

IRON OR STEEL SHIP.

(Received at London Office, 9/5/89)

9/5/89

NOV 9 DEC 1889

No. 9518 Survey held at Glasgow Date of writing Report 26th November 1889 Port of Glasgow Date, First Survey 12 November 1888 Last Survey 28th November 1889 On the Spar Deck Steel Sr. "Mira" Rig Schooner

TONNAGE under Tonnage Deck } 3061.53 Do. between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk. } Total under Upper Dk. } Do. of Poop } Do. of Raised Qr. } Dk. or Break } Do. of Bridge House } Do. of Houses on Deck } Do. of excess of Hatchways } Do. of Forecastle } Gross Tonnage 3137.65 Less Crew Space 94.42 3042.93 Less Engine Room 1004.05 Register Tonnage 2038.88 as cut on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL. Half Breadth (moulded) 19.88 Depth from upper part of Keel to top of Upper Deck Beams 22.25 Girth of Half Midship Frame (as per Rule) 37.77 1st Number 79.90 1st Number, if a 3 Decked Vessel deduct 7 feet Length 34.8 2nd Number 2780.5 Proportions Breadths to Length 8.7 Depths to Length Upper Deck to Keel 11.60 Main Deck ditto 15.64

Master G. Jeffrey Year of appointment 1865 (1) As master in service of owner of present vessel - 1865 (2) As master of this vessel - 1889 Built at Whiteinch When built 1889 Launched 28 Sept 1889 By whom built Aitken & Mansel Owners J. A. Harrison Managers Charante & Co. Ltd. (If desired to be entered in Reg. Book.) Residence Mersey Chambers, Liverpool Port belonging to Liverpool Destined Voyage E. Indies If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule	Feet. Inches.	BREADTH Moulded	Feet. Inches.	DEPTH top of Floors to Upper Deck Beams	Feet. Inches.	Power of Engines	Horse	Nº. of Decks with flat laid	Nº. of Tiers of Beams
348	0	39	9	28	0	400	400	2	3
Dimensions of Ship per Register, length, 350.0 breadth, 40.15 depth, 28.0 Moulded depth 21.5									
KEEL, depth and thickness	11 x 2 3/4	11 x 2 3/4	11 x 2 3/4	11 x 2 3/4	11 x 2 3/4	11 x 2 3/4	11 x 2 3/4	11 x 2 3/4	11 x 2 3/4
STEM, moulding and thickness	11 x 2 3/4	11 x 2 3/4	11 x 2 3/4	11 x 2 3/4	11 x 2 3/4	11 x 2 3/4	11 x 2 3/4	11 x 2 3/4	11 x 2 3/4
STERN-POST for Rudder do. do.	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2
" " for Propeller	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24	24	24	24	24	24	24	24
FRAMES, Angle Iron, for 1/2 length amidships	5 3 8	5 3 8	5 3 8	5 3 8	5 3 8	5 3 8	5 3 8	5 3 8	5 3 8
Do. for 1/2 at each end	5 3 7	5 3 7	5 3 7	5 3 7	5 3 7	5 3 7	5 3 7	5 3 7	5 3 7
REVERSED FRAMES, Angle Iron	3 1/2 3 8	3 1/2 3 8	3 1/2 3 8	3 1/2 3 8	3 1/2 3 8	3 1/2 3 8	3 1/2 3 8	3 1/2 3 8	3 1/2 3 8
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	24	10	24	10	24	10	24	10	24
" thickness at the ends of vessel	8	8	8	8	8	8	8	8	8
" depth at 1/2 the half-bdth. as per Rule	12	12	12	12	12	12	12	12	12
" height extended at the Bilges	48	48	48	48	48	48	48	48	48
BEAMS, Upper Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron	8	8	8	8	8	8	8	8	8
Single or double Angle Iron on Upper Edge	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6
Average space	48	48	48	48	48	48	48	48	48
BEAMS, Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron	7 1/2 3 9	7 1/2 3 9	7 1/2 3 9	7 1/2 3 9	7 1/2 3 9	7 1/2 3 9	7 1/2 3 9	7 1/2 3 9	7 1/2 3 9
Single or double Angle Iron on Upper Edge	7 1/2 3 9	7 1/2 3 9	7 1/2 3 9	7 1/2 3 9	7 1/2 3 9	7 1/2 3 9	7 1/2 3 9	7 1/2 3 9	7 1/2 3 9
Average space	24	24	24	24	24	24	24	24	24
BEAMS, Lower Deck Single or double Angle Iron, Plate or Tee Bulb Iron	10 1/2	10	10 1/2	10	10 1/2	10	10 1/2	10	10 1/2
Single or double Angle Iron on Upper Edge	4 1/2 4 9	4 1/2 4 9	4 1/2 4 9	4 1/2 4 9	4 1/2 4 9	4 1/2 4 9	4 1/2 4 9	4 1/2 4 9	4 1/2 4 9
Average space	9 1/2	9	9 1/2	9	9 1/2	9	9 1/2	9	9 1/2
KEELSONS Centre line, single or double plate, box, or Intercoastal Plates	26 1/4	14	26 1/4	14	26 1/4	14	26 1/4	14	26 1/4
" Rider Plate	14	14	14	14	14	14	14	14	14
" Bulb Plate to Intercoastal Keelson	14	14	14	14	14	14	14	14	14
" Angle Irons	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9
" Double Angle Iron Side Keelson	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9
" Side Intercoastal Plate	15 1/4	14	15 1/4	14	15 1/4	14	15 1/4	14	15 1/4
Attached to outside plating with angle iron	3 1/2 3 1/2 8	3 1/2 3 1/2 8	3 1/2 3 1/2 8	3 1/2 3 1/2 8	3 1/2 3 1/2 8	3 1/2 3 1/2 8	3 1/2 3 1/2 8	3 1/2 3 1/2 8	3 1/2 3 1/2 8
BILGE Angle Irons	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9
" do. Bulb Iron	10	10	10	10	10	10	10	10	10
" do. Intercoastal plates riveted to plating for 3/5 length	9	9	9	9	9	9	9	9	9
BILGE STRINGER Angle Irons	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9
Intercoastal plates riveted to plating for 3/5 length	9	9	9	9	9	9	9	9	9
SIDE STRINGER Angle Irons	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9

