

IRON OR STEEL SHIP.

(Received at London Office: 21 30 JUL 1890)

No. 9926 Survey held at Paisley Date of writing Report May 1890 Port of Glasgow
 On the Twin Screw Steamer Duckenfield Rig Schooner
 Date, First Survey 22 Aug 1889 Last Survey 28 June 1890

TONNAGE under Tonnage Deck 726.32
 Do. between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk.
 Total under Upper Dk.
 Do. of Poop
 Do. of Raised Qr. 101.32
 Do. of Break
 Do. of Bridge House 41.08
 Do. of Houses on Deck
 Do. of excess of Hatchways 22.17
 Do. of Forecastle 21.39
 Gross Tonnage 912.28
 Less Crew Space 33.51
 2d 1889 878.77
 Less Engine Room 327.58
 Register Tonnage as out on Beam 552.47

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

Half Breadth (moulded) 15.41
 Depth from upper part of Keel to top of Upper Deck Beams 16.14
 Girth of Half Midship Frame (as per Rule) 28.29
 1st Number 59.84
 1st Number, if a 3-Decked Vessel deduct 7 feet
 Length 218.84
 2nd Number 13095.38
 Proportions—Breadths to Length 7.1
 Depths to Length—Upper Deck to Keel 13.5
 Main Deck ditto

Master Henry Witherspoon
 Year of appointment
 Built at Paisley
 When built 1889-1890 Launched 8 April 1890
 By whom built Messrs Fleming & Ferguson
 Owners James & Alexander Gordon
 Managers
 (If desired to be entered in Reg. Book.)
 Residence Newcastle N. S. W.
 Port belonging to Newcastle New South Wales
 Destined Voyage Australia
 If Surveyed while Building, Afloat, or in Dry Dock.
 Specially Surveyed while building & afloat.

LENGTH on deck as per Rule 218 Feet. 10 Inches. BREADTH Moulded 30 Feet. 10 Inches. DEPTH top of Floors to Upper Deck Beams 14 Feet. 8 Inches. Power of Engines 150 Horse. No. of Decks with flat laid One No. of Tiers of Beams Two tiers

Dimensions of Ship per Register, length, breadth, depth, moulded depth	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule
KEEL, depth and thickness	8 x 2 3/8	8 x 2 3/8	7 x 2 3/8	7 x 2 3/8	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4
STEM, moulding and thickness	7 x 2 3/8	7 x 2 3/8	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4
STERN-POST for Rudder do. do.	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4
" for Propeller	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4
Distance of Frames from moulding edge to moulding edge, all fore and aft	22	22	22	22	22	22	22	22
FRAMES, Angle Iron, for 1/2 length amidships	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3
Do. for 1/2 at each end	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3
REVERSED FRAMES, Angle Iron	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	1 1/2 x 3	1 1/2 x 3	1 1/2 x 3	1 1/2 x 3	1 1/2 x 3	1 1/2 x 3	1 1/2 x 3	1 1/2 x 3
thickness at the ends of vessel	1 1/2 x 3	1 1/2 x 3	1 1/2 x 3	1 1/2 x 3	1 1/2 x 3	1 1/2 x 3	1 1/2 x 3	1 1/2 x 3
depth at 1/2 the half-bdth. as per Rule	9	9	9	9	9	9	9	9
height extended at the Bilges	36	36	36	36	36	36	36	36
BEAMS, Upper, Spar, or Awning Deck	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3
Single or double Ang. Iron, Plate or Tee Bulb Iron	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3
Single or double Ang. Iron on Upper edge	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3
Average space	22	22	22	22	22	22	22	22
BEAMS, Main, or Middle Deck	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3
Single or double Ang. Iron, Plate or Tee Bulb Iron	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3
Single or double Ang. Iron on Upper Edge	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3
Average space	22	22	22	22	22	22	22	22
BEAMS, Lower Deck	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3
Single or double Ang. Iron, Plate or Tee Bulb Iron	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3
Single or double Ang. Iron on Upper Edge	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3	5 1/2 x 3
Average space	22	22	22	22	22	22	22	22
BEAMS, Hold, or Orlop	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8
Single or double Ang. Iron, Plate or Tee Bulb Iron	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8
Single or double Ang. Iron on Upper Edge	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8
Average space	22	22	22	22	22	22	22	22
KEELSONS Centre line, single or double plate, box, or intercostal, plates	14	14	14	14	14	14	14	14
" Rider Plate	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
" Bulb Plate to Intercostal Keelson	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
" Angle Irons	5 3/2	5 3/2	5 3/2	5 3/2	5 3/2	5 3/2	5 3/2	5 3/2
" Double Angle Iron Side Keelson	5 3/2	5 3/2	5 3/2	5 3/2	5 3/2	5 3/2	5 3/2	5 3/2
" Side Intercostal Plate	7	7	7	7	7	7	7	7
" do. Angle Irons	7	7	7	7	7	7	7	7
" Attached to outside plating with angle iron	3	3	3	3	3	3	3	3
BILGE Angle Irons	5 3/2	5 3/2	5 3/2	5 3/2	5 3/2	5 3/2	5 3/2	5 3/2
" do. Bulb Iron	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2
" do. Intercostal plates riveted to plating for length	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2
BILGE STRINGER Angle Irons	5 3/2	5 3/2	5 3/2	5 3/2	5 3/2	5 3/2	5 3/2	5 3/2
Intercostal plates riveted to plating for length	5 3/2	5 3/2	5 3/2	5 3/2	5 3/2	5 3/2	5 3/2	5 3/2
SIDE STRINGER Angle Irons	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2

