

IRON OR STEEL SHIP.

(Received at London Office)

No. 9630 Survey held at Port Glasgow Date First Survey 2nd Jan'y 1888 Last Survey 13th January 1889 On the Iron sailing vessel "Liverpool" Rig 4 Masted Ship

TONNAGE under Tonnage Deck 3224.28 Between Tonnage Deck and 2nd, 4th, Spar and Awaiting Deck. Total under Upper Dk. 3224.28 of Deep Store Room 3.86 of Bridge House 165.78 of Houses on Deck 3.57 of Horsehoes Anchor etc. 2.82 Gross Tonnage 3400.31 less Crew Space 69.82 net Tonnage 3330.49

ONE OR TWO DECKED, THREE DECKED VESSEL, SPAR OR AWNING DECKED VESSEL. Half Breadth (moulded) 23.83 Depth from upper part of Keel to top of Upper Deck Beams 29.41 Girth of Half Midship Frame (as per Rule) 48.58 1st Number 107.82 2nd Number 32602 Length 320.2 Proportions - Breadths to Length 6.7 Depths to Length - Upper Deck to Keel 10.8 Main Deck ditto

Master T. Calder Year of appointment 1888 Built at Port Glasgow When built 1888 Launched 7th Dec 1888 By whom built Russell & Co. Owners D. & W. Leyland & Co. Managers Residence Liverpool Port belonging to Liverpool Destined Voyage Melbourne via London If Surveyed while Building, Afloat, or in Dry Dock. Built under special license

LENGTH on deck as per Rule 320.2 BREADTH - Moulded 47.06 DEPTH top of Floors to Upper Deck Beams 26.9 Inches in ship 26.9 Moulded depth 28.53/4

Table with columns for various ship components: KEEL, STERN-POST, FRAMES, BEAMS, KEELSONS, BILGE STRINGER, SIDE STRINGER, PLATING, etc. Each row lists specifications and measurements.

Manufacturer's name or trade mark, the above is a correct description. Surveyor's Signature, Russell & Co. 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? *A few*

Masts, Bowsprit, Yards, &c., are *Stub* 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 spars are in accordance with approved sketch attached hereto. Brand "Crossed", "Clydebridge" and "Pant Lead".*

| Number for Equipment | CABLES, &c. | | Test per Certificate Tons. | Inches per Rule. | Machine where Tested and Superintendent, also Name of Chain Maker. | ANCHORS. | | Test per Certificate | W'ght req'd per Rule. | Machine where Tested and Superintendent, also Name of Anchor Maker. | |
|--------------------------------|--------------------------------------|---------------|----------------------------|------------------|--|-----------------------|--------------|----------------------|-----------------------|---|-------------------------------|
| | Number of Certificate. | Fathoms. | | | | Number of Certificate | Ex. Stock. | | | | |
| Letter for do. <i>Y</i> | <i>14469</i> | <i>149-25</i> | <i>2 5/8</i> | <i>134 3/4</i> | <i>300-2 5/8</i> | <i>at Westerton</i> | <i>24092</i> | <i>45-0-26</i> | <i>39-8-0-14</i> | <i>45-0-0</i> | <i>Westerton, R. G. Lewis</i> |
| N ^o . <i>SAILS.</i> | <i>14473</i> | <i>150-35</i> | <i>2 5/8</i> | <i>—</i> | <i>by R. G. Lewis</i> | <i>—</i> | <i>24091</i> | <i>43-3-12</i> | <i>38-10-2-14</i> | <i>43-0-0</i> | <i>"</i> |
| Fore Sails, | <i>Chain made by Nottingham Iron</i> | | | | | | | | | | |
| Fore Top Sails, | <i>9809</i> | | | | | | | | | | |
| Fore Topmast Stay Sails, | <i>Iron Steam Chain</i> | | | | | | | | | | |
| Main Sails, | <i>Hempen Steam Cable</i> | | | | | | | | | | |
| Main Top Sails, and quality | <i>TOWLINE—Hemp or Steel Wire</i> | | | | | | | | | | |
| | <i>90</i> | <i>12"</i> | <i>manilla</i> | <i>90-12"</i> | <i>Whitecross wire Co's</i> | <i>—</i> | <i>—</i> | <i>—</i> | <i>—</i> | <i>—</i> | <i>—</i> |
| | <i>90</i> | <i>8"</i> | <i>—</i> | <i>90-8"</i> | <i>—</i> | <i>—</i> | <i>—</i> | <i>—</i> | <i>—</i> | <i>—</i> | <i>—</i> |
| | <i>90</i> | <i>8"</i> | <i>—</i> | <i>90-8"</i> | <i>—</i> | <i>—</i> | <i>—</i> | <i>—</i> | <i>—</i> | <i>—</i> | <i>—</i> |

