

# STEEL IRON SHIP.

TUESDAY 18 MAY 1886

(Received at London Office, ...)

No. 9122 Survey held at Greenock Date, First Survey 28th Nov 1885 Last Survey 10th May 1886  
On the Twin Screw "Satellite" (or visits)

**TONNAGE** under Tonnage Deck } 239.06  
 Ditto of Third, Spar, or Awning Deck. }  
 Ditto of Poop, or Raised Or. Dk. }  
 Ditto of Houses on Deck } 3.33  
 Ditto of Forecastle }  
 Gross Tonnage 242.39  
 Lighter Car Space 45.71  
 Net Tonnage 196.68  
 Engine Room 124.67  
 Net Tonnage on Beam } 72.01

**ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.**  
 Master not appointed.  
 Built at Greenock  
 When built 1885-86 Launched 19th April 86  
 By whom built J. & D. Dunlop & Co.  
 Owners Hawthornthwaite Corporation of Limited Liability  
 Residence Tower Hill, London E.C.  
 Port belonging to London.  
 Destined Voyage London.  
 If Surveyed while Building, Afloat, or in Dry Dock. Building under J.O.

Half Breadth (moulded) ... .. 11.0  
 Depth from upper part of Keel to top of Upper Deck Beams ... .. 12.5  
 Girth of Half Midship Frame (as per Rule) ... .. 20.75  
 1st Number ... .. 4425  
 1st Number, if a 3-Decked Vessel ... deduct 7 feet ... ..  
 Length ... .. 140.  
 2nd Number ... .. 6195.  
 Proportions— Breadths to Length ... .. 6.87  
 Depths to Length— Upper Deck to Keel ... .. 11.2  
 Main Deck ditto ... ..

DEPTH top of Floors to Upper Deck Beams ... .. 11 5/2  
 Do. do. Main Deck Beams ... ..  
 Breadth of Ship per Register, length 141.2 breadth 22.1 depth 11.45 moulded depth 12.10  
 Power of Engines ... .. 70 Horse.  
 N<sup>o</sup>. of Decks with flat laid Two  
 N<sup>o</sup>. of Tiers of Beams Two

