

~~1 or 2 Dks., R. Q. Dk.,
and Pt. Awng. Dk.~~

IRON OR STEEL STEAMER.

Received at London Office **THUR. 19 AUG 1945**

State if Report is also sent on the Machinery of the Vessel.

Date of completion of Report

Date, First Survey

Port of Glasgow

Last Survey

18

Rig no rif

Master J. Heddie

Year of appointment } owner of present vessel :—18 9
(2) As master of this vessel 18 9

t Glasgow

When built 1897 Launched 30/6/97

By whom built J. Shearer & son

Owners *J. G. Shearer & Son*

Managers
(Where necessary to be entered in Reg. Book).

Residence Kelvin Langh Glasgow

Port belonging to Glasgow

Destined Voyage *Nova Scotia* If Surveyed while Building, Afloat, or in Dry Dock *Building Afloat*

LENGTH on Deck
as per Rule.....

Feet.
124

Inches.
0

BREADTH—
Moulded.....

Feet.
33

Inches.
0

DEPTH—
Top of Floors to Main Deck
Beams.....

Feet.
12

Inches.
7

Power of
Engines

Horse.

No. of Decks with Flat laid
No. of Tiers of Beams.....

one
one

Dimensions of Ship per Register, Length, 125 breadth, 48 depth, 12.73. Moulded Depth, ft. 13 ins. 1. Round of Beam 6 inches.

FRAMING.

Inches
in Ship.

Inches
in Ship.

20ths
in Ship.

Inches
per Rule
Or a

Inches
per Rule
as Appro

ved.

RAME, Angles, 1, E or L Bars, for 1/2 length amidships

3 1/2

3

6

3 1/2

3

6

Dq. for 1/2 at each end

5

5

Do. in way of Double Bottoms at Solid Floors

Do. at intermdt. Blts.

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

22

22

REVERSED FRAME, Angles

3

2 1/2

5.6

3

2 1/2

5.6

BET FRAMING, depth of girder

FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships

18

6

15 1/2

6

" in way of Engines and Boilers

7.8

7.8

" thickness at the ends of vessel

6

6

" depth at 1/2 the half breadth, as per Rule

22

34

31

" height extended at the Bilges

FLOORS & BRACKETS, in Coll. Dble Bottoms

" Distance apart

CENTRE GIRDER, in Double Bottom, depth and thickness

" Angles, Top

" Bottom

SIDE GIRDERS, number and thickness

" Angles

MARGIN PLATE, depth (exclusive of flange) and thickness

" Angles

INNER BOTTOM PLATING, breadth and thickness

" thickness in Engine and Boiler space

" Remainder in Holds

BEAMS, Main and Raised Quarter Deck, Single Angle, Bull Angle, Plate or Tee Bulb

8 1/2

5 1/4

8

8 1/2

5 1/4

8

" Angles on Upper Edge

" Average space

44

44

BEAMS, Lower Deck, Single Angle, Bull Angle, Plate or Tee Bulb

" Angles on Upper Edge

" Average space

BEAMS, Hold, Plate or Tee Bulb

" Angles on Upper Edge

" Average space

BEAMS, Poop Deck, Angle, Bull Angle, Plate or Tee Bulb

" Angles on Upper Edge

" Average space

BEAMS, Bridge Deck, Angle, Bull Angle, Plate or Tee Bulb

" Angles on Upper Edge

" Average space

BEAMS, Forecastle Deck, Angle, Bull Angle, Plate or Tee Bulb

" Angles on Upper Edge

" Average space

BULKHEADS, In 'tween Decks, Size and Spacing

" Hold

" Quarter 'tween Dks.

" in Hold

WEB FRAMES, In Fore Body, No. and Spacing

" No. of Side Stringers

WEB FRAMES, In B. & B. Space, No. & Spacing

" Breadth & Thickness

WEB FRAMES, In After Body, No. and Spacing

" Breadth & Thickness

" No. of Side Stringers

" Size of Angles on Tee Bars to Web Frames

BRACKET PLATES to Stringers between Web Frames, Depth and Thickness

FORGINGS AND CASTINGS.

Inches in Ship.

Inches per Rule Or as Approved.

