7319

Steel ~~IRON~~ SHIP.

(Received at London Office, TUESDAY 16 FEB 1886)

No. 19 Survey held at Glasgow Date, First Survey 23rd June 1885 Last Survey 9th Feb 1886

in S.S. "Mirror"

AGE under Tonnage Deck	1020·81
of ~~Third~~, Spar, ~~or Awning~~ Deck	504·39
~~Ditto of Poop, or 2d Qr. Dk.~~	
Houses on Deck	20·27
~~Forecastle~~	
Tonnage	1545·47
Space	144·63
	1400·84
ne Room	552·83
Gross Tonnage as cut on Beam	848·01

~~ONE, OR TWO DECKED, THREE DECKED VESSEL,~~ SPAR, ~~OR AWNING~~ DECKED VESSEL.

	Feet.
Half Breadth (moulded)	17·0
Depth from upper part of Keel to top of ~~Upper~~ Main Deck Beams	19·58
Girth of Half Midship Frame (as per Rule)	31·85
1st Number	68·43
~~1st Number, if a 3-Decked Vessel~~ ~~deduct 7 feet~~	
Length	248·58
2nd Number	17010
Proportions— Breadths to Length	7·31
Depths to Length— ~~Upper~~ Spar Deck to Keel	9·17
Main Deck ditto	12·69

Master ~~Gray~~ Greery

Built at Glasgow

When built 1885 Launched 21st Dec.

By whom built R. Napier & Sons.

Owners Eastern Telegraph Co. Lim.

Residence London

Port belonging to London

Destined Voyage London

If Surveyed while Building, Afloat, or in Dry Dock. Built under Special Survey

LENGTH on deck as per Rule ... Feet. 248·58 ~~Inches.~~ | **BREADTH**— Moulded... ... Feet. 34 Inches. – | **DEPTH** top of Floors to ~~Upper~~ Spar Deck Beams ... Feet. 25 Inches. 4 | Do. do. Main Deck Beams ... 17 10 | Power of Engines ... ... Horse. 250 | N°. of Decks with flat laid 3 | N°. of Tiers of Beams 3

Dimensions of Ship per Register, length, 255·4 breadth, 34·1 depth, 17·6 25·0

Moulded Depth 18'-10"

	Inches in Ship.			Inches per Rule.		
KEEL, depth and thickness	9 + 2½			9 + 2½		
STEM, moulding and thickness	8½ + 2½			8½ + 2½		
STERN-POST for Rudder do. do.	8½ + 2¾			8½ + 2¾		
" " ~~for Propeller~~						
Distance of Frames from moulding edge to moulding edge, all fore and aft	24			24		
	Inches. In Ship.	Inches. In Ship	32nds Inches. In ship	Inches per Rule (Class 100 A)	Inches per Rule	32nds Inches per Rule
FRAMES, Angle ~~Iron~~ Steel, for ⅗ length amidships	4½	3	13	4½	3	13
Do. for ⅕ at each end	4½	3	11	4½	3	11
REVERSED FRAMES, Angle ~~Iron~~ Steel	3	3	13	3	3	13
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	21		14 9/16	21		14 9/16
" thickness at the ends of vessel			13			13
" depth at ¾ the half-bdth. as per Rule		10½			10½	
" height extended at the Bilges	42			42		
BEAMS, ~~Upper,~~ Spar, ~~or Awning~~ Deck ~~Single or d'ble Ang. Iron, Plate or~~ Tee Bulb ~~Iron~~ Steel ~~Single or double Angle Iron on Upper edge~~	6	4½	12	6	4½	12
Average space		48			48	
BEAMS, Main, or Middle Deck ~~Single or d'ble Ang. Iron, Plate or~~ Tee Bulb ~~Iron~~ Steel ~~Single, or double Angle Iron, on Upper Edge~~	8	5	13	8	5	13
Average space		48			48	
BEAMS, Lower Deck— ~~Single or d'ble Ang. Iron, Plate or~~ Tee Bulb ~~Iron~~ Steel ~~Single or double Angle Iron on Upper Edge~~	8	5	13	8	5	13
Average space		48			48	
~~**BEAMS, Hold, or Orlop**~~ ~~Single or d'ble Ang. Iron, Plate or Tee Bulb Iron~~ ~~Single or double Angle Iron on Upper Edge~~ ~~Average space~~						
KEELSONS Centre line, single ~~or double~~ plate, ~~box, or Intercostal, Plates~~	17		22	17		22
" Rider Plate	10¾		22	10¾		22
" ~~Bulb Plate to Intercostal Keelson~~						
" Angle ~~Irons~~ Steels	5	4	16	5	4	16
" ~~Double Angle Iron Side Keelson~~						
" Side Intercostal Plate			14			14
" do. Angle ~~Irons~~ Steels	5	4	16	5	4	16
" Attached to outside plating with angle ~~Iron~~ Steel	3	3	13	3	3	13
BILGE Angle ~~Irons~~ Steels	5	4	16	5	4	16
" do. Bulb ~~Iron~~ Steel	8		14	8		14
" ~~do. Intercostal plates riveted to plating for length~~						
BILGE STRINGER Angle ~~Irons~~ Steels	5	4	16	5	4	16
~~Intercostal plates riveted to plating for length~~						
~~**SIDE STRINGER** Angle Irons~~						

