

1 or 2 Decks. ~~IRON OR~~ STEEL STEAMER.

State of Report is also sent on the Machinery of the Vessel

Received at London Office.

TRUE 3 FEB 01

Date of completion of Report 31st January 1891

Port of West Hartlepool

No. 8300

Survey held at West Hartlepool

Date, First Survey 3rd September 1891Last Survey 26th January 1891

On the

Steel Screw Steamer

"Heighington"

Rig

Schooner (2 masts)

TONNAGE under

2211.45

ONE OR TWO DECKED VESSEL.

Master

Wilson

Tonnage Deck...

2211.45

CLASS 100 A1.

FEET.

Year of appointment

(1) As master in service of owner of present vessel - is (2) As master of this vessel - is

Do. of Poop

42.32

Built at

West Hartlepool

Do. of Raised Or.

173.95

When built

1891

Launched 26th Nov 1890

Do. of Bridge House (Chant)

304.05

By whom built

W. Gray & Co. (Linn)

Do. of excess of Hatchways

23.61

Owners

Hudson Shipping Co. (Linn)

Do. of Forecastle

6.24

Managers

(Where necessary to be entered in Reg. Book).

Do. above Crown of

2800.00

Residence

West Hartlepool

Do. above Crown of

16.96

Port belonging to

West Hartlepool

Do. above Crown of

2440.35

Do. above Crown of

896.05

Do. above Crown of

1824.39

Register Tonnage

1824.39

Destined Voyage

American

Surveyed while Building, Afloat, and in Dry Dock

LENGTH on Deck

Feet. 312

Inches. 4

BREADTH—

Feet. 40

Inches. 3 3/4

DEPTH—

Feet. 22

Inches. 5 1/2

Power of

Engines

Horse.

220

No. of Decks with Flat laid

One

No. of Tiers of Beams

One

Dimensions of Ship per Register, Length, 314.0 breadth, 40.55 depth, 21.95.

Moulded Depth, ft. 23 ins. 5 1/2

3 1/2 Amidships, 16 where upper end Round of Beam 1 inches.

FORGINGS AND CASTINGS.

Inches in Ship.

Inches per Rule.

KEEL, Bar or Side Plates depth and thickness

10 x 2 3/4

10 x 2 3/4

STEM, moulding and thickness

10 x 2 3/4

10 x 2 3/4

STERN-POST for Rudder do. do.

10 x 6

10 x 6

" for Propeller

10 x 6

10 x 6

MAIN PIECE of Rudder, diameter at head

9

9

do. at heel

4

4

RUDDER, how constructed

Cast-steel frame and plates

In the Rudder be unshipped afloat?

Yes

FRAMING.

Inches in Ship.

Inches in Ship.

Inches in Ship.

Inches in Ship.

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Inches in Ship.

KEELSONS AND STRINGERS.

Inches in Ship.

Inches in Ship.

Inches in Ship.

Inches in Ship.

Inches in Ship.

CENTRE LINE KEELSON, Vertical Plate above

20

14

20

14

14

" Rider Plate

14

14

14

14

14

" Bulb Plate to Intercoastal Keelson

14

14

14

14

14

" Horizontal Plates on Floors

14

14

14

14

14

" Angles

14

14

14

14

14

SIDE KEELSON, Angles

14

14

14

14

14

" Bulb or Plate above floors for

14

14

14

14

14

" Intercoastal Plate for

14

14

14

14

14

" Attached to outside plating with Angle

14

14

14

14

14

BILGE KEELSON, Angles

14

14

14

14

14

" Bulb or Plate above floors for

14

14

14

14

14

" Intercoastal Plate for

14

14

14

14

14

" Attached to outside plating with Angle

14

14

14

14

14

BILGE STRINGER Angles

14

14

14

14

14

" Bulb Plate for

14

14

14

14

14

" Intercoastal Plate for

14

14

14

14

14

" Attached to outside plating with Angle

14

14

14

14

14

Main and Raised Quarter Deck Stringer

14

14

14

14

14

" Angle on ditto

14

14

14

14

14

" Tie Plates fore & aft, outside Hatchways

14

14

14

14

14

" Diagonal Tie Plates on Bms., No. of Pairs

14

14

14

14

14

" Flat of Deck* Material and thickness

14

14

14

14

14

" How fastened to Beams

14

14

14

14

14

Lower Deck Stringer Plate, on ends of

14

14

14

14

14

" Beams, breadth and thickness

14

14

14

14

14

" Angles on ditto, No.

14

14

14

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14

" Tie Plates, outside Hatchways

14

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" Flat of Deck* Material and thickness

14

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" How fastened to Beams

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14

Hold Stringer Plate, on ends of Beams

14

14

14

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14

" Angles on ditto, No.

