

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. 1889 Last Survey 7th July 1890

On the S.S. "Alceste" Rig Schooner Master J. P. Butt 1844-1890 Year of appointment 1894

TONNAGE under Tonnage Deck 1792.11
 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 47.35
 Do. of excess of Hatchways 10.36
 Do. of Forecastle
 Gross Tonnage 1849.82
 Less Crew Space 46.31 - 54.32
 24/1889 10.01/49 5.50
 Less Engine Room 591.94
 Register Tonnage as cut on Beam 1203.56

~~ONE OR TWO DECKED~~ ~~THREE 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
 2nd Number 18108
 Length 258.58
 Proportions Breadths to Length 6.92
 Depths to Length Upper Deck to Keel 10.14
 Main Deck ditto 14.16

Built at Glasgow
 When built 1890 Launched 16th May
 By whom built Mackie & Thomson
 Owners Aitken & Walker
 Managers
 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 Feet. Inches. BREADTH Moulded 37 4 Feet. Inches. DEPTH top of Deck Beams 22 5 Feet. Inches. Do. do. Main Deck Beams 15 2 Power of Engines 130 Horse. No. of Decks with flat laid Iron No. of Tiers of Beams Iron

Dimensions of Ship per Register, length, 260.2 breadth, 37.6 depth, 22.4 Moulded depth 17.6

	Inches in Ship	Inches per Rule		Inches in Ship	Inches per Rule
KEEL, depth and thickness	2, Side Bars 9 + 1	9 + 1	PLATES in Garboard Strakes, br'dth & thickness	48	11 - 48 11
STEM, moulding and thickness	8 1/2 x 2 1/2	8 1/2 x 2 1/2	" From Garboard to upper part of Bilges	10	10
STERN-POST for Rudder do. do.	8 1/2 x 5	8 1/2 x 5	" Of d'bling at Bilge, or increased thickness, and length applied		
" for Propeller	8 1/2 x 5	8 1/2 x 5	" From up. prt of Bilge to lr. edge of Sh'rstrake	10	10
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24 (Class 100 A)	" Main Sheerstrake, breadth and thickness	48	12 - 48 12
Frames in double bottom 3 x 3 x 20 to 20			" Of d'bling at Sh'atk. & lng. applied		
FRAMES, Angle Iron, for 2/3 length amidships	5 3 7	5 3 7	" From M'n. to Up. or Spar Dk. Sh'rstrake	12	12
Do. for 1/3 at each end	5 3 6	5 3 6	" Upper Spar Dk Sh'rstrake, br'dth & thicken'ss	40	12 - 40 12
REVERSED FRAMES, Angle Iron	5 3 7	5 3 7	Butt Straps to outside plating, breadth & thickness	16 1/2 x 9 1/2	14.9 - 16 1/2 x 9 1/2 14.9
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	36	6 36	Lengths of Plating	192	120
" thickness at the ends of vessel	6	6	Shifts of Plating, and Stringers	48	48
" depth at 2/3 the half-bdth. as per Rule	Straight on top as per approved section		Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	48	9 48 9
" height extended at the Bilges			Angle Iron on ditto	4 x 4 x 9	4 x 4 x 9
BEAMS, Upper, Spar, or Awning Deck	7 1/2	7 7 1/2	Tie Plates fore and aft, outside Hatchways	13	8 13 8
Single or double Angle Iron, Plate or Tee Bulb Iron	3 3 6	3 3 6	Diagonal Tie Plates on Beams No. of Pairs		
Average space	48	48	Flat of Up., Spar, or Awning Dk.	Plated in way of 2.43. space	
BEAMS, Main, or Middle Deck	7 3 10	7 3 10	How fastened to Beams	By bolts	3 1/2 p. pins 3 1/2
Single or double Angle Iron, Plate or Tee Bulb Iron			Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	50	10 50 10
Average space	24	24	Is the Stringer Plate attached to the outside plating?	Yes	
BEAMS, Lower Deck			Angle Irons on ditto, No. Iron	4 x 4 x 9	4 x 4 x 9
Single or double Angle Iron, Plate or Tee Bulb Iron			Tie Plates, outside Hatchways		
Average space			Diagonal Tie Plates on Beams, No. of pairs		
BEAMS, Hold, or Orlop			Flat of Middle Deck do.	Steel 6	6
Single or double Angle Iron, Plate or Tee Bulb Iron			How fastened to Beams	By rivets	
Average space			Stringer Plates on ends of Lower Decks, Hold or Orlop Beams	25	9 25 9
			Is the Stringer Plate attached to the outside plating?	Yes	
			Angle Irons on ditto, No. Iron	4 x 4 x 9	4 x 4 x 9
			Stringer or Tie Plates, outside Hatchways		
			Flat of Lower Deck		