FRAMES extend in one length from Keel to Gunwale
 REVERSED ANGLE IRONS on floors and frames extend from middle line to deck
 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 in. diameter, averaging 5 ins. from centre to centre.
 Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 2 1/2 x 3 ins. from centre to centre.
 Butts of Strakes at Bilge for half length, treble riveted with Butt Straps 3/20 thicker than the plates they connect.
 Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 2 1/2 ins. from cr. to cr.
 Lower Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.
 Butts of Main Sheerstrake, treble riveted for 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.
 Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.
 Breadth of laps of plating in double riveting 4 1/2 - 5 1/4 Breadth of laps of plating in single riveting 2 1/2
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble and double Do. of Breasthooks, 3 Crutches, 2
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Siemens Martin Steel
 Manufacturer's name or trade mark, Goodwins, Jardine & Co. Ltd. Corbett & Co. Ltd. Messrs D. S. W. & Co. Balgell, W. Beathmore & Co. Steel Co. Scotland & Co.
 The above is a correct description.
 Builder's Signature, W. Fleming & Ferguson Surveyor's Signature, Charles Edwards
 Surveyor to Lloyd's Register of British and Foreign Ships

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

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

GLS160-0103

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

Planed

9926 92

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 in butts only

Masts, Bowsprit, Yards, &c., are stul 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

The two masts are built of stul, as per approved sketch. Fore mast is 86' 0" and 19" diam. Main mast 83' 9" and 19" diam. The stul plates were tested at the works of manufacturers.

Number for Equip- ment	Letter for do.	CABLES, &c.			Test per Certificate, Tons.	Fathoms & Inches per Rule.	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS.			Test per Certificate	W'ght req'd per Rule, cwt.	Machine where Tested and Superintendent, also Name of Anchor Maker.
		Number of Certificate.	Fathoms.	Inches.				Number of Certificate (State if any and which Anchors are Stocked.)	Weight, Ex. Stock.	Test per Certificate			
N ^o .	SAILS.	14793	120 5/8	1 7/8	35 35 1/8	240 1/8	Wetherston J. Wood	27238	19 0 1/2	19 19 1/2 2 1	18	18	Wetherston
	Fore Sails,	14794	120 5/8	1 7/8	35 35 1/8	240 1/8	J. Wood	27237	19 0 1/2	19 19 1/2 2 0	18	18	J. Wood
	Fore Top Sails,	19011	60	5/8	35 25 1/2	60 5/8	J. Wood	27239	18 3 7/8	17 5 1 7	15 1/4	15 1/4	J. Wood
	Fore Topmast Stay Sails,												
	Main Sails,												
	Main Top Sails, and quality												
	Iron Stream Chain or Steel Wire ..												
	Hempen Str'm Cable												
	TOWLINE— Hemp or Steel Wire.	90	3 1/4	75 32 1/2	90 9 1/2	90 9 1/2							
	Hawser	90	7 1/2	75 32 1/2	90 7 1/2	90 7 1/2							
	Warp	90	5 1/2	75 32 1/2	90 5 1/2	90 5 1/2							
	Collective Weights								53.3.19			51 1/4	
	Stream	27238							6.3.14	9.2.2.0	6.2.0	6.2.0	
	Kedge	27239							3.1.14	5.16.2.7	3.1.0	3.1.0	
	2nd Kedge	27238							1.2.8	4.1.2.7	1.2.0	1.2.0	

