

For 2 Dks., R.Q.Dk.,  
and Pt. Awng. Dk.

# IRON OR STEEL STEAMER.

Received at London Office, MAY 1894

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

Date of completion of Report 17.5.94.

Port of West Hartlepool  
Date, First Survey 23<sup>rd</sup> Novr, 1893, Last Survey 12<sup>th</sup> May, 1894.

No. 9401 Survey held at West Hartlepool  
On the Screw Steamer "WRAGGOE."

Rig Fore and Aft Schooner

TONNAGE under Tonnage Deck... 2184.60

ONE DECKED VESSEL.

Master W. Brown

Do. of Raised Or. 196.91  
Dk. or Break...

CLASS 100A1

Year of appointment (1) As master in service of owner of present vessel: 1892  
(2) As master of this vessel: 1894

Do. of Bridge House 378.51  
Do. of Houses on Deck 59.37  
Do. of excess of Hatchways 25.78

Half Breadth (moulded) 20.17  
Depth from upper part of Keel to top of Main Deck Bms. 24.86

Built at West Hartlepool

Do. above Crown of Engine Room 2845.17  
Less Crew Space 62.81

Girth of Half Midship Frame (as per Rule) 40.00

When built 1894 Launched 7<sup>th</sup> April 1894

Gross Tonnage 2845.17  
Less Engine Room 62.81

1st Number 84.83

By whom built Furness Withy & Co. Lim.

TONNAGE FOR FEES 2782.36  
Less Engine Room 910.45  
Less Navigation Spaces 22.89

Length 312.33

Owners Bannister & Co.

Register Tonnage 1838.02  
as cut on Beam

2nd Number 26495

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

Proportions—Breadths to Length 7.74

Residence Grimsby

Depths to Length—Main Deck to top of Keel 12.67

Port belonging to Grimsby

Destined Voyage Bombay via Cardiff

Surveyed while Building, Afloat, or in Dry Dock

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH—Top of Floors to Main Deck Beams	Feet.	Inches.	Power of Engines	Horse.	No. of Decks with Flat laid	No. of Tiers of Beams
312	4		40	4		21	4		245		One	Two

Dimensions of Ship per Register, Length, 312.0 breadth, 40.5 depth, 21.3 Moulded Depth, ft. 23 ins. 10 Round of Beam 10 inches.

