

IRON OR STEEL SHIP

Received at London Office

25 MARCH 1889

No. 9659

Survey held at

Date of writing Report

20/3/89

Port of

Glasgow

Date First Survey 27th Augt/88

Last Survey 24th March 1889

On the Sailing Vessel

"Sir Robert Fernie"

Rig 4-Masted barque

TONNAGE under Tonnage Deck 2472.78

ONE OR TWO DECKED, THREE DECKED VESSEL, SPAN OR TWINING DECKED VESSEL

Master J. F. Cruickshanks

Deadweight Tonnage 2472.78

Half Breadth (moulded) 20.9

Year of appointment 1889

Deadweight Tonnage 2472.78

Depth from upper part of Keel to top of Upper Deck Beams 27.56

Built at Port Glasgow

Deadweight Tonnage 2472.78

Girth of Half Midship Frame (as per Rule) 42.5

When built 1888-89 Launched 19th Feb/1889

Deadweight Tonnage 2472.78

1st Number 90.96

By whom built Russell & Co.

Deadweight Tonnage 2472.78

2nd Number 28924

Owners W. J. Fernie

Deadweight Tonnage 2472.78

Proportions— Breadths to Length 7.08

Managers W. J. Fernie & Sons

Deadweight Tonnage 2472.78

Length 296

Residence 30 Brunswick Street

Deadweight Tonnage 2472.78

2nd Number 28924

Port belonging to London

Deadweight Tonnage 2472.78

Depths to Length—Upper Deck to Keel 10.74

Destined Voyage Batavia via Cardiff

Deadweight Tonnage 2472.78

Depths to Length—Upper Deck to Keel 10.74

If Surveyed while Building, Afloat, or in Dry Dock

Deadweight Tonnage 2472.78

Depths to Length—Upper Deck to Keel 10.74

Build under Special Survey

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

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

Builder's Signature, *Russell & Co.* Surveyor's Signature, *W. J. Fernie*

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 *Iron & Steel* in *good* condition, and sufficient in size and length. If of Iron or Steel give Scantlings, 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 Metal, and if stamped with Maker's name.
State also Length and Diameter of Lower Masts and Bowsprit

The spars are in accordance with the approved drawing attached hereto. The material has been tested as required & found good.
Lower Masts & Bowsprit of Iron - Brand "West-Stockton"
Topmasts & Yards of Steel - Brand "Clydesdale"

Number for Equip- ment	Letter for do.	CABLES, &c.				Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS.		Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine wh. Superintd. Name of An.
		Number of Certificate.	Fathoms.	Inches.	Tons per Certificate.		Number of Certificate.					
28719	W	7601	270	2 1/2	107 1/2 76 5/10	270-2 1/2	Tested at Sunderland by J. Hartness	18388	40.3.14	36.8.0.14	40.0.0	
								18390	37.0.0	33.15.0.0	38.0.0	
								18389	36.1.0	33.5.2.14	36.0.0	
								all made by S. Taylor & Sons and tested at Sunderland by J. Hartness				
		7471	100	1 1/8	34 5/8 22 3/4	100-1 1/8						
		Iron Stream Chain (Steel Wire ...)		Made by S. Taylor & Sons.								
		Hemp or Steel Wire	70	4 1/2 steel	35 tons		Hamington		114.0.0.14		114.0.0	
		TOWLINE— Hemp or Steel Wire	30	13 mainline		90-12"	Wire Ropes	Stream	12.0.14	13.19.2.21	12.0.0	
		Hawser	90	3 1/2 steel	26 tons	90-11"	Wires	Kedge	6.1.0	8.10.0.0	6.0.0	
		Warp	90	2 1/2 steel	12 tons	90-7"	(Lins)	2nd Kedge	3.0.14	5.12.0.21	3.0.0	

1 Suit & Spare

26 1/2 ft 15 in

efficient in size and good in quality. She has 24 ft 10 in Boats and 3 others

Standing and Running Rigging *ful. Steel wire* sufficient in size and *good* in quality. She has *2 Life* Boats and *3 Others*
The Windlass is *Handfield & Co's* Capstan *good* and Rudder *good* Pumps *good*

Engine Room Skylights *Have been constructed?* *Not secured in ordinary weather?*
What arrangements for deadlights in bad weather?
Coal Bunker Openings *Have been constructed?* *How are lids secured?* *Height above deck?*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *4 Ports, 2 Scuppers & 2 Pipes on each side forward; 3 Ports, 4 Scuppers, & 2 Pipes on each side aft.*
Cargo Hatchways.—How formed? *Iron coverings 30 1/2" high* Hatches, If strong and efficient? *Yes, solid*
State size Main Hatch *15' 10" x 11' 0"* Forehatch *7' 11" x 5' 11"* Quarterhatch *11' 10" x 9' 0"*
What arrangement for shifting beams?
Shifting beam in main hatchway.

Order for Special Survey No. <i>1392</i>	1st. On the several parts of the frame, when in place, and before the plating was wrought	1888- Augt. 27. 30: Sept. 6. 8. 14. 18. 21. 25. 28: Oct. 2. 3. 8. 12. 17. 19.
Date <i>28th July, 1888</i>	2nd. On the plating during the process of riveting	22. 23. 24. 26. 29. 31: Nov. 2. 7. 13. 14. 16. 20. 23. 27. 30:
Order for Ordinary Survey No. <i>200</i>	3rd. When the beams were in and fastened, and before the decks were laid....	Dec. 4. 6. 7. 12. 13. 18. 20. 24. 27. 28: 1889- Jan. 4. 9. 14. 15. 16. 17. 22. 24.
No. <i>200</i> in builder's yard.	4th. When the ship was complete, and before the plating was finally coated or cemented..	Feb. 4. 6. 7. 11. 13. 18. 19
DATES of Surveys held while building as per Section 18.	5th. After the ship was launched and equipped	Feb. 23. 27: March 1. 4. 6. 7. 11. 13. 16. 18. 19. 21.
State dates of letters respecting this case		Total No. of Visits <i>6</i>

General Remarks (State quality of workmanship, &c.) *The workmanship is good and the vessel has been constructed in accordance with the approved plans (3 L. No.) which together with two Forging Reports are attached hereto.*
The collision bulkhead has been tested by hose and found good.

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

Particulars for Record in R.B.—Length of *Keel* *8* ft., *B.O.D.* *56* ft., F'castle *26* ft.; No. of Dks. (excluding spar, awn., &c.) *Two*
Material of dks *Iron & Steel*; No. of tiers of beams (with and without dks. laid) *Two*
Official No. *100A.1*; Signal Letters *Two dks (1 Iron, braced) 2 tiers of frames*
I am of opinion this Vessel should be Classed *100A.1 "Steel"*
The amount of the Entry Fee£ *5* : : : is received by me, *J.M.*
Special£ *85* : 5 : : *23/3 1889*
(to be sent as per margin). Certificate *Gratis*
(Travelling Expenses, if any, £ *Nil*)
Committee's Minute *26 MARCH 1889*
Character assigned *100A.1 Steel*
2 dks 1 Iron
2 do - 9.4.89
25/3/89

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.)

Lloyd's Register of British and Foreign Shipping
It is submitted that this vessel appears eligible to be classed 100A.1 Steel as recommended
Foundation