

No. 13200

11th March

Rig Schooner (2 Mast).

Master *J. Grady*
Year of appointment { (1) As Master in service of owner of present vessel:—18 *85*
(2) As Master of this vessel *1902*
Built at *Port Glasgow*
When built *1901 & 1902*. Launched *26th Feb/02*
By whom built *Russell & Co.*
Owners *Sharnship & Alameda Co. Ltd*
Managers *Wm. Thomson & Co.*
(Where necessary to be entered in Reg. Book)
Residence *St John N B.*
Port belonging to *Liverpool.*
le Building, Afloat, *&* in Dry Dock *Canal Dock*

[illegible]

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.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	Breadth.	Thickness.	Breadth.	For what Length.		
	Inches.	16ths or 20ths.	16ths or 20ths.	16ths or 20ths.	Inches.	16ths or 20ths.			Inches.	Inches.		Inches.	Inches.	Inches.	16ths or 20ths.	Inches.	Feet.		
FLAT PLATE KEEL.....	36	20	13	13	36	20	Double.	6	1	4	4 R.	1	3 1/2			14	whole L.		
(If Bar Keel, state Riveting)																			
GARBOARD OF A STRAKE.....	48	14	12	12	48	14	"	6 5/16	1 7/8	4 3/8	3 R.	7/8	3 3/8			9	" "		
B "	60	11	9	9	60	11	"	5 1/4	7/8	3 3/8	4 R.	"	"			12	" "		
C "	60	11	9	9	60	11	"	"	"	"	"	"	"			"	" "		
D "	60	11	9	9	60	11	"	"	"	"	"	"	"			"	" "		
E "	56	12	9	9	56	12	"	"	"	"	"	"	"			"	" "		
F "	48	12	9	9	48	12	"	"	"	"	"	"	"			"	" "		
G "	60	12	9	9	60	12	2 R + 3 R	5 1/2	8	"	"	"	"			"	" "		
H "	63	12	9	9	63	12	3 R + 2 R	8 5/16	"	"	"	"	"			"	" "		
J "	60	12	9	9	60	12	2 R.	5 1/4	"	"	"	"	"			"	" "		
K "	60	14	9	9	60	14	"	5 1/4	6 3/8	1 5/8	4	"	"			"	" "		
L "	48	15	10	10	48	15	"	6	3 1/8	4 3/8	"	1	3 1/2			14	" "		
M "	After hoods of plating on propeller post are same thickness as midships																		
N "	Boss plates & plates above & below same 1/20 thicker than midships.																		
O "	Midship thickness of B & C strakes is maintained to collision B.P.																		
P "	The lower landing edge of H. strake is 3 R. for about 3/4 length.																		
Q "																			
R "																			
DOUBLING of Flat Plate Keel																			
Length and thickness of Bilges																			
of Sheerstrakes	At center 16 ft x 10 7/20																		
of Strake below Bridge																			
POOP SIDES					7	7	Single	3	3/4	3	Double	3/4	2 5/8	5 whole L.					
BRIDGE SIDES	8 x 9					8 x 9	2 x 8	4 1/2	3	"	"	"	"	"					
FORECASTLE SIDES	7					7	Single	3	"	"	"	"	"	"					

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, Plating, &c.?
Siemens Martin Process, from Angus & Co. Glasgow, Lanarkshire, Dalgell St. C. of Scotland, & Dorman Long, Plater, Glasgow, Clydebridge, Dalgell, Calender, & Halliday.

Has the Steel been tested as required by the Rules? *Yes.*

Upper Deck (Butts, *double* riveted for *half* length amidship.
 Stringer Plate (Straps, *single, double or* overlapped for *whole* length amidship.
 Middle Deck (Butts, *treble* riveted for *whole* length amidship.
 Stringer Plate (Straps, *single, double or* overlapped for *whole* length amidship.
 Butts of Bilge & Side Stringers and Tie Plates, *treble or double* riveted?
 Inner Bottom Plating, riveting of Edges *2 x 8*. Butts *2*
 Centre Girder Butts, *3 R* riveted Keelson Butts, *3 R* riveted.
 Frames, riveted through Plates with *7/8* in. Rivets, about *6 1/2* apart.
 Rivets, state whether Iron or Steel *Iron.*

FRAMES extend in one length from *Centre line* to *tank side, thence to gunwale.*
 REVERSED FRAMES on floors and frames extend from *Centre line to tank side thence to upper & middle d/s alt.*
All to upper d/s alt. after peak B.P. Alt. to 1/2 d/s and equal to double in E & B. Space.