	Inches. In Ship.	32nds Inches. In Ship.	Inches. per Rule	32nds Inches. per Rule
~~Flat Keel Plates, breadth and thickness~~				
PLATES in Garboard Strakes, br'dth & thickness	36	20	36	20
" From Garboard to upper part of Bilges		18		18
" ~~Of d'bling~~ at Bilge, ~~or~~ increased thickness, and length applied Half length	2 Strks.	2	2 Strks.	2
" From up. prt of Bilge to lr. edge of Sh'rstrake		18		18
" Main Sheerstrake, breadth and thickness	40	21	40	21
" ~~Of d'bling at Sh'stk. & lng. applied~~				
" From M'n. to ~~Upr.~~ Spar Dk. Sh'rstrake		14		14
" ~~Upr.~~ Spar Dk Sh'rstrake, brdth & thickn'ss	40	16	40	16
Butt Straps to outside plating, breadth & thickness	19 9¾	23·14	19 9¾	23·14
Lengths of Plating	192		120	
Shifts of Plating, and Stringers	48		48	
Gunwale Plate on ends of ~~Awning~~, Spar, ~~or Upper~~ Deck Beams, breadth and thickness	44	14	44	14
Angle ~~Iron~~ Steel on ditto	4 + 4 +	16	4 + 4 +	16
Tie Plates fore and aft, outside Hatchways	13	14	13	14
~~Diagonal Tie Plates on Beams No. of Pairs~~				
Flat of ~~Up~~, Spar, ~~or Awning~~ Dk.*	Steel in way of 2 & 3 Spars			
How fastened to Beams	3½ Teak		3 3/8	
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	9/16		9/16	
	36	18	36	18
Is the Stringer Plate attached to the outside plating?	Yes			
Angle ~~Irons~~ Steels on ditto, No. 2	4 + 4 +	16	4 + 4 +	16
Tie Plates, outside Hatchways	13	16	13	16
~~Diagonal Tie Plates on Beams, No. of pairs~~				
Flat of Middle Deck* do. do.	Part steel as per plan			
How fastened to Beams	3½ P. pine		3½	
Stringer Plates on ends of Lower Deck, ~~Hold or Orlop~~ Beams	9/16		9/16	
	32	16	32	16
Is the Stringer Plate attached to the outside plating?	Yes			
Angle ~~Irons~~ Steels on ditto, No. 2	4 + 4 +	16	4 + 4 +	16
Stringer or Tie Plates, outside Hatchways	13	16	13	16
Flat of Lower Deck*	3 P. pine		3	
Ceiling betwixt Decks, thickness and material	6 + 2½		Sparring	
" in hold do. do.	2½		2½	
Main piece of Rudder, diameter at head	7/4		7/4	
do. at heel	3¾		3¾	
Can the Rudder be unshipped afloat? Yes				
Bulkheads No. 4 No. per Rule 4				

" Thickness of plates 4/32 9/32.

" Height up 3 to upper deck, and after one to main deck.

" How secured to sides of ship By double frames.

" Size of Vertical Angle ~~Irons~~ Steels 4½ × 3 × 13/32 and distance apart 30 ins.

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

The **FRAMES** extend in one length from Keel to gunwale 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 and to spar decks 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 1⅛ 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 ⅞ in. diameter, averaging 3½ ins. from centre to centre.

" **Butts from Keel to turn of Bilge,** worked carvel, treble and double riveted; with rivets ⅞ in. diameter averaging 3½ ins. from centre to centre.

" **Butts** of all Strakes ~~at Bilge~~ for half length, treble riveted with Butt Straps 7/6 thicker than the plates they connect.

" **Edges from Bilge to Main Sheerstrake,** worked clencher, double ~~or single~~ riveted; with rivets ⅞ in. diameter, averaging 3½ ins. from cr. to cr.

" **Butts from Bilge to Main Sheerstrake,** worked carvel, treble and double riveted; with rivets ⅞ in. diameter, averaging 3½ 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 half 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 6 Diam. ~~Breadth of laps of plating in single riveting~~

Butt Straps of Keelsons, Stringer and Tie Plates, treble ~~or~~ double ~~or single~~ Riveted? No. of Breasthooks, Four Crutches, Four

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, Mossend; Dalzell; and Butterley Steel.

The above is a correct description.

Builder's Signature, R. Napier & Sons. *Surveyor's Signature,* Jas. Thomson

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

* If Iron Deck, state if whole or part, and if wood deck is laid thereon.

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

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ROBERT EDMUND TAYLOR & SON Commercial and General Steam Printers, 19, Old Street, Goswell Road, E.C., London.