|   | Inches in Ship                | Inches per Rule | 16ths in Ship | Inches per Rule | 16ths per Rule |
|---|-------------------------------|-----------------|---------------|-----------------|----------------|
| Flat Keel Plates, breadth and thickness ... ..  | 30                            | 8 3/4           | 30            | 8 3/4           | 30             |
| PLATES in Garboard Strakes, br'dth & thickness  | 30                            | 8 3/4           | 30            | 8 3/4           | 30             |
| From Garboard to upper part of Bilges ... ..  | —                             | 8 3/4           | —             | 8 3/4           | —              |
| Of d'bling at Bilge, or increased thickness, and length applied                       | —                             | —               | —             | —               | —              |
| From up. prt. of Bilge to lr. edge of Sh'rstrake ...                                  | —                             | 4               | —             | —               | —              |
| Main Sheerstrake, breadth and thickness ... ..  | 30                            | 8               | 30            | 8               | 30             |
| Of d'bling at Sh'stk. & Ing. applied  | —                             | —               | —             | —               | —              |
| From M'n. to Up. or Spar Dk. Sh'rstrake ...   | —                             | —               | —             | —               | —              |
| Up. or Spar Dk Sh'rstrake, br'dth & thic'k'ns ...                                     | —                             | —               | —             | —               | —              |
| Butt Straps to outside plating, breadth & thickness                                   | 9 3/4                         | 7 3/8           | 9 3/4         | 7 3/8           | 9 3/4          |
| Lengths of Plating  | Light frames spaces 53 spaces |                 |               |                 |                |
| Shifts of Plating, and Stringers  | 2 to 4 80 2 to 3 do.          |                 |               |                 |                |
| Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness ... | 30                            | 8               | 34            | 6 3/2           | —              |
| Angle Iron on ditto ... ..  | 4 x 3 x 9                     | 3 x 3 x 6 3/2   | —             | —               | —              |
| Tie Plates fore and aft, outside Hatchways  | 7                             | 8               | 7             | 6 3/2           | —              |
| Diagonal Tie Plates on Beams No. of Pairs   | 3                             | —               | —             | —               | —              |
| Flat of Up., Spar, or Awning Dk. * 7/8  | —                             | —               | —             | —               | —              |
| How fastened to Beams ... .. G. I. screw bolts  | —                             | —               | —             | —               | —              |
| Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness ...        | —                             | —               | —             | —               | —              |
| Is the Stringer Plate attached to the outside plating?                                | —                             | —               | —             | —               | —              |
| Angle Irons on ditto, No. ... ..  | —                             | —               | —             | —               | —              |
| Tie Plates, outside Hatchways ... ..  | —                             | —               | —             | —               | —              |
| Diagonal Tie Plates on Beams, No. of pairs  | —                             | —               | —             | —               | —              |
| Flat of Middle Deck* do. do.  | —                             | —               | —             | —               | —              |
| How fastened to Beams   | —                             | —               | —             | —               | —              |
| Stringer Plates on ends of Lower Deck, Hold or Orlop Beams ... ..                     | —                             | —               | —             | —               | —              |
| Is the Stringer Plate attached to the outside plating?                                | —                             | —               | —             | —               | —              |
| Angle Irons on ditto, No. ... ..  | —                             | —               | —             | —               | —              |
| Stringer or Tie Plates, outside Hatchways   | —                             | —               | —             | —               | —              |
| Flat of Lower Deck *  | —                             | —               | —             | —               | —              |
| Ceiling betwixt Decks, thickness and material ...                                     | 2                             | —               | —             | —               | —              |
| " in hold do. do. ... ..  | 2 1/2                         | —               | —             | —               | —              |
| Main piece of Rudder, diameter at head ... ..   | 14 1/2                        | —               | 3 3/4         | —               | —              |
| do. at heel ... ..  | 3 1/2                         | —               | 2 1/4         | —               | —              |
| Can the Rudder be unshipped afloat? <u>yes.</u>                                       | —                             | —               | —             | —               | —              |
| Bulkheads No. <u>Five</u> No. per Rule <u>Four.</u>                                   | —                             | —               | —             | —               | —              |
| " Thickness of <u>4 1/2</u>   | —                             | —               | —             | —               | —              |
| " Height up <u>upper deck.</u>  | —                             | —               | —             | —               | —              |
| " How secured to sides of ship <u>Double frames.</u>                                  | —                             | —               | —             | —               | —              |
| " Size of Vertical Angle Irons <u>2 1/2 x 2 1/2</u> and distance apart <u>30 ins.</u> | —                             | —               | —             | —               | —              |
| " Are the outside Plates doubled two spaces of Frames in length? <u>yes.</u>          | —                             | —               | —             | —               | —              |

**FRAMES** extend in one length from Keel to funnel Riveted through plates with 3/4 in. Rivets, about 6 apart.  
**EVERSED ANGLE IRONS** on floors and frames extend from middle line to upper deck at each frame alternately  
**JOINTS.** 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 ins. from centre to centre.  
**Butts from Keel to turn of Bilge,** worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 ins. from centre to centre.  
**Butts of one Strakes** at Bilge for half length, treble riveted with Butt Straps 1/16 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 ins. from cr. to cr.  
**Butts from Bilge to Main Sheerstrake,** worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 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 1/2 length amidships. Butts of Upper or Spar Sheerstrake, double riveted whole length amidships.  
**Butts of Main Stringer Plate,** treble riveted for 1/2 length amidships. **Butts of Upper or Spar Stringer Plate,** double riveted for whole length.  
 Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 2 1/2  
 Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? treble & double No. of Breasthooks, Three Crutches, one.  
 description of iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?

Manufacturer's name or trade mark, Plaza, Cornsett, Angles, Keel Co. of Scotland, Bullock, Dalzell  
 The above is a correct description.  
 Builder's Signature, David J. Dunlop & Co. Surveyor's Signature, J. Dawkins.  
 Surveyor to Lloyd's Register of British and Foreign Shipping.

