

STEEL ~~IRON~~ SHIP.

W1049-0185

(Received at London Office.)

No. 9566 Survey held at Port Glasgow Date, First Survey 12th Dec 1887 Last Survey 28th Aug 1888
On the Steel Screw Steamer "Lord Rosebery" 2 Pk. Mast Schooner Rig.
Master J. Porteous '84-88
Built at Port Glasgow
When built 1888 Launched 27th July 1888
By whom built Russell & Co.
Owners J & A Wyllie
Residence Groon, Ayr.
Port belonging to London
Destined Voyage Mediterranean Sea
If Surveyed while Building, Afloat, or in Dry Dock.
Built under Special Survey.

TONNAGE under Tonnage Deck } 965.91
Ditto of Lower Spar, or Lower Deck. } 7.4
Ditto of Poop, or Raised Or. Dk. } 254.61
" of Houses on Deck } 5.49
" of Forecastle } 31.13
Gross Tonnage } 1264.54
Less Crew Space } 52.21
" } 1212.33
Less Engine Room } 404.65
Register Tonnage } 807.68
" as out on Beam }

ONE, OR TWO DECKED, THREE DECKED VESSEL,
SPAR, OR AWNING DECKED VESSEL.
Half Breadth (moulded) ... 16.42
Depth from upper part of Keel to top of Upper Deck Beams ... 18.62
Girth of Half Midship Frame (as per Rule) ... 31.66
1st Number ... 66.7
1st Number, if 2-Decked Vessel ... 230
Length ... 153.41
2nd Number ... 153.41
Proportions— Breadths to Length ... 7.0
Depths to Length— Upper Deck to Keel ... 1/2.35
Main Deck ditto ...

| LENGTH | Feet. | Inches. | BREADTH | Feet. | Inches. | DEPTH | Feet. | Inches. | Power of Engines | Horse. | N ^o . of Decks with flat laid | N ^o . of Tiers of Beams |
|---|-------|---------|-------------|-------|---------|---------------------------------------|-------|---------|------------------|--------|--|------------------------------------|
| on deck as per Rule ... | 230 | 0 | Moulded ... | 32 | 10 | top of Floors to Upper Deck Beams ... | 16 | 11 | 98 | 98 | One | Two |
| Dimensions of Ship per Register, length, 231.3 breadth, 33.0 depth, 17.0. | | | | | | | | | | | | |
| KEEL, depth and thickness ... | | | | | | | | | | | | |
| ITEM, moulding and thickness ... | | | | | | | | | | | | |
| TERN-POST for Rudder do. do. ... | | | | | | | | | | | | |
| " " for Propeller ... | | | | | | | | | | | | |
| Distance of Frames from moulding edge to moulding edge, all fore and aft ... | | | | | | | | | | | | |
| FRAMES, Angle Iron, for 1/2 length amidships ... | | | | | | | | | | | | |
| Do. for 1/2 at each end ... | | | | | | | | | | | | |
| REVERSED FRAMES, Angle Iron ... | | | | | | | | | | | | |
| FLOORS, depth and thickness of Floor Plate at mid line for half length amidships ... | | | | | | | | | | | | |
| " thickness at the ends of vessel ... | | | | | | | | | | | | |
| " depth at 1/2 the half-bdth. as per Rule ... | | | | | | | | | | | | |
| " height extended at the Bilges ... | | | | | | | | | | | | |
| BEAMS, Upper, Spar, or Awning Deck } Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron } 6 3 9 6 3 9 | | | | | | | | | | | | |
| Angle or double Angle Iron on Upper edge ... | | | | | | | | | | | | |
| Average space ... | | | | | | | | | | | | |
| FRAMES, Main or Middle Deck } Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron } 6 3 9 6 3 9 | | | | | | | | | | | | |
| Angle or double Angle Iron on Upper Edge ... | | | | | | | | | | | | |
| Average space ... | | | | | | | | | | | | |
| BEAMS, Lower Deck } Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron } 9 9 9 9 9 | | | | | | | | | | | | |
| Angle or double Angle Iron on Upper Edge ... | | | | | | | | | | | | |
| Average space ... | | | | | | | | | | | | |
| KEELSONS Centre line, single or double plate, } 15 11 15 11 | | | | | | | | | | | | |
| " Rider Plate ... | | | | | | | | | | | | |
| " Bulb Plate to Intercoastal Keelson ... | | | | | | | | | | | | |
| " Angle Iron ... | | | | | | | | | | | | |
| " Double Angle Iron Side Keelson ... | | | | | | | | | | | | |
| " Side Intercoastal Plate ... | | | | | | | | | | | | |
| " Attached to outside plating with angle iron ... | | | | | | | | | | | | |
| BILGE Angle Iron ... | | | | | | | | | | | | |
| " do. Bulb Iron ... | | | | | | | | | | | | |
| " do. Intercoastal plates riveted to plating for length ... | | | | | | | | | | | | |
| BILGE STRINGER Angle Iron ... | | | | | | | | | | | | |
| " Intercoastal plates riveted to plating for length ... | | | | | | | | | | | | |
| MIDDLE STRINGER Angle Iron ... | | | | | | | | | | | | |