KEEL, Bar or Side Plates depth and thickness

7 x 1 5/8

7 x 1 5/8

STEM, moulding and thickness

6 1/2 x 3 1/4

6 1/2 x 3 1/4

STEM-POSTS for Rudder do. do.

6 1/2 x 3 1/4

6 1/2 x 3 1/4

" for Propeller

6 1/2 x 3 1/4

6 1/2 x 3 1/4

MAIN PIECE of Rudder, diameter at head

5 1/2

5 1/2

do. at heel

4 x 3 1/2

4 x 3 1/2

RUDDER, how constructed

Single plate

Can the Rudder be unshipped aft?

Yes

KEELSONS AND STRINGERS.

Inches in Ship.

Inches in Ship.

20ths in Ship.

Inches per Rule Or as Approved.

Inches per Rule as Approved.

20ths per Rule

CENTRE LINE KEELSON, Vertical Plates above floors, Through Plate, or Intercoastal Plate

6 x 7/8

" Inter Plate, Hull above floors

6 x 1 1/2

" Bull Plate to Intercoastal Keelson

6 x 7/8

" Horizontal Plates on Floors

" Angles, steel plates

SIDE KEELSON, Angles

" Bull or Plate above floors for

lng.

" Intercoastal Plate for

length

" Attached to outside plating with Angle

BILGE KEELSON, Angles

6

4

8

6

4

8

" Bull or Plate above floors for

long.

" Intercoastal Plate for

length

" Attached to outside plating with Angle

BILGE STRINGER Angles

6

4

8

6

4

8

" Bull Plate for

length

" Intercoastal Plate for

length

" Attached to outside plating with Angle

SIDE STRINGER Angles

6

4

8

6

4

8

" Bull or Intercoastal Plate for

lng.

" Attached to outside plating with Angle

Main and Raised Quarter Deck Stringer Plate, breadth and thickness

28

6

28

6

" Angle on ditto

3 x 3

6

3 x 3

6

" Tie Plates fore & aft, outside Hatchways

21

6

21

6

" Diagonal Tie Plates on Bms. (No. of Pairs)

38

6

24

6

" Main Dk* Iron or Steel for

lng.

" R. Q. Dk* Iron or Steel for

lng.

" Wood Deck, Material & thickness

5 1/2 x 5

Lower Deck Stringer Plate, breadth and thickness

" Angles on ditto, No.

" Tie Plates, outside Hatchways

" Deck* Material and thickness

Hold Stringer Plate

" Angles on ditto, No.

Poop Deck Stringer Plate, breadth & thickness

" Angle on ditto

" Tie Plates

" Deck, Material and thickness

Bridge Deck Stringer Plate, brdth & thickness

" Angle on ditto

" Tie Plates

" Deck, Material and thickness

Forecastle Deck Stringer Plate, breadth & thickness

" Angle on ditto

" Tie Plates

" Deck, Material and thickness

BULKHEADS.

Number.

In Vessel.

Per Rule.

Thickness.

Horizontal.

Vertical.

Spacing.

Single or Double Frames.

Height up.

W.T. BULKHEADS

3

3

6

3 1/2 x 3 3/4

5 1/2 x 7/8

26

Double

16' Deck

PARTITION

1

6

3 1/2 x 3 3/4

5 1/2 x 7/8

16' 4"

Single

LONGITUDINAL

Are the outside Plates doubled two spaces of Frames in length?