MASTS, SPARS, &c.

LOWER MASTS.....	Material.	Total Length.	DIAMETER AND THICKNESS.			No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds & Head.		Number.	Size.	Seams.	Butts.
Fore	Steel	58. 10	20 x 7 1/2	20 x 7 1/2	16 1/2 x 9 1/2	Two	-	-	Single	Double
Main	"	59. 9	"	"	"	"	-	-	"	"
Mizen	"	"	"	"	"	"	-	-	"	"

Bowsprit
 Topmasts, *Remainder of Spars Pitch Pine.*
 Rigging, Material and Size, *Shrouds 3 1/4 G.S. 17.* Stays *4 " G.S. 17.*
 Sails. *One complete* Suit of *Iron & Staff Schooner.* Sails, and the following spare sails

EQUIPMENT No. 34815-9 LETTER D										ANCHORS. Mechanical test by H. Campbell 8 th & 19 th Nov. 1901.									
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 22.			Description of Anchor.		Makers.		Where and when tested and Superintendent.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	Cwts.	qrs.	lbs.						
23165	1st Bower	38	1	24	9	2	7	34	14	2	21	38	0	Rodgers.		H. P. Parker & Co. Lipton	24/1/02 C.E. P.		
1147	2nd "	46	3	0				40	6	3	14	47	2	Stockholm (Belgium)		H. L. Byers & Co. Ltd	12/2/02 H. J. P.		
23167	3rd "	33	0	7	8	2	7	30	17	2	0	32	0	Rodgers.		H. P. Parker & Co. Lipton	25/1/02 C.E. P.		
	4th "																		
	Collective weight	118	1	3							117	2	0						
23157	Stream	11	2	21	3	0	7	13	10	0	0	11	2	Ordinary		H. P. Parker & Co. Lipton	23/1/02 C.E. P.		
23134	Kedge	5	2	7	1	2	7	7	16	1	0	5	3	"		"	16/1/02		

CHAIN CABLES.

HAWSERS AND WARPS.

Number of Certificate.	Fathoms.	Size.	Test per Certificate. Tons.	WEIGHT OF CHAIN CABLE.		Fathoms and Size per Table 22.	Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size per Table 22.
				Supplied.	Per Table 22.									
23229	135	2"	^{100.16.0.0} 72.0.0.0	2.14	58.3	0.270	2	Steel H.P. Parker & Co. Lipton	24/1/02 C.E. P.	ROVLINE S. 17.	95	4	33	120. 4"
23230	135	2"	^{100.16.0.0} 72.0.0.0	1.14				"	"	SPRING S. 17.	25	12	15½	180. 2 3/8"
			^{100.16.0.0} 72.0.0.0	551.0.0						HAWSER S. 17.	180	2 3/4	11	180. 2 3/8"
										WARP S. 17.	180	2 3/8	11	180. 2 3/8"
Iron Stream Chain } Steel Wire ... }	90	4½	39.0			90. 4½	S. 17.	Steel Wire by Barnack Ribby & Co. (Certificate produced)						