Standing and Running Rigging Wire and Manilla sufficient in size and good in quality. She has one Long Boat and two others

The Windlass is Clark Chapman patent Capstan good and Rudder good Pumps good

Engine Room Skylights.—How constructed? Leak frames

How secured in ordinary weather? Quadrants

What arrangements for deadlights in bad weather? Gratings and Canvas covers

Coal Bunker Openings.—How constructed? Iron framed How are lids secured? Battens

Height above deck? 3' 9" above Bridge

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? Two wash ports 2' 5" x 20", two scuppers

and two mooring pipes on each side of main D.S. Open bulwarks on Raised Quarter Deck

Cargo Hatchways.—How formed? Plates and Angles

Hatches, If strong and efficient? solid 2 1/2"

State size Main Hatch 23' 10" x 16' 2" x 30"

Fore hatch 14' 8" x 14' 0" x 30"

Quarterhatches 20' 0" x 14' 0" x 30", 14' 6" x 14' 0" x 30"

If of extraordinary size, state how framed and secured.... not of extraordinary size

What arrangement for shifting beams Two web frames

Order for Special Survey No. 2318

Date Sept 11 1889

Order for Ordinary Survey No. 2318

Date Sept 11 1889

No. 148 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 1889—Aug 22, Sep 5, 10, 17, 19, 23, 30, Oct 4, 11, 15, 22
- 2nd. On the plating during the process of riveting 28, Nov 4, 8, 14, 20, 26, 29, Dec 6, 13, 17, 20, 3, 1890 Jan 7, 14
- 3rd. When the beams were in and fastened, and before the decks were laid... 24, 27, 30, Feb 3, 6, 11, 14, 20, 24, 27, March 6, 11, 17, 24, 27, 31
- 4th. When the ship was complete, and before the plating was finally coated or cemented... April 1, 4, 10, 14, 23, 30, May 5, 9, 15, 19, 26, 29, June 2, 5, 6, 16
- 5th. After the ship was launched and equipped 20, 23, 24, 25, 28

Total No. of Visits 62

State dates of letters respecting this case 3rd, 9th, 17th Aug 1889, 15th Oct, 27 Nov 1889, 12th June 1890.

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

This is a Twin screw steamer built in accordance with the approved sketches and Secretary's letters of above dates. She has a Raised Quarter deck, Bridge House, and top fallants Forecastle. The fore peak tank, after peak tank, and double bottom compartments were tested by water pressure in accordance with the Rules and proved satisfactory. She is fitted with Electric lights throughout by Harvie & Co (double wire) and the workmanship is good. The Freeboard assigned by the Committee as per Sec^r letter of 12th June 1890 viz { Summer 1.6 1/2, Winter 1.8 1/2, Fresh Water 3 1/2 above engine. } have been marked on each side of the vessel in accordance with Cij 572. Facilities are made for Crew to get to and from berths in bad weather. Through grounding in river Clyde vessel placed on Slip-way. One indented plate on the Port bow renewed, bottom recoated, and the fore peak ballast tank re tested by water pressure and proved satisfactory.

How are the surfaces preserved from oxidation? Inside Cement and paint Outside Paint & Compression

Particulars for Record in R.B.—Length of Poop 22 ft., R.Q.D. 109 ft., Bridge Dk., 22 ft., F'castle 24 1/2 ft.; No. of Dks. (excluding spar, awn., &c.) one

Material of dks. stul If spar, awn. dk., &c. Material of spar, awn. dk., &c.

No. of tiers of beams (with and without dks. laid) Two

Official No. 100A; Signal Letters 100A

If double bottom, state particulars on separate form.

I am of opinion this Vessel should be Classed 100A.1 stul with record of Freeboard.

The amount of the Entry Fee£ 3 : 5 : 0 is received by me, Chas Edwards

Special£ 43 : 19 : 0 27 1890

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

(Travelling Expenses, if any, £ ...)

Committee's Minute 100A.1 stul

Character assigned 100A.1 stul

Larch

+ Amb 6/190

Record Freeboard

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

It is submitted that this vessel appears eligible to be classed

100A.1 stul with record of Freeboard.

15th (Stul) 2 Cio beams.

11. B (particulars appended)

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