the FRAMES extend in one length from middle line to Annular
the REVERSED ANGLE IRONS on floors and frames extend from middle line to Upper deck
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes
PLATING. Garboard, double riveted to Keel, with rivets 1/8 in. diameter, averaging 5 1/8 ins. from centre to centre.
Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets 1/4 7/8 in. diameter, averaging 3 1/2 ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 1/4 7/8 in. diameter averaging 2 1/2 3/8 ins. from centre to centre.
Butts of 3 Strakes at Bilge for half length, treble riveted with Butt Straps, thicker than the plates they connect.
Edges from Bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets 3/4 7/8 in. diameter, averaging 3 1/2 3/8 ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 7/8 in. diameter, averaging 2 1/2 3/8 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 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for half length.
Breadth of laps of plating in single riveting 4 1/2 5/4 Breadth of laps of plating in single riveting
Butt Straps of Keelsons, Stringer and treble, double or single Riveted? Double & Treble No. of Breasthooks, 2 Crutches, Dry floors
Description of Steel is used ms, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Siemens Steel
Builder's name or trade mark, Scotland & Parkhead
Is there a correct description of the pressure of shell by Pressure
Signature, Surveyor's Signature. Res. Loring
Surveyor to Lloyd's Register of British and Foreign Shipping.

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

If from Deck, state if whole or part, and if wood deck to solid structure.

Workmanship. Are the butts of plating planed or otherwise fitted? *Planned*
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? *a few*
Do any rivets break into or through the seams or butts of the plating?

Masts, Bowsprit, Yards, &c., are *Iron* 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 Material, and if stamped with Maker's name.
State also Length and Diameter of Lower Masts and Bowsprit. *The spars are in accordance with approved plan attached hereto. The Iron has been tested as required and found good. "Bowersfield" brand.*

| NUMBER & LETTER for EQUIPMENT | | 16700(70) | Test per Certificate. | Inches per Rule. | Machine where Tested and Superintendent, also Number of Certificate. | ANCHORS. | N ^o . | Weight. Ex. Stock. | Test per Certificate | W'ght req'd per Rule. | Machine where Tested and Superintendent, also Number of Certificate. |
|---|--------------------------|--|-----------------------|------------------|--|---------------|------------------|--------------------|----------------------|-----------------------|--|
| SAILS. | CABLES, &c. | Fathoms. | Inches. | | | Bower Anchors | 1 | 21.0.24 | 21.16.1.0 | 21.0.0 | 23535-26/4 |
| | Chain | 120-27 1/2 | 1 1/2 | 58.14.0.0 | 240-18 1/8 | 18217-26/8/88 | 1 | 21.0.20 | 21.16.1.0 | 21.0.0 | 23533-26/4 |
| | Fore Sails, | 119-47 1/2 | 1 1/2 | 58.14.0.0 | 240-18 1/8 | 18223-26/8/88 | 1 | 18.2.13 | 19.10.3.21 | 18.0.0 | 23534-26/4 |
| | Fore Top Sails, | 75 | 1 1/2 | 58.14.0.0 | 240-18 1/8 | 1756-17/4/88 | 1 | 61.0.1 | 60.0.0 | | |
| | Fore Topmast Stay Sails, | 90 | 3 1/2 | 58.14.0.0 | 240-18 1/8 | 1756-17/4/88 | 1 | 7.0.18 | 9.9.1.14 | 7.1.0 | 23266-19/3 |
| | Main Sails, | 90 | 3 1/2 | 58.14.0.0 | 240-18 1/8 | 1756-17/4/88 | 1 | 3.1.7 | 5.16.2.7 | 3.2.0 | 23564-30/4 |
| | Main Top Sails, and | 90 | 5 1/2 | 58.14.0.0 | 240-18 1/8 | 1756-17/4/88 | 1 | 1.3.7 | 4.7.0.21 | 1.3.0 | 23538-26/4 |
| Standing and Running Rigging | | All tested at N. K. & Co. by R. G. Lewis | | | | | | | | | |
| The Windlass is | | Clark Chapman & Sons' Capstan | | | | | | | | | |
| Engine Room Skylights. | | How constructed? Leak head on iron coaming. | | | | | | | | | |
| What arrangements for deadlights in bad weather? | | Canvas covers. | | | | | | | | | |
| Coal Bunker Openings. | | How constructed? Hatched on each side | | | | | | | | | |
| Scuppers, &c. | | What arrangements for clearing upper deck of water, in case of shipping a sea? 3 Ports, 2 Scuppers, and 2 Brooming pipes on each side. | | | | | | | | | |
| Cargo Hatchways. | | How formed? Iron coamings | | | | | | | | | |
| State size Main Hatch | | 20' 8" x 10' 11" x 29' high | | | | | | | | | |
| Fore Hatch | | 11' 4" x 10' 11" x 29' high | | | | | | | | | |
| Quarter Hatch | | 22' 11" x 10' 11" x 15' high | | | | | | | | | |
| If of extraordinary size, state how framed and secured? | | None do. | | | | | | | | | |
| What arrangement for shifting beams? | | Two dup w't plates in both Main & Quarter Hatchways. | | | | | | | | | |
| Hatches, If strong and efficient? | | Yes, Solid. | | | | | | | | | |