FRAMING.						FORGINGS AND CASTINGS.					
Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or 2	Inches per Rule Or 2	20ths per Rule	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.	
FRAME, Angles 7x5 [ Bars, for 3 length amidships						STEM, moulding and thickness 10x2 1/4					
6	3 1/2	11	6	3 1/2	11	STERN-POST for Rudder do. do. 10x6					
"	"	"	"	"	"	" for Propeller 10x6					
Do. in way of Double Bottoms at Solid Floors 7 3/4						MAIN PIECE of Rudder, diameter at head 8					
7	3 1/2	8-7	7	3 1/2	8-7	do. at heel 4					
Distance of Frames from moulding edge to moulding edge, all fore and aft 24						RUDDER, how constructed Forged iron frame, plated					
REVERSED PLATE, Angles 40						Can the Rudder be unshipped afloat? Yes					
DEEP FRAMING, depth of girders 40						KEELSONS AND STRINGERS.					
FLOORS, depth and thickness of Floor Plate at mid-line for length amidships 40						CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate					
"	"	"	"	"	"	" Rider Plate					
"	"	"	"	"	"	" Bulb Plate to Intercoastal Keelson					
"	"	"	"	"	"	" Horizontal Plates on Floors					
"	"	"	"	"	"	" Angles					
Do. in way of Engine and Boiler 40						SIDE KEELSON, Angles					
"	"	"	"	"	"	" Bulb or Plate above floors for lng.					
"	"	"	"	"	"	" Intercoastal Plate for length					
"	"	"	"	"	"	" Attached to outside plating with Angle					
Do. at 3 the half breadth, as per Rule 40						BILGE KEELSON, Angles					
"	"	"	"	"	"	" Bulb or Plate above floors for len.					
"	"	"	"	"	"	" Intercoastal Plate for length					
"	"	"	"	"	"	" Attached to outside plating with Angle					
Do. in way of Engine and Boiler 40						BILGE STRINGER Angles					
"	"	"	"	"	"	" Bulb Plate for length					
"	"	"	"	"	"	" Intercoastal Plate for length					
"	"	"	"	"	"	" Attached to outside plating with Angle					
Do. at 3 the half breadth, as per Rule 40						SIDE STRINGER Angles					
"	"	"	"	"	"	" Bulb or Intercoastal Plate for lng.					
"	"	"	"	"	"	" Attached to outside plating with Angle					
Do. in way of Engine and Boiler 40						Main and Raised Quarter Deck Stringer Plate, breadth and thickness 75					
"	"	"	"	"	"	" Angle on ditto 14x14					
"	"	"	"	"	"	" Tie Plates fore & aft, outside Hatchways 4 1/2x14 1/2					
"	"	"	"	"	"	" Diagonal Tie Plates on Base of Riser 9x7					
"	"	"	"	"	"	" Main DK* Iron Steel for whole lng. 9x7					
"	"	"	"	"	"	" R. Q. Dk* Iron Steel for whole lng. 9x7					
Do. in way of Engine and Boiler 40						Hold Wood Deck, Material and thickness 46					
"	"	"	"	"	"	" Lower Deck Stringer Plate, breadth and thickness 46					
"	"	"	"	"	"	" Angles on ditto, No. 2 4x4					
"	"	"	"	"	"	" Tie Plates, outside Hatchways 4x4					
"	"	"	"	"	"	" Deck Material and thickness 5 1/2					
Do. in way of Engine and Boiler 40						Hold Stringer Plate 46					
"	"	"	"	"	"	" Angles on ditto No. 2 4x4					
"	"	"	"	"	"	" Deck Stringer Plate, breadth & thickness 46					
"	"	"	"	"	"	" Angle on ditto 5 1/2x14					
"	"	"	"	"	"	" Tie Plates 4x4					
"	"	"	"	"	"	" Deck Material and thickness 5 1/2					
Do. in way of Engine and Boiler 40						Pt. Awng. Deck Stringer Plate, brdth & thickness 75					
"	"	"	"	"	"	" Angle on ditto 5 1/2x14					
"	"	"	"	"	"	" Tie Plates 4x4					
"	"	"	"	"	"	" Deck Material and thickness 5 1/2					
Do. in way of Engine and Boiler 40						Forecastle Deck Stringer Plate, breadth & thickness 75					
"	"	"	"	"	"	" Angle on ditto 5 1/2x14					
"	"	"	"	"	"	" Tie Plates 4x4					
"	"	"	"	"	"	" Deck Material and thickness 5 1/2					
Do. in way of Engine and Boiler 40						BULKHEADS.					
"	"	"	"	"	"	W. T. BULKHEADS					
"	"	"	"	"	"	ENGINE ROOM (AFT)					
"	"	"	"	"	"	PARTITION					
"	"	"	"	"	"	LONGITUDINAL					
"	"	"	"	"	"	Are the outside Plates doubled two spaces of Frames in length?					



PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.								
	AMIDSHIP.		FORWARD.	AFT.	AMIDSHIP.		Single or Double.	Breadth of Lap.	RIVETS.		Double or Treble and for what Length.	RIVETS.		STRAPS.		IF LAPPED.			
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	Breadth.	Thickness.	Breadth.	For what Length.		
FLAT PLATE KEEL	48	24	12	12	48	24	Double	6 1/2	1 1/2	4	3R. for 1/2 L.	1 1/2	5 1/2	19	16	-	-		
(If Bar Keel, state Riveting)	48	12	9	12	48	12	-	5 1/2	7/8	3 1/2	-	7/8	3 1/2	-	-	9	3R. for 1/2 L.		
GARBOARD OR A Strake	54	11	9	-	-	11	-	-	-	-	-	-	-	-	-	-	-		
State actual thickness in way of Double Bottom.	48	12	9	12	-	12	-	-	-	-	3R. for 1/2 L.	-	-	16 1/4	15	-	-		
B	54	11	9	-	-	11	-	-	-	-	-	-	-	-	-	-	-		
C	48	12	9	12	-	12	-	-	-	-	-	-	-	-	-	-	-		
D	54	11	9	12	-	11	-	-	-	-	-	-	-	-	-	-	-		
E	54	12	-	12	-	12	-	-	-	-	-	-	-	-	-	-	-		
F	52	11	9	11	-	11	-	-	-	-	-	-	-	-	-	-	-		
G	47	12	9	12	-	12	-	-	-	-	-	-	-	-	-	-	-		
H	52	11	9	11	-	11	-	-	-	-	-	-	-	-	-	-	-		
J	46	12	9	9	-	12	-	-	-	-	-	-	-	-	-	-	-		
K	53	12	9	9	-	12	-	-	-	-	-	-	-	-	-	-	-		
L	53	14	10	10	50	14	-	-	-	-	-	-	-	-	-	-	-		
M	60	10	7	8	-	10	-	-	-	-	-	-	-	-	-	-	-		
N																			
O																			
P																			
DOUBLING of Flat Plate Keel																			
Length and thickness of Bilges																			
of Sheerstrakes																			
of Strake below																			
POOP SIDES		10	-	8	-	10 1/2	Double	-	-	-	3R. for 1/2 L.	7/8	3 1/2	-	-	-	-		
RAISED QUARTER DECK SIDES																			
BRIDGE SIDES																			
FORECASTLE SIDES																			
LENGTHS OF PLATING	16 1/2	3 1/4	7	-	-	7	Double	-	-	-	Double	3/4	2 5/8	9 1/4	7	-	-		
Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, outside Plating, &c.?										Main Stringer Plate Butts, treble riveted for 3/4 length amidship. Straps, single, double or overlapped for length amidship.									
Mild Steel - Bolton & Vaughan & Co., Limited, W. & A. Pool, Bolton & Co., Hallside.										Butts of Bilge & Side Stringers, and Tie Plates, treble or double riveted?									
Best Iron - J. Hill & Co., Bolton & Co., Bolton & Co.										Inner Bottom Plating, riveting of Edges Double & Single Butts 2R for 1/2 L.									
										Centre Girder Butts, Double & Single riveted. Keelson Butts, riveted.									
										Frames, riveted through Plates with 7/8 in. Rivets, about 6" apart.									
										Rivets, state whether of Iron or Steel Iron									

FRAMES extend in one length from Cause side to gunwale

REVERSED FRAMES on floors and frames extend from ✓

MASTS, SPARS, &c.											
	Material.	Total length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Single.	Double.
LOWER MASTS	Fore	Iron 55.0	22 x 9/16	19 x 9/16	17 1/2 x 5/16	16 1/2 x 5/16	Two	-	-	Single	Double
	Main	Iron 55.0	21 x 9/16	18 x 9/16	16 1/2 x 5/16	16 x 5/16	-	-	-	-	-
	Mizzen	Iron									
Topmasts, <u>Remainder of Spars</u> <u>Wood</u> <u>Topmasts</u> <u>(Telescopic)</u>											
Rigging, Material and Size, Shrouds <u>3 1/4 gal. steel wire</u> Stays <u>4 1/4 gal. steel wire</u>											
Sails. <u>One</u> Suit of <u>Sails and the following spare sails</u>											

EQUIPMENT No. 29807 LETTER E TONNAGE FOR TRAWLERS U.D.K. ANCHORS.																
Number of Certificate.	Anchors.	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.			
26047	1st Bower	43	1	0	-	-	-	38	1	1	0	42	2	0	Byers	12.3.94 J. Hartness
26081	2nd "	43	0	0	-	-	-	37	17	2	0	42	2	0	Patent	15.3.94 Cumberland
26080	3rd "	36	2	0	-	-	-	33	8	3	0	36	1	0	Stockless	- - -
	Collective weight	122	3	0	-	-	-					121	1	0		
16034	Stream	10	3	0	2	2	14	12	13	0	14	10	3	0	Ordinary	11.11.94 J.R. Pitt
16033	Kedge	5	2	13	1	1	24	7	18	1	21	5	2	0	-	15.3.94 Dipton
	2nd Kedge															

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.	Fathoms.	Size.	Test per Certificate, Tons.	WEIGHT OF CHAIN CABLE.		Fathoms and Size Per Rule.	Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size Per Rule.					
				Supplied.	Per Rule.														
14361	120	1 7/8	88 1/2	63 1/2	212	2.2	425	1.0	240	1 1/8	Steel	11.11.94 J.R. Pitt	TOWLINE	Steel	100	4	33	100-4	
14362	120	1 7/8	-	-	212	3.6	Links	T. Lons.	-	Dipton	90	3 1/2	22	90-3 1/2					
24028	75	1 1/8	3 1/2	2 1/4	47	3.2	482	6	75	1 1/8	-	26.2.94 J. Hartness	WARPS	Manilla	90	8	-	90-8	
Iron Stream Chain (see above)										Stream chain appd 2.5.94									

Boats 2 life boats & 2 others

Pumps, Number 4 Hand pumps & Engine driven as appd Diameter of Barrel and Tail Pipe 6" & 2 1/2"

Windlass is Emerson Walker & Thompson Bros. Capstan

Engine Room Skylights.—How constructed? Iron on iron casing 6" 8" above Port Awning etc.