The FRAMES extend in one length from middle line to spar deck 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 deck and to spar deck 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 1 1/8 in. diameter, averaging 5 3/8 ins. from centre to centre. Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets 7/8 in. diameter, averaging 3 3/4 ins. from centre to centre. Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 1/6 ins. from centre to centre. Butts of all Strakes at Bilge for 3/4 length, treble riveted with Butt Straps thicker than the plates they connect. Edges from Bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets 7/8 in. diameter, averaging 3 3/4 ins. from cr. to cr. Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 1/6 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 3/4 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 3/4 length amidships. Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length. Breadth of laps of plating in double riveting 5 1/4 6 Breadth of laps of plating in single riveting 5 Butt Straps of Keelsons, Stringer and Tie Plates, treble double or single Riveted No. of Breasthooks, 7 Crutches, Deck floors What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Frames & Keelson bulbs. Mossend. Manufacturer's name or trade mark, Beames & Sturges, Parkhead, Shell, Corsett, Deplating, Corsett, Revd Frank, Halliwell. The above is a correct description. Builder's Signature, Arthur J. Mansel Surveyor's Signature, J. Shearle Surveyor to Lloyd's Register of British and Foreign Shipping.

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

Masts, Bowsprit, Yards, &c., are Iron 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
Fore Mast Length 84.6 Deck 28 x 7/16 Head 22 x 9/16 Foremast. 3 plates in the round stiffened with 3 angles. 4 x 5 x 7/16. Main mast three plates in round
Main " Length 78.6 Deck 28 x 7/16 Head 22 x 9/16 Butts straps triple riveted masts doubled at wedging.