Standing and Running Rigging *Sal. Steel wire* sufficient in size and *good* in quality. She has *2 Lift. Long* Boats and *2 others*
The Windlass is *Clark Chapman & Sons' Capstan* and Rudder *good* Pumps *as approved.*

Engine Room Skylights. How constructed? *Leak head on iron coaming.* How secured in ordinary weather? *glass and brass rods*

What arrangements for deadlights in bad weather? *canvas covers.*

Coal Bunker Openings. How constructed? *Hatched on each side* How are lids secured? *Bars & Trappanins* Height above deck? *7"*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *3 Ports, 2 Scuppers, and 2 Brooming pipes on each side.*

Cargo Hatchways. How formed? *Iron coamings*

State size Main Hatch *20' 8" x 10' 11" x 29' high* Fore Hatch *11' 4" x 10' 11" x 29' high* Quarter Hatch *22' 11" x 10' 11" x 15' high*

If of extraordinary size, state how framed and secured? *None do.*

What arrangement for shifting beams? *Two dup w't plates in both Main & Quarter Hatchways.*

Hatches, If strong and efficient? *Yes, Solid.*

Order for Special Survey No. *1360* Date *7th Decr 1887*

Order for Ordinary Survey No. *188* in builder's yard. Date *7th Decr 1887*

State dates of letters respecting this case *1887. Decr 12. 16. 1888. Jan. 26. 31.*

General Remarks (State quality of workmanship, &c.) *The workmanship is good & the vessel has been constructed in accordance with the approved plans (5 in No.) - which together with the two forging reports are attached hereto - also in general conformity with the Rules, and the Committee's Circulars relating to steel. This vessel has a partial double bottom, on the prider system fitted in fore & after holds.*

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

Decr. 12. 16. 1888. Jan. 26. 31.

Feb. 1. 9. 14. 21. 24. 27. 28. March 2. 6. 7. 10. 13. 16. 20. 23. 26. 27.

Apr. 2. 5. 7. 9. 12. 17. 27. 30. May 4. 9. 10. 14. 16. 21. 25. 29. 31.

June 5. 11. 15. 20. 22. 27. 29. July 2. 5. 18. 20. 23. 30.

Aug. 6. 9. 14. 17. 21. 22. 23. 28.

1887. Decr 19. 22. 1888. Jan 2. 18. Feb. 22. March 6. April 13.

Forecastle *31' 0"* including *3 ft. overhang, iron bulkhead & wing houses.*

Poop *135' 0"* iron bulkhead.

State if one, two, or three decked vessel, or if open, or covering decked; and the lengths of poop, bridge, forecastle, or raised quarter deck. (If double bottom, state particulars on separate form)

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

I am of opinion this Vessel should be Classed *100 A. 1. "Steel"* Iron *bulkheads. One deck (iron), 2 tiers of frames.*

The amount of the Entry Fee£ 4 : : : is received by me, *J. W.*

Special£ 55 : 6 : : 29th Aug. 1888

(to be sent as per margin). Certificate ... *gratis*

(Travelling Expenses, if any, £ *Nil*).

Committee's Minute

Character assigned *100 A. 1. Steel*

+ Lmb 8188

Lacp

FRIDAY 31 AUGUST 1888

12th Iron

2 x 13

well & k

FRI. 8 DEC 1889

Surveyor to Lloyd's Register of British and Foreign Ships

Lloyd's Register

Foundation