

IRON OR STEEL SHIP.

(Received at London Office)

9970

No. 9970 Survey held at Glasgow

Date of writing Report 1st July

Port of Glasgow

Date, First Survey 19th Sept. 1889Last Survey 7th July

1890.

On the S.S. "Alceste"

TONNAGE under

Do. between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk.

Total under Upper Dk.

Do. of Poop

Do. of Raised Qr.

Dk. or Break

Do. of Bridge House

Do. of Houses on Deck

Do. of excess of Hatchways

Do. of Forecastle

Gross Tonnage

Less Crew Space

Less Engine Room

Register Tonnage

as cut on Beam

ONE OR TWO DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.

Half Breadth (moulded) 18.66

Depth from upper part of Keel to top of Upper Deck Beams 18.25

Girth of Half Midship Frame (as per Rule) 33.12

1st Number 70.03

1st Number if 2 Decked Vessel deduct 7 feet

Length 258.58

2nd Number 18108

Proportions Breadths to Length 6.92

Depths to Length Upper Deck to Keel 10.14

Main Deck ditto 14.16

Master J. P. Butt 1844-1890

Year of appointment 1890

Built at Glasgow

When built 1890 Launched 16th May

By whom built Mackie & Thomson

Owners Aitken & Walker

Managers

(If desired to be entered in Reg. Book.)

Residence As recorded

Port belonging to Glasgow

Destined Voyage Odessa

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

Built under Special Survey

LENGTH on deck as per Rule 258 7 BREADTH Moulded 37 4 DEPTH top of Floor to Upper Deck Beams 22 5 Do. do. Main Deck Beams 15 2 Power of Engines 130 No. of Decks with flat laid 2 No. of Tiers of Beams 2

Dimensions of Ship per Register, length, 260.2 breadth, 37.6 depth, 22.4

KEEL, depth and thickness 2. Side Bars 9 x 1 9 x 1

STEM, moulding and thickness 8 1/2 x 2 1/2 8 1/2 x 2 1/2

STERN-POST for Rudder do. do. 8 1/2 x 5 8 1/2 x 5

" for Propeller 8 1/2 x 5 8 1/2 x 5

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

Frames in double bottom 3 x 3 x 20 1/2 x 20 1/2

FRAMES, Angle Iron, for 1/2 length amidships 5 3 7 5 3 7

Do. for 1/2 at each end 5 3 6 5 3 6

REVERSED FRAMES, Angle Iron 5 3 7 5 3 7

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 36 6 36 6

thickness at the ends of vessel 6 6

depth at 3/4 the half-bdth. as per Rule 24

height extended at the Bilges 24

BEAMS, Upper, Spar, or Awning Deck 7 1/2 7 7 1/2 7

Single or double Angle Iron, Plate or Tee Bulb Iron 3 3 6 3 3 6

Average space 48 48

BEAMS, Main, or Middle Deck 7 3 10 7 3 10

Single or double Angle Iron, Plate or Tee Bulb Iron 7 3 10 7 3 10

Average space 24 24

BEAMS, Lower Deck 24 24

Single or double Angle Iron, Plate or Tee Bulb Iron 24 24

Average space 24 24

BEAMS, Hold, or Orlop 24 24

Single or double Angle Iron, Plate or Tee Bulb Iron 24 24

Average space 24 24

KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates 24 24

Rider Plate 24 24

Bulb Plate to Intercoastal Keelson 24 24

Angle Irons 24 24

Double Angle Iron Side Keelson 24 24

Side Intercoastal Plate 24 24

do. Angle Irons 24 24

Attached to outside plating with angle iron 24 24

BILGE Angle Irons 24 24

do. Bulb Iron 24 24

do. Intercoastal plates riveted to plating for length 24 24

BILGE STRINGER Angle Irons 5 4 9 5 4 9

Intercoastal plates riveted to plating for whole length 12 8 12 8

SIDE STRINGER Angle Irons See Hold Stringer

The FRAMES extend in one length from middle line to bilge thence to spar deck Riveted through plates with 7/8 in. Rivets, about 7 apart.

The REVERSED ANGLE IRONS on floors and frames extend from middle line to main deck str. angle and to spar deck 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 clench, 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 1/2 ins. from centre to centre.

Butts of all Strakes at Bilge for half length, treble riveted with Butt Straps 3/4 x 1/2 thicker than the plates they connect. See section

Edges from Bilge to Main Sheerstrake, worked clench, 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 1/2 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 whole length amidships. Butts of Upper or Spar Sheerstrake, treble riveted half length amidships.

Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for half length.

Breadth of laps of plating in double riveting 5 1/2 Breadth of laps of plating in single riveting 5 1/2

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble & double No. of Breasthooks, 2 Crutches, 34 deep floors.

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, Clydebridge, Dalzell, and Hallside.

The above is a correct description.

