

State of Report is also sent on the Machinery of the Vessel No. 8355

Date of completion of Report 24 Feb 91 Port of West Hartlepool

No. 8355 Survey held at West Hartlepool Date, First Survey 4 Aug 90 Last Survey 19 Feb 1891

On the Steel Screw Steamer "Chatfield" Schooner Rig 2 masts

TONNAGE under Tonnage Deck... 2252.69 TWO DECKED VESSEL.

Master W. Mc Lee

Table of Tonnage: Poop, Raised Cr., Break, Bridge House, Houses on Deck, Hatchways, Forecastle, Engine Room, Gross Tonnage, Less Crew Space, Engine Room, Navigation Spaces, Register Tonnage.

Table of Dimensions: CLASS 100A1, Half Breadth, Depth, Girth, 1st Number, Length, 2nd Number, Proportions, Depths to Length, Destined Voyage East Indies.

Table of Appointment: Year of appointment, Built at West Hartlepool, When built 1891, Launched 12 Jan 1891, By whom built, Owners, Managers, Residence London, Port belonging to London.

Table of Length, Breadth, Depth, Power of Engines, No. of Decks with Flat laid, No. of Tiers of Beams.

Dimensions of Ship per Register, Length, 34.8 breadth, 40.6 depth, 21.0 Moulded Depth, ft. 23 ins. 8.1 Round of Beam 9 inches.

FORGINGS AND CASTINGS. Table with columns: Item, Inches in Ship, Inches per Rule, 10ths or 20ths per Rule.

FRAMING. Table with columns: Item, Inches in Ship, Inches per Rule, 10ths or 20ths per Rule.

KEELSONS AND STRINGERS. Table with columns: Item, Inches in Ship, Inches per Rule, 10ths or 20ths per Rule.

PLATING. Table with columns: Item, Inches in Ship, Inches per Rule, 10ths or 20ths per Rule.

Ceiling betwixt Decks, thickness and material		BULKHEADS. No. in Vessel 5		No. Req'd. by Rule 5	
in hold	do.	Thickness.	Angles.	Spacing.	Height up.
2 1/2"	do.	1/2"	Vrtcl. 5 x 3/2 x 8	30"	Upper Deck
			Hrzncl. 2 x 3/2 x 20	48"	Double
Number of Breasthooks 8.					
Crutches 4.					

The FRAMES extend in one length from Centre to tank side & to gunwale. Riveted through Plates with 7/8" in. Rivets, about 7" apart. The REVERSED ANGLE on floors and frames extend from centre line to tank side, and from tank side to Upper Deck, and Upper Inter-coastal 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 1/8" in. diameter, averaging 5 1/8" ins. from centre to centre. Edges of Garboards and to upper part of Bilge, worked clencher, 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 carvel, treble or double riveted; treble for 3/4" length; with rivets 7/8" in. dia., averaging 3 1/8" ins. from cr. to cr. Butts of all other Strakes at Bilge for 3/4" length, treble riveted with Butt Straps 7/16" thicker than the plates they connect. Edges from Bilge to Sheerstrake, worked clencher, double or single riveted; with rivets 7/8" in. diameter, averaging 3 1/2" ins. from centre to centre. Butts from Bilge to Sheerstrake, worked carvel, treble or double riveted; treble for 3/4" length; with rivets 7/8" in. dia., averaging 3 1/8" ins. from cr. to cr. Edges of Sheerstrake, double or single riveted. Butts of Sheerstrake, treble riveted for 3/4" length amidships. Butts of Main Stringer Plate, treble riveted for 3/4" length amidships. Single or Double Butt Straps to Stringer Plate for 3/4" length. Butts of Inner Bottom Plating double riveted for 1/2" length. Butts of Centre Girder treble riveted. Breadth of edge laps of Shell Plating in double riveting 6" 5/4" x 4 1/2". Breadth of edge laps of Shell Plating in single riveting 4". Butt Straps of Shell Plating breadth and thickness 1 1/2" 16 3/4" 1 1/4" 9 3/4". Butts, if Lapped, breadth of laps 9". Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted? 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.? *Consell Iron Co. Glasgow & Steel Co. of Scotland.*

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed, where practicable.* 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, generally.* 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.* Are the butts of Plating, Stringers, &c., properly shifted and strapped? *Yes.*

MASTS, SPARS, &c.

LOWER MASTS...	Material.	Total Length	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
Fore	Iron	80.3	20 3/4 x 9/16	16 x 3/16	17 1/2 x 7/16	14 x 3/16	Two	✓	✓	Single	Double
Main	Iron	72.3	20 3/4 x 9/16	16 x 3/16	17 1/2 x 7/16	14 x 3/16	do.	✓	✓	do.	do.
Mizen	<i>The iron in these masts tested &amp; found satisfactory.</i>										

Bowsprit ✓ Topmasts, Yards and Remainder of Spars *Red Pine.* Rigging, Material and Size, Shrouds *3 3/4 (Wire)* Stays *4 1/2".* Sails. *One Complete* Suit of ✓ Sails, and the following spare sails ✓

EQUIPMENT No. 29201 LETTER F

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.
12949	1st Bower	43	3	14	✓	✓	✓	38	10	2	14	42	2	0	Taylor's Lockbox	Tipton Machine & R. R. Ditt Supt.
	2nd "	40	1	27	✓	✓	✓	36	2	2	0	42	2	0	do.	do.
	3rd "	37	3	17	✓	✓	✓	34	10	0	0	36	1	0	do.	do.
	Collective light	12	1	2	✓	✓	✓	12	1	0	0	12	1	0	do.	do.
21090	Stream	10	3	0	2	2	7	12	13	0	14	10	3	0	Ridgers	John Green South Dock Machine & Sunderland
21091	Kedge	5	2	0	1	14	7	16	1	0	5	2	0	do.	do.	do.
21092	2nd Kedge	2	2	0	3	0	5	2	2	0	2	2	0	do.	do.	J. Hartness Supt.