GLS157-0335

7319 Gs

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

Do the edges of the carvel work and of the butts fay 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 approved sketch, herewith enclosed.

Plates stamped "Mossend Steel"

NUMBER for EQUIPMENT (Q) 20439

SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntdt.
N°.	Chain ..... (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendant.)	270	1 1/8	51 1/4	270 · 1 1/8	Sunderland, J. Hartness, 4/11/85
Fore Sails,	Iron Stream Chain	45	1 1/8	20 6/10	45 · 1 1/8	Tipton, E. R. Tritt, 2/4/85
Fore Top Sails,	~~or Steel Wire~~ ..					
Fore Topmast Stay Sails,	~~or Hempen Stream Cable~~					
Main Sails,	Towline, ~~Hemp~~.					
Main Top Sails, and	~~or~~ Steel Wire ..	90	3 1/2	26	90 · 3 1/2	
	Hawser	90	9		90 · 9	
	Warp	90	7		90 · 7	
	quality Good	120	6			

2 Suits

ANCHORS.	N°.	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested & Suprntdt.
Bower Anchors (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendant.)	9643	28-0-19	27-6-1-0	27-3-0	
	9644	28-0-19	27-6-1-0	27-3-0	Tipton.
	9258	23-3-0	23-13-3-0	23-2-0	E. R. Tritt.
Stream Anchor	14794	8-3-0	10-14-2-0	8-3-0	Sunderland
Kedge ...	14795	4-2-0	6-14-2-0	4-2-0	J. Hartness
2nd Kedge ...	14796	2-1-0	4-15-0-0	2-1-0	

Standing and Running Rigging Wire & hemp. sufficient in size and good in quality. She has 2 life ~~Long~~ Boats and 4 others

The Windlass is Davis & Co's patent. Capstan Good. and Rudder Good. Pumps Good.

Engine Room Skylights.—How constructed? Teak, on iron comings. How secured in ordinary weather? By slide bars.

What arrangements for deadlights in bad weather? Strong glass panels fitted in shutters protected with brass gratings.

Coal Bunker Openings.—How constructed? Flat scuttles. How are lids secured? Self locking. Height above deck? Nil.

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

State size **Main Hatch** (Cable) 4'-3" Dia. × 12" Forehatch 8'-0" × 4'-0" × 12" Quarterhatch (Cable) 6'-0" Dia. × 12"

If of extraordinary size, state how framed and secured? ✓

What arrangement for shifting beams? In the fore and main hatchways one fore & after.

Hatches, If strong and efficient? Fore and main, 2½" teak gratings; after, strong teak booby hatch.

Order for Special Survey No. 203 / Date 22nd June 1885

Order for Ordinary Survey No. ✓ / Date ✓

No. 400 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 } 1885:— June 23, July 3, 6, 9, 14, 16, 22, 23, 24, 29, 30,

2nd. On the plating during the process of riveting } Aug. 5, 10, 14, 17, 19, 24, 26, 27, 31, Sept. 8, 10, 14, 17, 22, 24, 29,

3rd. When the beams were in and fastened, and before the decks were laid.... } Oct. 1, 5, 13, 15, 19, 20, 22, 26, 30, Nov. 2, 6, 10, 12, 17, 20, 23, 24, 27,

4th. When the ship was complete, and before the plating was finally coated or cemented.. } Dec. 1, 3, 7, 14, 17, 26, 28. 1886:— Jan. 4th, 14, 19, 25,

5th. After the ship was launched and equipped Feb. 1, 6, 9.

State dates of letters respecting this case Secretary's 25th June, 1st Aug., 17th Nov., and 19th Nov. 1885.

General Remarks (State quality of workmanship, &c.) The workmanship throughout is of good quality.

This vessel is built of steel, in accordance with the enclosed tracings (4 in n°), the Secretary's letters referred to above, and in general conformity with the Rules for the class contemplated.

The steel used in the construction of this vessel was tested at the Works of the Manufacturers by the Surveyors to this Society.

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

Certificate to be retained in London till Builder calls for it.

~~State if one, two, or three decked vessel, or if spar, or awning decked; and the length of poop, bridge, forecastle, or raised quarter deck. (If double bottom, state particulars on separate fo~~

How are the surfaces preserved from oxidation? Inside By cement and paint. Outside By paint.

I am of opinion this Vessel should be Classed ✠ 100 A. 1 Spar dk.

The amount of the Entry Fee .....£ 4 : ✓ : ✓ is received by me, 15/2/1886

Special .....£ 60 : ✓ : 6

(to be sent as per margin) Certificate ... ✓ : ✓ : ✓

(Travelling Expenses, if any, £ _____).

Jos. Thomson

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

Committee's Minute TUESDAY 16 FEB 1886 18

Character assigned 100 A 1 Spar deck

2 Suits pr steel

It is submitted that the vessel appears eligible to be classed 100 A 1 Spar decked as recommended

2 Sets of life pr steel boats &c.

16/2/86

(To Surveyors are requested not to write on or below the space for Committee's Minute.)

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