14

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14

" Poop Deck Stringer Plate, breadth & thickness

14

14

14

14

14

" Angle on ditto

14

14

14

14

14

" Tie Plates

14

14

14

14

14

" Flat of Deck, Material and thickness

14

14

14

Order for Special Survey No. 1454
Date 9th Aug 1890
Order for Ordinary Survey No. 405
Date 1st Sept 1890
No. 405 in builder's yard

1st. On the several parts of the frame, when in place, and before the plating was wrought
2nd. On the plating during the process of riveting
3rd. When the beams were in and fastened, and before the decks were laid
4th. When the ship was complete, and before the plating was finally coated or cemented
5th. After the ship was launched and equipped

State dates and initials of letters respecting this case 14th, 15th & 22nd July (m.), 11th Sept (P) 1890.

General Remarks (State quality of workmanship, &c.) This vessel which is a sister ship to the S.S. "Guernsey" by the same Builders has been built in accordance with the Rules and the plans approved by the Committee. The whole of the material used in the hull is of good malleable quality, and the workmanship has been well executed throughout.

BULKHEADS. No. in Vessel 4. No. Reqd. by Rule 4. Height up. Sngl. or Dbl. Frames.

W. T. BULKHEADS { Vrtel. 5. 31 x 3/4 30
Hrztl. 5. 31 x 3/4 49
PARTITION... Vrtel. 1. 31 x 3/4
Hrztl. 1. 31 x 3/4
LONGITUDINAL Vrtel. 1. 31 x 3/4

Are the outside Plates doubled two spaces of Frames in length? Yes
Riveted through Plates with 7/8 in. Rivets, about 7 apart

The FRAMES extend in one length from Keel to Runners
The REVERSED ANGLE on floors and frames extend from Centre to Runners and the stringers meet below alternately.

RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c.
Garboard, double riveted to Bar Keel or Flat Plate Keel, with rivets 1 1/2 in. diameter, averaging 5 1/2 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 1/2 ins. from centre to centre.
Butts from Keel to turn of Bilge, worked clench, double or single riveted; treble for 3/4 length; with rivets 7/8 in. dia., averaging 3 1/2 ins. from cr. to cr.
Butts of "all" Strakes at Bilge for 3/4 length, treble riveted with Butt Straps 4 1/2 in. thick than the plates they connect. C.E.S.S.S. (Jeld overlapped)
Edges from Bilge to Sheerstrake, worked clench, double or single riveted; with rivets 7/8 in. dia., averaging 3 1/2 ins. from cr. to cr.
Butts from Bilge to Sheerstrake, worked clench, double or single riveted; treble for 3/4 length; with rivets 7/8 in. dia., averaging 3 1/2 ins. from cr. to cr.
Edges of Sheerstrake, double or single riveted.
Butts of Main Stringer Plate, treble riveted for 3/4 length amidships. Single or Double Butt Straps to Stringer Plate for whole length.
Butts of Inner Bottom Plating Single riveted for whole length.
Butts of Centre Girder Treble riveted.
Breadth of edge laps of Shell Plating in double riveting 5 1/2 x 6 Breadth of edge laps of Shell Plating in single riveting 9.
Butt Straps of Shell Plating breadth and thickness 1 1/2 x 19, 14, 15, 16, 17, 18, 19.
Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted? Treble and double
Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? Conselle, West Hartlepool 3rd. Co., Dorman, Long & Co., Middlesbrough, Steel Co. of Scotland and Colvile. All Siemens Martin process.

Workmanship. Are the butts of plating planed or otherwise fitted? Planed
Is the riveted work properly closed? Yes
Are the liners between the frames 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 through butts.
Are the butts of Plating, Stringers, &c., properly shifted and strapped? Yes

MASTS, SPARS, &c.

	Material	Total Length	DIAMETER AND THICKNESS		No. of Plates in round	ANGLES		RIVETING	
			At Partners	Heel		Number	Size	Seams	Butts
Fore	Iron	76.6	22	17	16	16	16	Double	3/4 overlapped
Main	Iron	69.11	20	15	16	13 1/2	16	Double	3/4 overlapped
Mizen	Iron	8						Single	

Bowspit
Topmasts, Yards and Remainder of Spars Wood, Fore Topmast 39 + 13. Main Topmast 39 + 12. Stays Iron Wire
Rigging, Material and Size, Shrouds Iron Wire 3/2
Sails, One complete Suit of Sails, and the following spare sails

EQUIPMENT No. 29360 LETTER 7. ANCHORS.

Number of Certificate	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE			WEIGHT REQ. BY RULE			Description of Anchor	Makers	Where and when tested and Superintendent	
	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	cwts.	qrs.	lbs.	Cwts.	qrs.				lbs.
12021 1st Bower	34	1	0	6	2	23	31	16	1	0				Rodgers L.S.	John Green	L.P.H. Lipton 20th October 1889
12022 2nd "	34	0	0	6	2	23	31	12	2	0				Rodgers L.S.	E. R. Smith	L.P.H. Lipton 6-12-90 E. R. Smith
12023 3rd "	29	0	14	6	1	0	27	19	1	14	99	0	0	Rodgers L.S.	H. Hingley & Son	2-12-90
Collective weight	97	1	14													
12989 Stream	11	0	14	3	0	14	13	0	0	0	10	3	0			
12956 Kedge	5	1	6	1	1	14	7	14	0	7	5	2	0			
12966 2nd Kedge	2	2	0	3	22	5	0	0	0	0	2	2	0			

CHAIN CABLES.