CHAIN CABLES.

Number of Certificate.	Fathoms.	Size.	Test per Certificate.	Weight of Chain Cable.	Fathoms & Size.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Fathoms.	Size.	Fathoms & Size.
8694	19 1/2	1 3/8	17 1/2	63 1/2 tons	22.3	24 x 2 7/8 - 1 7/8	Stid Link John Green	South Dock Sunderland	IRON	90	5	90
8695	19 1/2	1 3/8	17 1/2	63 1/2 tons	21.9	1 1/4	do.	do.	do.	80	6	80
8696	20 1/2	1 3/8	17 1/2	63 1/2 tons	47.1	7 1/2 - 1 1/8	do.	do.	do.	80	5 1/2	80
	Towline (steel wire)	100	4	33 tons	100	3 1/4	do.	do.	do.			
	Boats	90	4	22	90	5 1/4	do.	do.	do.			

Pumps, Number *Six* Diameter of Barrel and Tail Pipe *5 1/2" x 3"* The Windlass is *Iron good* Captain *Watches Iron*

Engine Room Skylights.—How constructed? *of Iron & Steel.* What arrangements for deadlights in bad weather? *Strong shutters with bulls' eyes fitted brass.* Coal Bunker Openings.—How constructed? *of Iron* How are lids secured? *2 1/2" butches* Height above deck? *16" x 60"* Number of Scuppers, and number and dimensions of Freeing Ports, &c. *On each side: Forward, 3 Ports 24 x 21, and two Scuppers; and aft, 4 Ports 24 x 18 - and 3 Scuppers.* Cargo Hatchways.—How formed? *of Iron Plates & Angles.* Hatches, if strong and efficient? *Yes, 3' x 2 1/2"* State size No. 1 Hatch (Forward) *19.0 x 14.6 x 42* No. 2 Hatch *24.0 x 14.0 x 23 1/2* No. 3 Hatch *24.0 x 14.0 x 35 1/2* No. 4 Hatch *20.0 x 14.0 x 35 1/2* Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *One web in No. 1. Two webs in No. 2 & 4 hatchways.* and three fore & afters to each hatchway. Bulwarks, height above deck and description *Iron - feet high.* Main Rail, material and size *1 built angle*

The above is a correct description. Builder's Signature, (here only.) *C. Irvine* Surveyor's Signature, *The Phillips* Surveyor to Lloyd's Register of British and Foreign Shipping.

Order for Special Survey No. *1454* Date *July 23 1890* Order for Ordinary Survey No. *70* in builder's yard. Dares 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. 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. Built under Special Survey. Date 1st Survey *4/8/90*. Last *9/2/91*. Total No. of Visits *62*.

State dates and initials of letters respecting this case *25 June 90 (M) 26 July 90 (M) 14 Aug. 90 (M) 24 Sep. 90 (M)* General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the Rules, and the approved tracings now in the London office; the workmanship throughout the vessel is of good quality. The steel used in the hull has been tested as prescribed by the Rules & found satisfactory.*

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *31.2* ft., R.Q.D. or Break *98.1* ft., Bridge Dk. *12.8* ft., F'castle *33* 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. *Bridge and Raised Quarter Deck joined, and Sunk Poop abaft R.Q. Deck.* 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) *1 Dk. (Iron & Steel), and Web framed.* Official No. *18896*; Signal Letters

PARTICULARS OF WATER BALLAST.—Double bottom, aft, length *✓* and water capacity in tons *✓*. Double bottom, forward, length *✓* and water capacity in tons *✓*. Double bottom, under engines and boilers, length *✓* and water capacity in tons *✓*. If under Engines only, or Boilers only, state which *✓*. Double bottom, constructed on the cellular system, length *268 feet* and water capacity in tons *515*. 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 *by Portland Cement & paint* Outside *by paint*

FREEBOARD assigned by the Committee, as per Secretary's Letter, dated *20 Feb 1891*, have not *not been marked.* (State if marked on Vessel's sides in accordance with Notice No. 572.) In Summer *ft. ins.* In Winter *ft. ins.* For Winter in North Atlantic *ft. ins.* Fresh Water above the centre of disc *ft. ins.* To top of Wood, Iron or Steel Upper Deck.

The amount of Entry Fee *£ 5* is received by me, *The Phillips* Special *£ 96.13* 25.2.1891. Certificate *£ Gratia* Travelling Expenses, if any *£ 100A1* I am of opinion this Vessel should be Classed *100A1* Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *TUES 3 MARCH* Character assigned *A. C.P. 100A1 Sll.* This submitted that this vessel appears eligible for classed *100A1* (Steel) and recommended. 1 Dk. (pl. Iron & pl. Stl.) and web framed all D.B. (particulars above) well st. well st.