Yes

154274

307

PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.								
	AMIDSHIP.		FORWARD.	AFT.	AMIDSHIP.		Single or Double.	Breadth of Lap.	RIVETS.	Double or Treble and for what Length.	RIVETS.		STRAPS.		IF LAPPED.		Breadth.	Thick-ness.	For what Length.
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.					Diam.	Spacing or to cr.	Breadth.	Thick-ness.	Breadth.	Thick-ness.			
	Inches.	16ths or 20ths.	16ths or 20ths.	16ths or 20ths.	Inches.	16ths or 20ths.					Inches.	Inches.	Inches.	16ths or 20ths.	Inches.	16ths or 20ths.			
FLAT PLATE KEEL.....							Double	1 1/2	1 1/2	Double	3/4	2 1/2	10	9					
(If Bar Keel, state Riveting)																			
GARBOARD OF A Strake...	36	8	8	8	36	8	Double	1 1/2	1 1/2	Double	3/4	2 1/2	10	9					
State actual thickness in way of Double Bottom.																			
B "	52	6	5	5	52	6		1 1/2	1 1/2	Double	3/4	2 1/2	10	9					
C "	42	7	6	6	42	7		1 1/2	1 1/2	Double	3/4	2 1/2	10	9					
D "	52	7	5	5	52	7		1 1/2	1 1/2	Double	3/4	2 1/2	10	9					
E "	42	7	6	6	42	7		1 1/2	1 1/2	Double	3/4	2 1/2	10	9					
F "	52	7	5	5	52	7		1 1/2	1 1/2	Double	3/4	2 1/2	10	9					
G "	42	7	6	6	42	7	Single	1 1/2	1 1/2	Double	3/4	2 1/2	10	9					
Sheer H "	54	7	6	6	54	7	Double	1 1/2	1 1/2	Double	3/4	2 1/2	10	9					
J "																			
K "																			
L "																			
M "																			
N "																			
O "																			
P "																			
DOUBLING of Flat Plate Keel																			
Length and thickness of Bilges.....																			
of Sheerstrakes.....																			
of Strake below																			
POOP SIDES.....																			
RAISED QUARTER DECK SIDES.....																			
BRIDGE SIDES.....																			
FORECASTLE SIDES.....																			
LENGTHS OF PLATING.....	seven spaces																		

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, outside Plating, &c. *Siemens Steel, James Steel & Co.*

Floors *Boulais, Beams, Borne Long, Keelsons Steel & Co., Tie & Stringer Plates Boulais, Shell Plating Calderbank.*

Main Stringer Plate { Butts, *double* riveted for *whole* length *amidship*.
Straps, *single, double or* overlapped for *whole* length *amidship*.

Butts of Bilge & Side Stringers, and Tie Plates, treble or double riveted? *treble & double*

Inner Bottom Plating, riveting of Edges Butts

Centre Girders Butts, riveted. Keelson Butts, *treble* riveted.

Frames, riveted through Plates with *3/4* in. Rivets, about *5/4* apart.

Rivets, state whether of Iron or Steel *Iron*

FRAMES extend in one length from *keel* to *gunwale*.

REVERSED FRAMES on floors and frames extend from *middle line to upper turn of bilge and deck alternating double in Engine & Boiler space to upper part of bilge on every frame.*

MASTS, SPARS, &c.												
	Material.	Total length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.		
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Number.	Butts.	
LOWER MASTS....	Fore											
	Main											
	Mizen.....											
Bowsprit												
Topmasts, Yards and Remainder of Spars												
Rigging, Material and Size, Shrouds												
Sails.	Suit of											

EQUIPMENT No. *6705* LETTER *E* TONNAGE FOR TRAWLERS U.Dk. *ANCHORS.*

Number of Certificate.	Anchors.	WEIGHT, EX STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE.				WEIGHT REQ. BY RULE			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
31838	1st Bower ..	4	0	0	1	0	0	6	7	2	0	6	2		Rodgers Patent	not stated	near, 22/6/97 H. J. Hayford
15428	2nd „ ..	5	1	0	1	1	14	7	11	3	14	6	2		— —	J. Abbott & Co.	Low Trunkers 28/6/97 J. H. H. H.
	3rd „ ..																
	Collective weight	9	1	0													
	Stream											2					
	Kedge											1					
	2nd Kedge ..																