Number of Certificate	Fathoms	Size	TEST PER CERTIFICATE		WEIGHT OF CHAIN CABLE		FATHOMS & SIZE PER RULE		Description	Makers of Cables	Where and when tested, and Superintendent	Material	Fathoms	Size	Fathoms & Size Per Rule
			Tons	Cwts.	Tons	Cwts.	Fathoms	Size							
11608	135 1/2	1 1/4	88 1/2	225.2.9	225.2.9	240 + 1 1/4	Atud Sink	H. Hingley & Son	L.P.H. Lipton 7th Decr 1890	TOWLINE Steel	90	3 1/2	90 + 3 1/2		
11609	135	1 1/4	63 1/4	230.0.4	240 + 1 1/4	Atud Sink	H. Hingley & Son	L.P.H. Lipton 7th Decr 1890	TOWLINE Steel	90	2 3/4	90 + 2 3/4			
11623	135	1 1/4	63 1/4	230.0.4	240 + 1 1/4	Atud Sink	H. Hingley & Son	L.P.H. Lipton 7th Decr 1890	TOWLINE Steel	90	2 3/4	90 + 2 3/4			
Iron Strutch chain or Steel Wire	45	1 1/4	34 1/2	51.0.1	45 + 1 1/4	Atud Sink	H. Hingley & Son	L.P.H. Lipton 7th Decr 1890	TOWLINE Steel	90	2 3/4	90 + 2 3/4			
Towline if steel wire	100	4	35		100 + 4										

Boats Two Life Boats and two others
Pumps, Number Hand pumps 7
The Windlass is Iron Wood
Engine Room Skylights—How constructed? Plates and Angles
What arrangements for deadlights in bad weather? Strong steel shutters and bullseyes
Coal Bunker Openings—How constructed? Plates and Angles How are lids secured? Bolted down Height above deck? 15
Number of Scuppers, and number and dimensions of Freeing Ports, &c. On each side Forward, 2 scuppers and 2 freeing ports 3 1/2 x 2 1/2
Aft, 2 scuppers, 4 freeing ports 2 1/2 x 1 1/2
Cargo Hatchways—How formed? Plates and Angles
State size No. 1 Hatch (Forward) 15.10 + 13.7 No. 2 Hatch 22.1 + 14.1 No. 3 Hatch 23.10 + 14.1 No. 4 Hatch 23.9 + 14.1
Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch One web plate and three fore and afters to No. 1 Hatch
Two web plates and three fore and afters to No. 2, 3 and 4 Hatches
Main Rail, material and size Iron 6 x 3 1/4 Bull angle
Bulwarks, height above deck and description 5.0, Iron 5 1/2 in.

The above is a correct description.
Builder's Signature, (three only) J. M. Gray & Co. Limited
Surveyor's Signature, Allison B. Wilson
Surveyor to Lloyd's Register of British and Foreign Shipping.

Order for Special Survey No. 1454
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PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 25.5 ft., R.Q.D. or Break 102.0 ft., Bridge Dk. 115.0 ft., F'castle 35.2 ft. (in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. is joined to the B.D., this should be distinctly stated. The Raised Quarter Deck is connected to the Bridge. There is a short sunk poop
No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) 125 (Iron) 7 Web frames
Official No. 98502; Signal Letters MOPK

PARTICULARS OF WATER BALLAST.
Double bottom, aft, length 106 1/2 ft. and water capacity in tons 257 1/2 Double bottom, forward, length 120 ft. and water capacity in tons 304 1/2
Double bottom, under engines and boilers, length and water capacity in tons If under Engines only, or Boilers only, state which and water capacity in tons
Double bottom, constructed on the cellular system, length
Fore peak tank, water capacity in tons After peak tank, water capacity in tons
Midship deep tank, length and water capacity in tons Other tanks, if fitted, length and water capacity in tons
The above have now been tested as required by the Rules.
(If necessary, furnish further information by sketch.)
How are the surfaces preserved from oxidation? Inside Portland Cement and Paint. Outside Paint.

FREEBOARD assigned by the Committee, as per Secretary's Letter, dated 14th July 1890
In Summer 2 ft. 5 ins.
In Winter 2 ft. 9 ins.
For Winter in North Atlantic 3 ft. 1 1/2 ins.
Fresh Water above the centre of disc 5 ins.
(Atabulary Deck 1/2 above Jam Deck at side)

State if marked on Vessel's sides in accordance with Notice No. 572 Yes
and subsequent instructions.
The amount of Entry Fee, £ 5: is received by me, 2-2-1891
Special £ 93: 10 Certificate £ 10
Travelling Expenses, if any £
I am of opinion this Vessel should be Classed 100 A. I. STEEL.
Allison B. Wilson.
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute
Character assigned
100 A. I. Steel
L. A. M. 11/91
1st (Iron) deck frames, 2 to B.
Well 1st
White Owner.
See letter from Owner attached, dated 9/2/91
Lloyd's Register
Foundation

4PL364-0023 (2/2)