordance with the approved amended plan forwarded to London on the 9th instant, and plan attached to 1st Entry Report on the S.S. Pethashin; the Secretary's Letter, and in other respects with the Rules for the 100 A 1 Steel. 3 decked class, and the materials and workmanship throughout are good. The decks and waterways have been tested by water and found efficient; the pumps, valves and water-tight doors, have been examined and tested and found in good working order.*

PARTICULARS FOR RECORD in the REGISTER BOOK. Length of Poop *41 1/2* ft., R.Q.D. or Break *"* ft., Bridge Dk *26 1/2* ft., F'castle *49* ft. (in feet and tenths) where the Poop is joined to the B.D., this should be distinctly stated *"*.

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) *Steel decks, Upper deck complete of steel, partially wood sheathed. Main deck Steel. 2 tiers of Beams, 1 deep, 1 side frames.*

PARTICULARS OF WATER BALLAST. Double bottom, aft, length *"* and water capacity in tons *"*. Double bottom, forward, length *"* and water capacity in tons *"*. Double bottom, under engines and boilers, length *"* and water capacity in tons *"*. If under engine only, or boilers only, state which *"*. Double bottom, constructed on the cellular system, length *15 1/2* ft. and water capacity in tons *1150*. Fore peak tank, water capacity in tons *140*. After peak tank, water capacity in tons *45*. 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 painted and Paint Outside Paint*

FREEBOARD assigned by the Committee, as per Secretary's Letter dated *12 April 1893*. In Summer *6 ft. 9 ins.* In Winter *4 ft. 3 ins.* For Winter in North Atlantic *4 ft. 8 1/2 ins.* Fresh Water above the centre of disc *6 ins.* State if marked on Vessel's sides in accordance with Notice No. 572 *Yes*

The amount of Entry Fee *£ 5 0 0* is received by me, *James McNeil*. Special *£ 6 10 0* 25.1.1894. Certificate *£ 2 0 0*. Travelling Expenses, if any *£ 0 0 0*. I am of opinion this Vessel should be Classed *\*100 A 1 Steel, 3 decked* James McNeil

Committee's Minute *TUES. 2 JAN 1894* Character assigned *100 A 1 Steel* This Vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted that it is eligible to be classed 100 A 1 Steel as recommended. *2 L & C + 2 Mc 12 1/2 93* *2 Des (S.S. - 10 ft x 10 ft) + deep framing 3 db Rule* *100 A 1 (Steel)* *11. B. - ALL DEN. (partially)* *EX.* *Lloyd's Register Foundation*