

3505  
 Received at London Office, **FRIDAY 7 DEC 1888**  
 ast. Survey 19<sup>th</sup> 22<sup>nd</sup> October 1888



Workmanship. Are the butts of plating planed or otherwise fitted?

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies?

Are the fillings between the ribs and plates solid single pieces?

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces?

Do any rivets break into or through the seams or butts of the plating?

Planed.

Yes.

Yes.

Yes.

Yes.

No.

Masts, Bowsprit, Yards, &c., are Suitable 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. This vessel is fitted with pole masts, and light Schooner rig, for auxiliary purposes, the masts are of steel tested as per Rules:- Fore mast, 100ft. from keel to hounds, 15" dia. at keel, 20" at partners 14" at hounds, 2 plates in round 9-12-9 resp. Main mast, 63ft. from keel to hounds, 18" dia. at keel, 20" at partners 14" at hounds, 2 plates in round 9-12-9 resp. Main mast, 63ft. from keel to hounds, 18" dia. at keel, 20" at partners 14" at hounds, 2 plates in round 9-12-9 resp.

Reference should be made to any correspondence connected with the case.

N <sup>o</sup> .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Supplied.	ANCHORS.	N <sup>o</sup> .	Weight, Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Machine where Tested & Supplied.
Fore Sails,	Chain	1356	15	4 1/2	4662	270 x 1 1/2	all chains tested a	Bower Anchors	1	25-2-14	25-3-3-0	253	all three inches as
Fore Top Sails,	Iron Stream Chain	1346	15	4 1/2	4662	270 x 1 1/2	all chains tested a	2nd Bower	1	25-2-14	25-3-3-0	253	all three inches as
Fore Topmast Stay Sails,	or Steel Wire	1346	15	4 1/2	4662	270 x 1 1/2	all chains tested a	Stream Anchor	1	8-2-14	10-5-0-0	83	all three inches as
Main Sails,	or Hempen Strm	1346	15	4 1/2	4662	270 x 1 1/2	all chains tested a	Kedge	1	4-0-15	6-2-2-8	44	all three inches as
Main Top Sails,	Towline, Hemp.	1346	15	4 1/2	4662	270 x 1 1/2	all chains tested a	2nd Kedge	1	2-2-17	5-5-0-0	24	all three inches as
and	or Steel Wire	1346	15	4 1/2	4662	270 x 1 1/2	all chains tested a						
	Hawser	1346	15	4 1/2	4662	270 x 1 1/2	all chains tested a						
	Warp	1346	15	4 1/2	4662	270 x 1 1/2	all chains tested a						
	quality Best Chuvras.	1346	15	4 1/2	4662	270 x 1 1/2	all chains tested a						

Standing and Running Riggings equal to Rule & steel sufficient in size and good in quality. She has two Long Boat and two Cutters + 1 Dringery.

The Windlass is Harfield's Steam & Good Capstan Good and Rudder Good Pumps 5" & Good.

Engine Room Skylights.—How constructed? 6 1/2" iron 4 ft. above B.O.K. How secured in ordinary weather? Screws & quadrants

What arrangements for deadlights in bad weather? Bismatic bulls eye lights fitted into iron sashes.

Coal Bunker Openings.—How constructed? Flush frames How are lids secured? Bayonet fast Height above deck? Flush in M.

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? Four clearing ports 19 1/2" x 17 1/2"

2 morning pipes and 5 scuppers on each side of vessel.

Cargo Hatchways.—How formed? of 3/4" iron, coamings 22" high riveted to ties through 3 1/2" x 3 1/2" Angles

State size Main Hatch 10-7 x 8-0 Forehatch 10-9 x 8-0 Quarterhatch 10-7 x 9-1

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? one fore & after in each hatch.

Hatches, if strong and efficient? Yes, Solid and 3" thick.