Boats *Four in number.*
 Pumps, Number *8 Hand pumps & Steam suction to fore peak 2 1/2"* Diameter of Barrel *5-* State whether they are in efficient working order *Yes.*
 Windlass is *Emerson Walker & Thompson's (Steam) Capstan & Steam Winches.*
 Engine Room Skylights.—How constructed? *of Steel*
 What arrangements for deadlights in bad weather? *Leak flaps & built's eyes*
 Coal Bunker Openings.—How constructed? *of Steel* How are lids secured? *latch bars.* Height above deck? *9" B.A.*
 Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. *on each side, 6 Scuppers & 6. 17. Ps 24 x 21"*
 Ceiling in Holds, thickness and material *2 1/2" H.P.* Ceiling 'tween Decks, thickness and material *2" H.P.*
 Cargo Hatchways.—How formed? *Steel plates & angles in the usual manner.* Hatches, If strong and efficient? *Yes. 3"*
 State size No. 1 Hatch (Forward) *20.0 x 14.0 x 27"* No. 2 Hatch *24.0 x 14.0 x 27"* No. 3 Hatch *24.0 x 14.0 x 27"* No. 4 Hatch *20.0 x 14.0 x 27"*
 Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *The web plate in No. 1 & 4. Two web plates in No. 2 & 3.*
3 Wood fore & afters in each. No. of Breasthooks *8 x dup floors.* No. of Crutches *4 x dup floors.*
 Bulwarks, height above deck and description *Steel plates 48 x 9/20* Main Rail, material and size *6 x 3 1/2 x 7/20 B.A.*
 The above is a correct description. *Russell & Co.* Surveyor's Signature *Wm. Johnstone* Surveyor to Lloyd's Register of British and Foreign Shipping.
 Builder's Signature (here only) *Russell & Co.*

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case) 1901 (M) 28th Mar
(M) 27th Mar. (M) 14th April (M) 22nd April. (M) 24th April.

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? *Sogged frames.* 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 plating? *A few at butts.*

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

Have all the upper and weather decks been tested as required by the Rules (Sec. 23, par. 24)? *Yes.* State results of tests *good.*

Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? *Yes.* State results of tests *good.*

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the approved plans, the Secretaries letters of above dates and other respects in accordance with the Rules, and the workmanship is good.*
in vessel after bumping grounded opposite the Gard and collided with stone quay wall while entering the Victoria Harbour.
are done. Thirty stem rivets between the 7 + 13 fut. water marks cut out & stem laid in place, the stem plates at fore foot on star side, and one landing edge port side forward in way of overlapped butt clipped & recutted. 30 stem rivets removed.
by of Damage Survey Rpt. attached.

This is a sister vessel to the S/s. "Nemica" G.R. No. 13233.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *26.0* ft., R.Q.D. or Break *ft.*, Bridge Dk *86.25* ft., F'castle *37.0* ft.
(When the Poop is joined to the R.Q.D., this should be distinctly stated)

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 would appear in the Register Book) *2 Sts (Steel) & Deep Framing*

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 or with girders on floors *Cell D.B.*

Where fitted.	*Length. Feet.	Water Capacity. Tons.	Where fitted.	*Length. Feet.	Water Capacity. Tons.
Fore peak tank,					
After peak tank,					
Midship deep tank,					
Other tanks, if fitted,					
(If necessary, furnish further information by sketch.)					

* The wells are not to be included in the lengths of the tanks.

State whether the above have been tested as required by the Rules. *Yes.*

Special Survey No. <i>2124</i>	Dates of Surveys held while building
Date <i>17th May 1901.</i>	<i>1901. July 24. 26. 31. Aug. 6. 14. 20. 21. 26. 29. Sep. 3. 11. 20. Oct. 16. 18. 31.</i>
<i>193.</i> in builder's yard.	<i>Nov. 12. 14. 26. Dec. 4. 10. 18. 1902. Jan. 9. 15. 17. 24. 29 Feb. 7. 10. 13. 17.</i>
	<i>18. 20. 21. 22. 24. 25. 27. 28. March 1. 7. 13. 14. 17.</i>
	Total No. of Visits <i>43.</i>

Amount of Entry Fee.....£ <i>5</i>	Fees applied for,
Special Survey Fee£ <i>107</i>	<i>19. 3. 1901.</i>
Travelling Expenses, if any £ <i>18</i>	<i>(Received by me, 20. 3. 1902.)</i>
	<i>21. 3. 1902.</i>

Certificate to be sent to

Greenock.

Whether the Vessel has been built under Special Survey *Yes.*
In opinion this Vessel should be Classed *-100. A-1. (Steel)*
or without Freeboard, as condition of Class.

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

Committee's Minute *Glasgow. 24 MAR 1902*

Contract assigned *-100 A-1 (Steel) Lloyd's Reg. A. 1. C. P.*



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