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 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 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 3/8 ins. from centre to centre.
 Butts of all Strakes at Bilge for half length, treble riveted with Butt Straps 3/20 to 20 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 3/8 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 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

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble & double No. of Breasthooks, Six 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.
 Builder's Signature, Mackie & Thomson Surveyor's Signature, J. Thomson
 Surveyor to Lloyd's Register of British and Foreign Shipping.

State clearly where plating is of alternate thickness—as distinguished from diminished thickness at ends of vessel.
 * If Iron Deck, state if whole or part, and if wood deck is laid thereon.

Form No. 1 for Iron or Steel Ships—1000—2/4/89—Transfer Ink.

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 & 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 *As per accompanying approved tracing.*
Plates stamped "Messers"

Number for Equip-ment Letter for do. No.	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.									
21857	14791	135 1/2	1 3/4	77 1/2	270-1 1/2	Letherington	12491	37-3-21	34-10-0-0	37-2-0	Lipton	
	14792	135 3/8				D. G. Lewis	12492	37-3-8	34-8-0-14	37-2-0	C. R. Scitt	
						J. P. Jones & Co	12493	31-3-7	30-0-2-14	31-3-14		
							<i>The above are Taylor's Stockless</i>					
							Collective Weights	107-2-8		106-3-14		
							Stream	27457	9-3-16	12-0-0-0	9-2-0	Letherington
							Kedge	27458	5-9-18	7-9-2-21	4-3-0	D. G. Lewis
							2nd Kedge	27458	2-3-4	5-7-2-0	2-2-0	J. P. Jones

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? *Seak on 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 Hatch *20-0 x 14-0* Forehatch *16-0 x 14-0* Quarterhatch *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.	Date	Order for Ordinary Survey No.	Date	No.	in builder's yard.	DATES OF SURVEYS held while building as per Section 18.	1st.	2nd.	3rd.	4th.	5th.	Total No. of Visits
2248	5 th March 1889			9			1889:—Sept. 19, 23, 27. Oct. 1, 4, 9, 11, 14, 17, 22, 25, 29.	31. Nov. 4, 7, 12, 14, 18, 21, 25, 27. Dec. 2, 5, 10, 13, 19, 23, 27. 1890:—	Jan. 10, 14, 17, 21, 24, 27, 29, 30. Feb. 3, 6, 11, 13, 17, 21, 24, 26, 28. Mar. 4, 7, 11, 14.	18, 20, 26, 31. April 3, 9, 14, 17, 21, 22, 26, 29. May 1, 6, 9, 13, 15, 22, 30.	June 11, 19, 24, July 2, 3, 7.	

State dates of letters respecting this case *Secretary's 7th Feb., 8th June, and 21st Sept. 1889.*

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 n^o 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., & Spar dk. Material of spar, *—* dk., *Pine*; No. of tiers of beams (with and without dks. laid) *Two & 1/2*;
 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 : 0* is received by me, *11/4/1890* *J. Thomson*
 Special *£ 40 : 3 : 0*

(to be sent as per margin): Certificate ...
 Committee's Minute
 Character assigned *Large + dml 7/90*
 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) Spar dk. as recommended 1 Dk. (Steel) + Spar dk. + Deep Framing. See D.B. (particulars appended) 17/7/90

FRI 18 JULY 1890

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

Reference should be made to any correspondence connected with the case.
 Certificate to be sent to
 The Surveyors are requested not to write on or below the space for Committee's Minute.