

STEEL IRON SHIP.

(Received at London Office,

No. 8165 Survey held at Glasgow

Date, First Survey 10th March Last Survey 6th Oct

1887

On the S.S. "Vascongada"

Master W. C. Wier 1887-1887

Built at Glasgow

When built 1887 Launched 29th Sept.

By whom built A. Stephen & Sons

Owners Ferguson & Reid

Residence 67 Hope Street, Glasgow

Port belonging to Glasgow

Destined Voyage Alexandria

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

Built under special survey

TONNAGE under 1179.78

Ditto of Third, Spar, or Awning Deck 133.39

Ditto of Deep-sea Raised Qr. Dk. 112.69

Ditto of Houses on Deck 6.31

Ditto of Forecastle 36.20

Gross Tonnage 1482.82

Less Crew Space 52.76

Less Engine Room 1430.06

Register Tonnage as cut on Beam 474.50

955.56

ONE, OR TWO DECKED, THREE DECKED VESSEL.

SPAR, OR AWNING DECKED VESSEL.

Half Breadth (moulded) 17.4

Depth from upper part of Keel to top of Upper Deck Beams 20.04

Girth of Half Midship Frame (as per Rule) 33.45

1st Number 70.89

1st Number of 3 Decked Vessel deduct 7 feet

Length 248.6

2nd Number 17623.25

Proportions— Breadths to Length 7.14

Depths to Length—Upper Deck to Keel 12.4

Main Deck ditto double bottom

LENGTH on deck as per Rule 248 7 BREADTH Moulded 34 10 DEPTH top of Floor to Upper Deck Beams 16 0 Power of Engines 140 No. of Decks with flat laid One No. of Tiers of Beams Two

Dimensions of Ship per Register, length, 250.0 breadth, 35.15 depth, 15.9 Moulded Depth 19.4 1/2

KEEL, depth and thickness Two slabs 9 1/2 x 1 1/2 Inches in Ship. Inches per Rule. 9 1/2 x 1 1/2

STEM, moulding and thickness 8 1/2 x 2 1/2 Inches in Ship. Inches per Rule. 8 1/2 x 2 1/2

STERN-POST for Rudder do. do. 8 1/2 x 5 Inches in Ship. Inches per Rule. 8 1/2 x 5

" for Propeller 8 1/2 x 5 1/2 x 5 1/2 x 5 Inches in Ship. Inches per Rule. 8 1/2 x 5

Distance of Frames from moulding edge to moulding edge, all fore and aft 24 24

FRAMES, Angle Steel, for 1/2 length amidships 4 1/2 3 7 4 1/2 3 7 (Class 100A) Inches in Ship. Inches per Rule. 20ths per Rule. 20ths per Rule. 20ths per Rule. 20ths per Rule.

Do. for 1/2 at each end 4 1/2 3 6 4 1/2 3 6

REVERSED FRAMES, Angle Steel 3 3 7 3 3 7

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships Brackets 60 super section

thickness at the ends of vessel

depth at 3/4 the half-bdth. as per Rule

height extended at the Bilges

BEAMS, Upper, Spar, or Awning Deck Single or double Ang. Iron, Plate or Tee Bulb Iron 7 3 9 7 3 9

Single or double Angle Iron on Upper edge 24 24

Average space

BEAMS, Main, or Middle Deck Single or double Ang. Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper edge

Average space

BEAMS, Lower Deck Single or double Ang. Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper edge

Average space

BEAMS, Hold, or Orlop Single or double Ang. Iron, Plate or Tee Bulb Iron 9 1/2 9 9 1/2 9

Single or double Angle Steel on Upper edge 4 4 8 4 4 8

Average space As per longitudinal plan 10th frame

KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates

Rider Plate

Bulb Plate to Intercoastal Keelson

Angle Irons

Double Angle Iron Side Keelson

Side Intercoastal Plate

do. Angle Irons

Attached to outside plating with angle iron

BILGE Angle Irons

do. Bulb Iron

do. Intercoastal plates riveted to plating for length

BILGE STRINGER Angle Irons Steels 5 4 9 5 4 9

Intercoastal plates riveted to plating for length

SIDE STRINGER Angle Irons

The FRAMES extend in one length from keel to gunwale Riveted through plates with 7/8 in. Rivets, about 7 apart.

The REVERSED ANGLE STEELS on floors and frames extend from middle line to hold beam str. A. 1. and to gunwale alternately

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 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 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 3/4 ins. from centre to centre.

Butts of all Strakes at Bilge for half length, treble riveted with Butt Straps 3/4 x 3/4 thicker than the plates they connect. See section

Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 3/4 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 double riveting 5 1/2 x 6 Breadth of laps of plating in single riveting 3

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble & double No. of Breasthooks, Six Crutches, Four

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Siemens Steel

Manufacturer's name or trade mark, Coats, Glydesdale, Mossend, and Dalzell.

The above is a correct description.