Order for Special Survey No. 231

Date 25<sup>th</sup> April 88

Order for Ordinary Survey No. 1

Date 1<sup>st</sup> May 88

No. 60 in builder's yard.

State dates of letters respecting this case

1st. On the several parts of the frame, when in place, and before the plating was wrought } April, 24, May 1, 8, 17, 23, 28, June 1  
2nd. On the plating during the process of riveting } 9, 14, 22, 27, July 4, 6, 17, 20, 31 Aug. 1  
3rd. When the beams were in and fastened, and before the decks were laid... } 4, 10, 16, 31 Sept. 4, 10, 11, 12, 17, 24  
4th. When the ship was complete, and before the plating was finally coated or cemented... } 27, Oct. 1, 5, 8, 16, 19. Exp. at Glasgow.  
5th. After the ship was launched and equipped } Total Number of Visits = 34.

State dates of letters respecting this case 19<sup>th</sup> April 29<sup>th</sup> June (2) 18<sup>th</sup> Oct. 1888.

General Remarks (State quality of workmanship, &c.) This steamer has been built & completed in accordance with the approved midship section & profile as amended and forwarded to London 23-11-88; the approved pumping plan enclosed; the Secret Letters of above dates; the Rules and Circulars of the Society for Steel & new Steel Steamers or equivalent thereto, and to the entire satisfaction of the undersigned. The requirements on Memorandum attached have been complied with viz:- 1<sup>st</sup>. the main sheer strake has been doubled its full width for 3<sup>rd</sup> length; the bridge deck side plating made 30" thick the bridge deck stringer and the plates fitted 32" x 13" wide respectively; the main sheer strake, doubling & strake below have been strengthened at ends of erections and at gangways; 3 reverse frames have been extended to 13.0x stringer plate in way of each of two web frames that were recommended to be extended to 13.0x in way of machinery; 2<sup>nd</sup>. the beams to fore-castle deck have been fitted of 4" x 20" bulls angles 3 x 3 1/2" x 4 1/2" angles 2 to each end. State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, fore-castle, or raised quarter deck. (If double bottom, state particulars on separate form.)

How are the surfaces preserved from oxidation? Inside Portland Cement to help remain outside Paint

I am of opinion this Vessel should be Classed 100A1 with the special mark

The amount of the Entry Fee 4 : 0 : 0 is received by me, M.

Special 56 : 2 : 6 5<sup>th</sup> Dec. 1888

(to be sent as per margin). Certificate ... Gratis

(Travelling Expenses, if any, £ ...)

Committee's Minute

Character assigned

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Belfast

Continuation of Report No. 3505 dated 19<sup>th</sup> Oct. 88 on the

Steel S.S. "Lady Martin"

the steel main deck fitted 3/4" forward and abaft 8+13 spaces 4 1/2" increased in way of Machinery openings as amended on plans; 5<sup>th</sup>. a beam thus fitted at fore end of boiler space; 6<sup>th</sup>. the panting arrangements with Bulsons & Stringers at ends of vessel have been arranged and fitted in a satisfactory manner.

This vessel has two laid decks, a poop 64ft. long, a bridge 90ft. and a fore-castle 53ft.; ballast tanks on cellular principal have been fitted in fore and after holds of a length of 48ft. + 59ft. and a capacity of 87+75 tons respectively and together with the fore peak trimming tank whose capacity is 43 tons, have been tested as required by the Rules.

The steel used in the construction of vessel was stamped with official R and the material & workmanship were good & satisfactory. I would therefore respectfully recommend that the vessel be favourably considered for the 100A1 class.

The dimensions & approximate particulars effecting the Freeboard Calculations have been confirmed by Register.

James Claxton

James Claxton

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

It is submitted that this vessel

appears eligible to be classed

100A1. Steel as recommended

20th Dec 1888

pt. Cellular & B bottom (particulars

10th/88

10th/88

10th/88

10th/88



Lloyd's Register Foundation

REG55-0140812