CHAIN CABLES.										HAWSERS AND WARPS.				
Number of Certificate.	Fathoms.	Size.	Test per Certificate. Tons.	WEIGHT OF CHAIN CABLE.		Fathoms and Size Per Rule.	Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size Per Rule.
				Supplied.	Per Rule.									
13011	75	7/8	2056/13/4	27.2	16	165	15/16	<i>Steel Laid</i>	<i>near, 20/6/97, H. J. Hayford</i>	TOWLINE	75	7 1/2	<i>Acilla</i>	90. 7
12989	75	1 1/8	1874/16/8	35.0	10				<i>20/6/97</i>	HAWSER	90	8 1/2		90. 5
										WARP				

Boats *Two in No.*

Pumps, Number *Two 5" Bowden Pumps having sea peak* Diameter of Barrel and Tail Pipe *5" 2 1/2*

Windlass is *Steam driven with barrel for cable. (Black blapman's)* Capstan *Steam driven, black blapman's*

Engine Room Skylights.—How constructed? *Wood House with glass windows*

What arrangements for deadlights in bad weather? *Leather boards*

Coal Bunker Openings.—How constructed? *Iron plates with solid wood covers & plating* How are lids secured? Height above deck? *Flush*

Number of Scuppers, and number and dimensions of Freeing Ports, &c.

Ceiling in *Hold*, thickness and material *2" Red pine* Ceiling 'tween Decks, thickness and material

Cargo Hatchways.—How formed? Hatches.—If strong and efficient? *Yes*

State size No. 1 Hatch (Forward) No. 2 Hatch No. 3 Hatch No. 4 Hatch

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch

No. of Breasthooks *two* No. of Crutches *two*

Bulwarks, height above deck and description Main Rail, material and size

The above is a correct description.

Builder's Signature (here only) *W. H. H. H.* Surveyor's Signature *W. H. H. H.* Surveyor to Lloyd's Register of British and Foreign Shipping.

Form No. 1A.

15427 yes.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case) In 18/12/96

27/5/97

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

to plate, &c, conform well to each other? Yes

from the faying surfaces? Yes

Do any rivets break into or through the seams or butts of the plating? No

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

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

This vessel has been built in accordance with the plans sent herewith, and Secretary's letters of above dates, and in general accordance with the Rules for the class contemplated. She is intended for ferry purposes between Dartmouth & Halifax N.S. and has a single crew at each end. She has wooden side houses fore and aft on each side for passenger accommodation. She is also fitted with an installation of electric light.

The sand pumps have been tested and found satisfactory. The weather deck has been examined for watertightness and found satisfactory.

The ownership of vessel will change on her arrival at Nova Scotia.

The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ✓ ft., R.Q.D. or Break ✓ ft., Bridge Dk. ✓ ft., F'castle ✓ 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, wood, one tier of beams

Official No. ; Signal Letters

How are the surfaces preserved from oxidation? Inside Portland cement & Paint Outside Paint

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system.

Where fitted.	Length. Feet.	Water Capacity. Tons.	Where fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		
Double bottom, forward,			After peak tank,		
Double bottom, under Engines and Boilers,			Midship deep tank,		
Double bottom, if under Engines only,			Other tanks, if fitted,		
Double bottom, if under Boilers only,			(If necessary, furnish further information by sketch.)		

State whether the above have been tested as required by the Rules

Order for Special Survey No. 3025

Date 24th Dec 1896

Order for Ordinary Survey No.

Date

No. 22 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 1897 - March 1, 2, 5, 15, 17, 19, 23, 25, 31. April 6, 7, 8, 12.
- 2nd. On the plating during the process of riveting 18, 20, 23, 26, 30. May 5, 7, 11, 14, 18, 20, 21, 24, 25 June 2, 3, 4.
- 3rd. When the beams were in and fastened and before the decks were laid 7, 10, 11, 17, 18, 21, 28. July 2, 19, 13, 15, 16, 26, 27.
- 4th. When the ship was complete, and before the plating was finally coated or cemented By 2, 3, 4, 6, 7, 9.
- 5th. After the ship was launched and equipped

Total No. of Visits 50

The amount of Entry Fee £ 3 : 11 : 8

Special £ 28 : 18 : 0

Certificate £ 1 : 1 : 0

Travelling Expenses, if any £

Fees applied for, 11/8/1894

Received by me, 13/8/1894

* Certificate to be sent to

Glasgow

I am of opinion this Vessel should be Classed 100 A - Steel Ferry Service, Dartmouth & Halifax N.S.

With, or without Freeboard, as condition of Class without freeboard.

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

Committee's Minute FRI 20 AUG 1897

Character assigned

100 A - Steel Ferry Service, Dartmouth & Halifax N.S.

+ 2 mcs, 99

10k.

Anguine



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