Number for Equip-ment 34622		CABLES, &c.			Test per Certificate.	Fathoms & Inches per Rule.	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS.		Weight, Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Mach. Tested and Sup. Name of Maker.
		Number of Certificate.	Fathoms.	Inches.	Tons.			Number of Certificate (State if any and which Anchors are Stockless.)					
Letter for do. V		14671	150	2	72	100%	Winton 4/18	26026	47.2	41.2	11.2	11.2	22/8/89
SAILS.		14677	150	2	"	"	Winton 3/16	26027	46.2	40.2	10.6	10.6	22/8/89
Fore Sails,		18675	90	1 3/4	25%	38	90	25690	34.0	31.0	8.1	8.1	27/8/89
Fore Top Sails,													
Fore Topmast Stay Sails,													
Main Sails,													
Main Top Sails, and quality													
TOWLINE—Hemp or Steel Wire.		120	4 3/4		47		120						
Hawser		3	3 3/4	3	18		90						
Warp		5	120	6			90						

Standing and Running Rigging are sufficient in size and good in quality. She has 6 Long Boat Sails
The Windlass is Iron patent Capstan good and Rudder good Pumps good and sufficient
Engine Room Skylights. How constructed? Iron casings, Tak over How secured in ordinary weather? Straps & screw bolts
What arrangements for deadlights in bad weather? Wood shutters, and Tarparulins properly secured.
Coal Bunker Openings. How constructed? Hatch casings How are lids secured? Solid hatches Height above deck? 1'
Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? Nine ports on each side each 24 x 22 also eleven scuppers on each side.
Cargo Hatchways. How formed? Iron casings and headledges in paneling Hatches, If strong and efficient? Yes
State size Main Hatch 28.0 x 14.0 Fore hatch 16.0 x 10.0 Quarter hatch 16 x 12
If of extraordinary size, state how framed and secured. Yes What arrangement for shifting beams? Good

Order for Special Survey No. <u>2229</u>	1st. On the several parts of the frame, when in place, and before the plating was wrought	<u>1888 Nov 13. 15. Dec 5. 6. 13. 17. 20. 24. 27.</u>
Date <u>13th Oct. 1888</u>	2nd. On the plating during the process of riveting	<u>Feb. 4. 6. 11. 18. 27. March 4. 7. 11. 13. 18. 25. April 4. 8. 10. 15. 17. 24. 29.</u>
Order for Ordinary Survey No. <u>✓</u>	3rd. When the beams were in and fastened, and before the decks were laid....	<u>May 2. 6. 13. 16. 20. 22. 27. 30. June 3. 10. 14. 18. 20. 24. July 1. 3. 25. 29.</u>
Date <u>✓</u>	4th. When the ship was complete, and before the plating was finally coated or cemented..	<u>Aug 7. 9. 13. 22. 25. Sept 4. 9. 12. 16. 23. 25. 29.</u>
No. <u>140</u> in builder's yard.	5th. After the ship was launched and equipped	<u>Oct 7. 12. 21. 30. Nov 4. 20. 28.</u>
State dates of letters respecting this case		<u>11/10/88. 31/10/88. 26/11/88. 21/12/88. 4/2/89.</u>

General Remarks (State quality of workmanship, &c.)
This is a steel screw steamer, with a top gallant forecabin, a bridge house and a short poop. She has been built in strict accordance with the approved plans attached hereto and with the Rules generally. Also the Committees circulars relating to the use of steel have been fully complied with.
She has a deep water ballast tank which has been duly tested with water pressure and found satisfactory.
The butts of shell plating from the garboard to upper turn of bilge have been lapped.
The materials and workmanship are good.

How are the surfaces preserved from oxidation? Inside Paint and Cement Outside Paint and Composition

Particulars for Record in R.B. Length of Poop 7 ft., R.Q.D. ✓ ft., Bridge Dk. 8 3/4 ft., F'castle 41 ft.; No. of Dks. (excluding spar, awn., &c.) 1
Material of dks. Sparked If spar, awn. dk., &c. Sparked Material of spar, awn. dk., &c. as specified No. of tiers of beams (with and without dks. laid) 3
Official No. 26387; Signal Letters ✓ If double bottom, state particulars on separate form.

I am of opinion this Vessel should be Classed 100 A 1 "Steel" "Spar Deck"
The amount of the Entry Fee£ 5 is received by me, 29/11/1889
Special£ 101 11
(to be sent on per margin). Certificate ...
(Transferring Expenses, if any, £)
Committee's Minute FRIDAY 13 DEC 1889
Character assigned 100 A 1 Steel Spar Deck
100 A 1 Steel Spar Deck
100 A 1 Steel Spar Deck
Sil 3 1/2 B
Surveyor to Lloyd's Register of British and Foreign Shipping.
From the further information now received it is submitted that this vessel appears eligible to be classed 100 A 1 (Steel) Spar Deck as recommended.
Lloyd's Register
Foundation