Builder's Signature, Mackie & Thomson

Surveyor's Signature, J. P. Thomson

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

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed* 9970 *yes*.
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 *Steel & fine* 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 *As per accompanying approved tracing.*
Plates stamped "Messend"

Number for Equip- ment 21857	CABLES, &c.			Test per Certificate. Tons.	Fathoms & Inches per Rule.	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS. Number of Certificate (State if any and which Anchors are Stockless.)	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested and Superintendent, also Name of Anchor Maker.
	Number of Certificate.	Fathoms.	Inches.								
Letter for do. <i>P</i>	14791	135 1/2	1 3/4	77 1/2	55 1/2	270-1 1/2	<i>Ketherington,</i>	12491	37-3-21	34-10-0-0	37-2-0 <i>Lipton</i>
N ^o . SAILS.	14792	135 1/2					<i>D. G. Lewis</i>	12492	37-3-8	34-8-0-14	37-2-0 <i>C. R. Scitt</i>
Fore Sails,							<i>J. P. Jones & Co</i>	12493	31-3-7	30-0-2-14	31-3-14
Fore Top Sails,											
Fore Topmast Stay Sails,											
Main Sails,	Iron Stream Caain	100 1/2	1 7/8	30 1/2	42 1/2	100-1 1/2					
Main Top Sails, and quality	Steel Wire										
<i>Good</i>	<i>Hempen Steel Cable</i>	90	3 1/2								
	TOWLINE—	100	3 1/2								
	Hemp or Steel Wire.										
	Hawser	90	9								
	Warp	90	7 1/2								

Standing and Running Rigging *wire and hemp* sufficient in size and *good* in quality. She has *2 Rigs* Long Boats and *2 others*.

The Windlass is *Emerson & Walker's* Capstan *—* and Rudder *Good* Pumps *Good*.

Engine Room Skylights.—How constructed? *Seakon trunk bulkheads* How secured in ordinary weather? *Bolted*.

What arrangements for deadlights in bad weather? *Seak shutters fitted with bulls eyes*.

Coal Bunker Openings.—How constructed? *Iron coverings* How are lids secured? *By hatch bars* Height above deck? *2 1/2*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Open bulwarks*.

Cargo Hatchways.—How formed? *Of plates and angles* Hatches, If strong and efficient? *Solid 3 pin*.

State size Main Hatches *20'-0" x 14'-0" & 16'-0" x 14'-0"* Fore hatch *16'-0" x 14'-0"* Quarter hatch *20'-0" x 14'-0"*

If of extraordinary size, state how framed and secured.... *One deep web plate and 3 fore & afters in each hatch* What arrangement for shifting beams? *—*

Order for Special Survey No. *2248*
Date *5th March 1889*
Order for Ordinary Survey No. *—*
Date *—*
No. *9* in builder's yard.
State dates of letters respecting this case *Secretary's 7th Feb., 8th June, and 21st Sept. 1889.*

1st.	On the several parts of the frame, when in place, and before the plating was wrought	1889:—Sept. 19, 23, 27. Oct. 1, 4, 9, 11, 14, 17, 22, 25, 29.
2nd.	On the plating during the process of riveting	31. Nov. 4, 7, 12, 14, 18, 21, 25, 27. Dec. 2, 5, 10, 13, 19, 23, 27. 1890:—
3rd.	When the beams were in and fastened, and before the decks were laid....	Jan. 10, 14, 17, 21, 24, 27, 29, 30. Feb. 3, 6, 11, 13, 17, 21, 24, 26, 28. Mar. 4, 7, 11, 14.
4th.	When the ship was complete, and before the plating was finally coated or cemented..	18. 20, 26, 31. April 3, 9, 14, 17, 21, 22, 26, 29. May 1, 6, 9, 13, 15, 22, 30.
5th.	After the ship was launched and equipped	June 11, 14, 24, July 2, 3, 7.

Total No. of Visits *—*

General Remarks (State quality of workmanship, &c.) *Workmanship and material good.*

This vessel is built of steel in accordance with midship section forward to London on the 1st July 1890, the accompanying tracings (4 in 8). The Secretary's letters referred to above, and in general conformity with the Rules for the Class contemplated.

Is a sister vessel to the S.S. "Persis"
The freeboard assigned by the Committee per Secretary's letter of the 7th Feb. 1889 has been marked on the sides of the vessel in accordance with notice h: 572 viz:— In winter 6'-0", in summer 5'-9", and Fresh Water line 4 1/2" above centre of Disc.

How are the surfaces preserved from oxidation? Inside *By Briggs patent cement & paint* Outside *Paint*

Particulars for Record in R.B.—Length of Poop *—* ft., R.Q.D. *—* ft., Bridge Dk., *—* ft., F'castle *—* ft.; No. of Dks. (excluding spar, awn., &c.) *One*
Material of dks. *Steel* If spar, awn. dk., &c. *Spar dk.* Material of spar, *—* dk., *Pine*; No. of tiers of beams (with and without dks. laid) *Two & 1*
Official No. *97661*; Signal Letters *LSVB* *double bottom, state particulars on separate form.*

I am of opinion this Vessel should be Classed *100 A. 1. Spar dk.—asp. With record of Freeboard.*

The amount of the Entry Fee *£ 40 : 3 : —* is received by me, *11/4/1890*

Special *£ 40 : 3 : —*
(to be sent as per margin): Certificate ...
(Travelling Expenses, if any, £ ...).

Committee's Minute

Character assigned

L & C
+ Lm 7/90

FRI 18 JULY 1890

100 A 1 Steel Spar dk
100 A 1 Steel Spar dk
+ Deep Framing

Surveyor to Lloyd's Register of British and Foreign Ships
It is submitted that this vessel appears eligible to be Classed
100 A. 1 (Steel) Spar dk. as recommen
100 A. 1 (Steel) Spar dk. + Deep Fram
Cell D.B. (particulars appended)
17/7/90