**Workmanship.** Are the butts of plating planed or otherwise fitted? *Planed*  
 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? *Yes a few*

Masts, Bowsprit, Yards, &c., are of *P. Pine* in *good* condition, and sufficient in size and length. If of Iron or Steel give Scantlings of Plying, 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

| NUMBER & LETTER for EQUIPMENT | SAILS.                   | CABLES, &c.                              | Fathoms. | Inches. | Test per Certificate. | Inches per Rule. | Machine where Tested and Superintendent, also Number of Certificate. | ANCHORS. |        | N <sup>o</sup> . | Weight. Ex. Stock. | Test per Certificate. | Wght req'd per Rule. | Machine where Tested and Superintendent, also Number of Certificate. |
|-------------------------------|--------------------------|--|----------|---------|-----------------------|------------------|--|----------|--------|------------------|--------------------|-----------------------|----------------------|--|
|                               |                          |  |          |         |                       |                  |  | Bower    | Stream |                  |                    |                       |                      |  |
|                               | Fore Sails,              | Chain                                    | 105      | 1 1/8   | 22 3/4 & 3 1/8        | 165              | Tipton / E.R. Scott  | 5125     | 12:0:0 | 13:17:2:0        | 6" 2" 0            | So. Dock / J. Hartnup |                      |  |
|                               | Fore Top Sails,          | Iron Stream Chain                        | 90       | 1 1/8   | 6 3/4 & 13 1/2        | 45               |  | 9813     | 11:1:7 | 13:5:0:0         | 6" 2" 0            | Tipton / E.R. Scott   |                      |  |
|                               | Fore Topmast Stay Sails, | or Steel Wire<br>or Hempen Strm<br>Cable |          |         |                       |                  |  |          |        |                  |                    |                       |                      |  |
|                               | Main Sails,              | Towline, Hemp.                           | 75       | 7       |                       | 75               |  |          |        |                  |                    |                       |                      |  |
|                               | Main Top Sails, and      | or Steel Wire<br>Hawser<br>Warp          | 90       | 5       |                       | 90               |  | 9799     | 1:2:13 | 4:1:2:7          | 2" 0" 0            | Tipton / E.R. Scott   |                      |  |
|                               |                          | quality                                  |          |         |                       |                  |  |          |        |                  | 1" 0" 0            |                       |                      |  |

Standing and Running Rigging *Steel wire* sufficient in size and *good* in quality. She has *one* Long Boat and *9* others  
 The Windlass is *Harfield's* *good* and Rudder *good* Pumps *good*  
 Engine Room Skylights—How constructed? *Crown 12 x 16. One 16" x 6" high* How secured in ordinary weather? *Teak framed skylight*  
 What arrangements for deadlights in bad weather? *Teak*  
 Coal Bunker Openings.—How constructed? *Circular. Dble covers* How are lids secured? *Bayonet joints* Height above deck? *Flush*  
 Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Four scuppers & four ports.*  
 Cargo Hatchways.—How formed? *8" Cornings 12 above deck.*  
 State size Main Hatch *9 x 8.6* Forehatch  Quarterhatch   
 If of extraordinary size, state how framed and secured?  
 What arrangement for shifting beams? *a strong fore rafter*  
 Hatches, If strong and efficient? *yes 3 inch thick*

Order for Special Survey No *296* Date *15th Dec 1885*  
 Order for Ordinary Survey No. *180* Date *17th May 1886*  
 No. *180* in builder's yard.  
 State dates of letters respecting this case *317th Dec 85. 3.6 + 10th March + 30th April 1886. 3rd May 86*

**General Remarks** (State quality of workmanship, &c.) *Quality of workmanship good*  
*This vessel is of 11.45 depth of hold & by rules require only one deck only but being required for a special service has a lower deck flat between fore and aft the engine & boiler space as shown on profile*  
*She has been constructed in accordance with the accompanying sketches and with the Rules & the Committee's Circulars.*

State if one, two, or three decked vessel, or if open, 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 *Cement & Paint* Outside *Paint*  
 I am of opinion this Vessel should be Classed  *100 A.M. Steel*

The amount of the Entry Fee ..... £ *1 : 0 : 0* is received by me, *J.P. Dawkins*  
 Special ..... £ *9 : 17 : 0* *17th May 1886*  
 (to be sent as per margin.) Certificate ... *gratis*  
 (Travelling Expenses, if any, £ Nil.)  
 Committee's Minute  
 Character assigned *100 A Steel*  
 TUESDAY 18 MAY 1886  
 Surveyor to Lloyd's Register of British and Foreign Shipping  
 It is submitted that the vessel is eligible to be classed 100A1 Steel as recommended.  
 15x + 2 1/2 Beams

Reference should be made to any correspondence connected with the case.  
 Certificate to be sent to  
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)