Standing and Running Rigging *ful. Stub wire* sufficient in size and *good* in quality. She has *2 Life Long* Boat and *3* others.
 The Windlass is *Clark Chapman's* Capstan *good* and Rudder *good* Pumps *good*
 Engine Room Skylights *How constructed?* *How secured in ordinary weather?*
 What arrangements for deadlights in bad weather?
 Coal Bunker Openings *How constructed?* *How are lids secured?* *Height above deck?*
 Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *5 Ports, 3 Scuppers & 2 Pipes on each side forward; 5 Ports, 4 Scuppers & 2 Pipes on each side aft.*
 Cargo Hatchways.—How formed? *Iron Crappings* Hatches, if strong and efficient?
 State size Main Hatch *16'-0" x 11'-6" x 21" high* Forehatch *12'-0" x 8'-0" x 21" high* Quarterhatch *11'-10" x 8'-0" x 21" high*
 If of extraordinary size, state how framed and secured... *Shifting beam in each hatch. What arrangement for shifting beams?*

Order for Special Survey No. *1373* DATES OF SURVEYS held while building as per Section 18.
 Date *26th Decr., 1887*
 Order for Ordinary Survey No. *182* in builder's yard.
 State dates of letters respecting this case *1888. Jan. 7, 17, 24, 25 Feb. 23. March 8. Sep. 18. 1889 Jan. 12.*

General Remarks (State quality of workmanship, &c.) *The workmanship is good & the vessel has been constructed in accordance with the approved plans (5 in No. which together with two Forging Reports are attached hereto. The collision bulk head has been tested by hose & found good. The dimensions and particulars given by the builders for purpose of having a Foreboard assigned to the vessel, have been checked, see Foremost Foreboard Report No. 9629, and the Foreboard of 6' 6 1/2" from top of iron deck, assigned by the Committee in their letter dated 23rd February 1888, has been made on the sides of the vessel, and verified, and may now be recorded in the Register Book.*

How are the surfaces preserved from oxidation? Inside *Portland Cement & Paint* Outside *Paint.*

Particulars for Record in R.B.—Length of *Keel* *10* ft., R.Q.D. *✓* ft., Bridge Dk., *5 1/2* ft., Forecastle *28* ft.; No. of Dks. (excluding spar, awn., &c.) *2*
 Material of dks. *Iron* If spar, awn. dk., &c. *✓* Material of spar, awn. dk., &c. *✓*; No. of tiers of beams (with and without dks. laid) *2*
 Official No. *100A1*; Signal Letters *—*
 I am of opinion this Vessel should be Classed *+100A1. Two decks (Iron), two tiers of beams, and web frames*
 The amount of the Entry Fee *£ 5*; is received by me, *J.H.*
 Special *£ 108*; *16th Jan., 1889*
 (to be sent as per margin). Certificate ... *gratis*
 (Travelling Expenses, if any, & *nil*).
 Committee's Minute *FRIDAY 25 JAN 1889*
 Character assigned *100A1 Beams Steel 20 lbs Iron Record Foreboard & webframes*
Lacep

Surveyor to Lloyd's Register of British and Foreign Ships.
 It is submitted that this vessel appears eligible to be classed *100A1* with the notation *Beams Steel & web frames*
20 lbs Iron
24/1/89