

11638

No. 1 A.—2000—T. & S.—31-5-90.

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



11638-995

*H. P. Sparring*

BULKHEADS.		No. in Vessel	No. Req'd. by Rule	
Thickness	Angles	Spacing	Height up	Sngl. or Dbl. Frames.
W. T. BULKHEADS	4/8	Vrtel. 2 1/2 ft. 4/8 Hrztl. 2 1/2 ft. 4/8	30	To deck
PARTITION...		Vrtel. Hrztl.		
LONGITUDINAL.		Vrtel.		

Ceiling betwixt Decks, thickness and material *6x2*  
in hold do. do. *8*  
*H. Pine*  
Number of Breasthooks *Two and a half floors*  
Crutches *Two and a half floors*  
Are the outside Plates doubled two spaces of Frames in length? *Yes*  
The FRAMES extend in one length from *Keel* to *Gumwale* Riveted through Plates with *5/8* in. Rivets, about *4 1/2* apart  
The REVERSED ANGLE on floors and frames extend from *Centre line to Bilge stinger on every frame*  
*Double in the Engine and Boiler space*

RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c.

Garboard, double riveted to Bar Keel on Flat Plate Keel, with rivets, *7/8* in. diameter, averaging *4 1/2* ins. from centre to centre.  
Edges of Garboards and to upper part of Bilge, worked clencher, *double* riveted; with rivets *5/8* in. diameter, averaging *2 1/2* ins. from centre to centre.  
Butts from Keel to turn of Bilge, worked carvel, *double* riveted; treble for *whole* length; with rivets *5/8* in. dia., averaging *2 1/2* ins. from cr. to cr.  
" " " overlapped for *whole* length, *double* riveted for *whole* length; with rivets *5/8* in. dia., averaging *2 1/2* ins. from cr. to cr.  
Butts of " Strakes at Bilge for *whole* length, *double* riveted with Butt Straps *double* riveted thicker than the plates they connect.  
Edges from Bilge to Sheerstrake, worked clencher, *double* or single riveted; with rivets *5/8* in. diameter, averaging *2 1/2* ins. from centre to centre.  
Butts from Bilge to Sheerstrake, worked carvel, *treble* or *double* riveted; treble for *whole* length; with rivets *5/8* in. dia., averaging *2 1/2* ins. from cr. to cr.  
" " " overlapped for *whole* length, *double* riveted for *whole* length; with rivets *5/8* in. dia., averaging *2 1/2* ins. from cr. to cr.  
Edges of Sheerstrake, double *single* riveted. Butts of Sheerstrake, *double* riveted for *whole* length *double*.  
Butts of Main Stringer Plate, *double* riveted for *whole* length *double*. Single or Double Butt Straps to Stringer Plate for *whole* length.  
Butts of Inner Bottom Plating *double* riveted for *whole* length Butts of Centre Cider *double* riveted.  
Breadth of edge laps of Shell Plating in double riveting *3 3/4* Breadth of edge laps of Shell Plating in single riveting *2 1/4*  
Butt Straps of Shell Plating breadth and thickness *8" 7/20 to 9/20* Butts, if Lapped, breadth of laps *4 1/4*  
Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted? *treble and double*  
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.? *Siemens Martin Lanarkshire Steel Coy & Co. Clydebridge Steel Coy*

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? *a few only*  
Are the butts of Plating, Stringers, &c., properly shifted and strapped? *Yes*

MASTS, SPARS, &c.

	Material.	Total Length	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
LOWER MASTS....	Fore .....	<i>P Pine</i>									
	Main .....	<i>prles</i>									
	Mizen .....	<i>-</i>									
Bowsprit											
Topmasts, Yards and Remainder of Spars											
Rigging, Material and Size, Shrouds	<i>Steel wire</i>										
Sails.	<i>One</i>	Suit of									
Sails, and the following spare sails											

EQUIPMENT No. *2803.4* LETTER *a* ANCHORS.

Number of Certificate.	WEIGHT, EX. STOCK	WEIGHT OF STOCK	TEST, PER CERTIFICATE.				WEIGHT REQ. BY RULE			Description of Anchor.	Makers.	Where and when tested and Superintendent.
			Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
<i>14662</i>	1st Bower ..	<i>3 2 7</i>	<i>0 3 15</i>	<i>6 0 3</i>	<i>21</i>	<i>3 0 0</i>	<i>0</i>	<i>0</i>	<i>Ordinary</i>	<i>T. Parkes &amp; Son</i>	<i>Tipton 26 May 1892 E.R. Sitt</i>	
<i>14667</i>	2nd ..	<i>3 1 2</i>	<i>0 3 6</i>	<i>6 16 2</i>	<i>7</i>	<i>3 0 0</i>	<i>0</i>	<i>0</i>	<i>do</i>	<i>do</i>	<i>do</i>	
	3rd ..											
	Collective weight	<i>6 3 9</i>				<i>7 6 0</i>	<i>0</i>	<i>0</i>				
	Stream ....	<i>0 3 0</i>	<i>0 0 26</i>			<i>0 3 0</i>	<i>0</i>	<i>0</i>	<i>do</i>	<i>do</i>	<i>do</i>	
	Kedge .....	<i>0 2 2</i>	<i>0 0 20</i>			<i>0 2 0</i>	<i>0</i>	<i>0</i>	<i>do</i>	<i>do</i>	<i>do</i>	
	2nd Kedge ..											

CHAIN CABLES.