Builder's Signature, A. Stephen & Sons

Surveyor's Signature, J. Thomson

Surveyor to Lloyd's Register of British and Foreign Shipping.

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed.* 8165.981
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? *A few in the butts.*

Masts, Bowsprit, Yards, &c., are *pine* 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

Two pitch pine pole masts. Fore and aft rig.

NUMBER & LETTER for EQUIPMENT		19473(P)																							
SAILS.		CABLES, &c.		Fathoms		Inches.		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.	
N ^o .		Chain		270		19 1/8		47 1/2		270.158		Glasgow		Bower Anchors		1663		26-1-4		25-16-10		25-2-0			
Fore Sails,		(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)										G. Sudhouse		(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)		1664		25-3-11		25-10-1-7		25-2-0			
Fore Top Sails,		Iron Stream Chain		75		1		18		75.1		15 1/2 x 19 1/2 Dmg. 1889				1665		22-0-24		22-11-10		21-3-0			
Fore Topmast Stay Sails,		Steel Wire ..																							
		Hempen Stem ..																							
Main Sails,		Towline, Hemp		90		3 1/4		22		90.3 1/2				Stream Anchor		1666		9-0-12		11-4-2-21		8-2-0			
		Steel Wire ..		90		2 3/4		15 1/2		90.8 1/2				Kedge		1667		4-1-18		6-15-0-0		4-1-0			
Main Top Sails, and		Hawser												2nd Kedge.		1668		2-1-10		4-17-2-0		2-1-0			
		Warp		90		6				90.6															
		quality <i>Good</i>																							

Standing and Running Rigging *is wire & hemp* sufficient in size and *good* in quality. She has *1 life* ~~Long~~ Boat and *2 others*
The Windlass is *Clarke Chapman & Co's* Capstan and Rudder *Good* Pumps *Good*

Engine Room Skylights. How constructed? *Leak on iron comings* How secured in ordinary weather? *By slide bars*
What arrangements for deadlights in bad weather? *Solid shutters fitted with bulls eyes.*

Coal Bunker Openings. How constructed? *Iron comings* How are lids secured? *By hatch bars* Height above deck? *13"*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *On each side, forward 2 ports and 1 mooring pipe; aft 3 ports and 3 mooring pipes.*

Cargo Hatchways. How formed? *Of plates and angles fitted in the usual manner.*

State size Main Hatch *24'-0" x 12'-5" x 33"* Forehatch *16'-0" x 10'-0" x 33"* Quarterhatches *18'-0" x 10'-0" x 33" & 18'-0" x 12'-0" x 33"*

If of extraordinary size, state how framed and secured? *Two deep web plates in main hatchway and one in each of*

What arrangement for shifting beams? *The others. Through and afters in 12 feet and one in 10 feet hatchways.*

Hatches, If strong and efficient? *Solid 3-pine.*

Order for Special Survey No. <i>2104</i>		1st. On the several parts of the frame, when in place, and before the plating was wrought		1887: - Mar. 10, 15, 22, 25, 29, April 1, 6, 8, 12, 19, 22,	
Date <i>17th March 1887</i>		2nd. On the plating during the process of riveting		26, 29, May 3, 6, 10, 13, 17, 20, 24, 27, 31, June 3, 7, 10, 13,	
Order for Ordinary Survey No. <i>987</i>		3rd. When the beams were in and fastened, and before the decks were laid...		17, 27, 28, July 1, 5, 8, 12, 19, 26, 29, Aug. 2, 5, 9, 12, 16,	
Date <i>9/8/87</i>		4th. When the ship was complete, and before the plating was finally coated or cemented..		19, 25, 30, Sept. 2, 5, 6, 9, 13, 16, 20, 23, 27, Oct. 3, 6,	
No. <i>305</i> in builder's yard.		5th. After the ship was launched and equipped			

State dates of letters respecting this case *Secretary's 3rd & 10th Feb., and 15th July, 1887.*

General Remarks (State quality of workmanship, &c.) *The workmanship and material are of the best quality.*

This vessel is built of steel in accordance with approved tracing which was forwarded with freeboard report on the 27th Sept. The Secretary's letters referred to above, and in general conformity with the rules for the class contemplated.

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

How are the surfaces preserved from oxidation? Inside *By cement and paint.* Outside *By paint.*

I am of opinion this Vessel should be Classed **100 A 1*

The amount of the Entry Fee£ *4* : - : - is received by me, *(Signature)*

Special£ *60* : *15* : - *11/10/87*

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

(Travelling Expenses, if any, £ ...)

Committee's Minute

Character assigned *100 A 1 Steel*

L.A.C.P. 1 D K Steel

+ L.M.B. D.W.

Well Dr.

13/10/87

Jo. Thomson
Surveyor to Lloyd's Register of British and Foreign Shipping.

It is submitted that this vessel appears eligible to be classed 100 A.1. Steel as recommended 1 D K (Steel) 2 1/2 Dms
Cell D.B. (Particulars appended)
(Well Dr.)

Lloyd's Register
Foundation