Number of Certificate.	Fathoms.	Size.	Test per Certificate.	Weight of Chain Cable.	Fathoms & Size.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	HAWERS AND WARPS.		
										Fathoms.	Size.	Fathoms & Size.
<i>13066</i>	<i>60 1/2</i>	<i>4 1/2</i>	<i>38 12 3/4</i>	<i>16 1 1/4</i>	<i>130 1/16</i>	<i>stud link</i>	<i>T. Parkes &amp; Son</i>	<i>Tipton 26 May 1892</i>	<i>TOWLINE</i>	<i>75</i>	<i>1 1/2</i>	<i>5 1/2</i>
<i>13067</i>	<i>60</i>	<i>4 1/2</i>	<i>38 12 3/4</i>	<i>16 1 1/4</i>	<i>130 1/16</i>	<i>do</i>	<i>do</i>	<i>26 May 1892</i>	<i>Hawser</i>			
<i>13068</i>	<i>45 1/2</i>	<i>1/2</i>	<i>3 6 2 1/2</i>	<i>17 4 1/2</i>	<i>45 3/16</i>	<i>draw link</i>	<i>do</i>	<i>25 May 1892</i>				
<i>Iron Stream Chain</i>												
<i>Towline if steel wire</i>												

Boats *Two*  
Pumps, Number *(Two) one in hold & one in peak* Diameter of Barrel and Tail Pipe *4 1/2" 4" barrels 2 1/4" 2" tail pipes*  
The Windlass is *J. Reid & Son* Capstan *✓*  
Engine Room Skylights.—How constructed? *Peak frame on Iron Casings*  
What arrangements for deadlights in bad weather? *Rods and covers*  
Coal Bunker Openings.—How constructed? *Cast iron rims* How are lids secured? *With clutches* Height above deck? *Flush*  
Number of Scuppers, and number and dimensions of Freeing Ports, &c. *Two scuppers, one mooring pipe and three wash ports 27x15 on each side of main deck*  
Cargo Hatchways.—How formed? *Plates and angles* Hatches, if strong and efficient? *Solid 2 3/4"*  
State size No. 1 Hatch (Forward) *11.8' x 6.8' x 14"* No. 2 Hatch *✓* No. 3 Hatch *✓* No. 4 Hatch *✓*  
Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *one fore and after in No 1 hatch*

Bulwarks, height above deck and description *3' 3" steel plates* Main Rail, material and size *Iron bending*  
The above is a correct description.  
Builder's Signature, (here only.) *John H. Gibson* Surveyor's Signature, *Charles Edwards*  
Surveyor to Lloyd's Register of British and Foreign Shipping.



11638.egl.

Order for Special Survey No. 2592  
Date 14 April 1892  
Order for Ordinary Survey No. ✓  
Date ✓  
No. 14 in builder's yard.

DATES OF SURVEYS held while building as per Section 18.

1st. On the several parts of the frame, when in place, and before the plating was wrought } 1892: Apr 6. 12. 22. 27 May 2. 9. 12. 17. 20. 25.  
2nd. On the plating during the process of riveting } 30. June 2. 6. 10. 17. 22. 27 July 5. 7. 9.  
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

Total No. of Visits 20

State dates and initials of letters respecting this case 14 April 1892 (M) 20 May 1892 (E)

General Remarks (State quality of workmanship, &c.) Workmanship and materials good throughout.  
This is a one deck steamer constructed of steel in accordance with the approved midship section forwarded to London on the 9th inst. the enclosed sketches and Secretary's letters of above dates.  
This vessel is specially built for the local fish trade.  
The fore and after peaks were fitted with water and proved satisfactory.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ✓ ft., R.Q.D. or Break 12 ft., Bridge Dk. ✓ ft., F'castle 14 ft.  
(in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. 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) One deck P. Pine One tier beams  
Official No. \_\_\_\_\_; Signal Letters \_\_\_\_\_

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 Engines only, or Boilers only, state which ✓  
Double bottom, constructed on the cellular system, length ✓ and water capacity in tons ✓  
Fore peak tank, water capacity in tons ✓. After peak tank, water capacity in tons ✓  
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 Cement and paint Outside Paint

FREEBOARD assigned by the Committee, as per Secretary's Letter, dated ✓  
State if marked on Vessel's sides in accordance with Notice No. 572 ✓

In Summer	ft. <u>✓</u> ins. <u>✓</u>	To top of Wood, Iron or Steel Upper Deck.
In Winter	ft. <u>✓</u> ins. <u>✓</u>	
For Winter in North Atlantic	ft. <u>✓</u> ins. <u>✓</u>	
Fresh Water above the centre of disc	ft. <u>✓</u> ins. <u>✓</u>	

The amount of Entry Fee..... £ 1 : : : is received by me, ✓  
Special ... £ 4 : : : 21/7/92  
Certificate\* £ 2 : : :  
Travelling Expenses, if any £ 2 : 14 : 11  
I am of opinion this Vessel should be Classed 100A1. steel

\*Certificate to be sent to Glasgow

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

Committee's Minute  
Character assigned TUES. 19 JUL 1892  
100A1  
steel  
1 Dk  
L. 126. P  
+ L. M. 6. 7. 92

This vessel appears to have been built in accordance with the Rules and the approved plans. The collective weight of the two brown anchors is 19 lbs. less than the weight required by Table 22. In other respects the vessel is eligible to be classed 100A1 (Steel) as recommended.

100A1 (Steel)  
1 Dk.

Lloyd's Register  
Foundation  
16/7/92

GLS165-0249 (2/2)