What arrangements for deadlights in bad weather? Thick glass bullseyes in iron hinged covers.

Coal Bunker Openings.—How constructed? Hatch & 2 scuttles How are lids secured? Bars & Jerninghams Height above deck? Hatch 15" Scuttles 11"

Number of Scuppers, and number and dimensions of Freeing Ports, &c. 5 Scuppers & 4 ports (22 x 15) each side of Quarter deck.

Ceiling in Holds, thickness and material 2 1/2 W.P. Ceiling in hold 2 1/2 W.P. Ceiling in hold 2 1/2 W.P.

Cargo Hatchways.—How formed? Steel plate coamings Hatches.—If strong and efficient? Yes, solid.

State size No. 1 Hatch (Forward) 16' 3" x 16' 0" x 21" No. 2 Hatch 23' 9" x 15' 9" x 21" No. 3 Hatch 21' 0" x 15' 10" x 26" No. 4 Hatch 21' 0" x 15' 0" x 30"

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch 1 deep web plate in No. 1. 2 deep web plates in No. 2.

2, 3 & 4, 5 fore & afters in each hatchway No. of Breasthooks 7 deep floors No. of Crutches 1 deep floor

Bulwarks, height above deck and description Thick plating 36" above Q" Deck. Main Rail, material and size 6" Bull angle at Q" Deck.

The above is a correct description.

Builder's Signature (here only) L. Melb Surveyor's Signature Ras. Dowling

FOR FURNESS, WITBY & CO. LIMITED. Surveyor to Lloyd's Register of British and Foreign Shipping.



Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case) 1892 - Aug. 1893 - Jan. 26. 28. Feb. 22. March 2. Apr. 17. Dec. 12. 1894 Jan. 31. April 17. May 3.

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.  
to plate, &c, conform well to each other? Yes  
from the faying surfaces? Yes  
Do the holes for riveting plate to frames, butt straps, or plate  
Are the rivet holes well and sufficiently countersunk in the plate and punched  
Do any rivets break into or through the seams or butts of the plating? a few  
Are the butts of Plating, Stringers, &c., properly shifted and strapped? Yes.

General Remarks (State quality of workmanship, &c.)  
The workmanship is good & the vessel has been constructed in accordance with the approved plans (8 in No.) which together with one Forgings Report are attached hereto.

The collision bulkhead, tunnel & iron weather decks, have been tested by water as required; the hand pumps also tested & found to work satisfactorily. The steel used in the construction of the vessel has been tested as required by the Societies Rules.

Drawings:  
Midship Section for 17.5.94 This is a similar vessel to the S.D.  
Profile "Madeline", W.H. Pool Report No. 9336.  
Main Deck  
Quarter Deck  
Part Awaiting deck  
Topside plating  
Iron masts  
Pumping plan. The Surveyor should state the Number of Report and Name of any Sister Vessel.

ARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 131 ft., R.Q.D. or Break 183 ft., F'castle 183 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  
o. 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) One deck (steel), part Awaiting deck (iron steel) & web frames.  
Official No. ; Signal Letters  
How are the surfaces preserved from oxidation? Inside Portland Cement & Paint Outside Paint.

ARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system Cellular throughout

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	106	191	Fore peak tank,		
Double bottom, forward,	112	202	After peak tank,		30
Double bottom, under Engines and Boilers,	50	100	Midship deep tank,		
Double bottom, if under Engines only,	26.8	45.3	Other tanks, if fitted,		
Double bottom, if under Boilers only,					

(If necessary, furnish further information by sketch.)  
State whether the above have been tested as required by the Rules Yes.

Order for Special Survey No. 1587  
Date 4<sup>th</sup> Dec. 1893  
Built under Special Survey.  
First visit 23<sup>rd</sup> Nov. 1893  
Last 12<sup>th</sup> May 1894  
Total No. of Visits 52

The amount of Entry Fee .....£ 5 :  
Special .....£ 94 : 11 :  
Certificate\* £ : :  
Travelling Expenses, if any £ : :  
Fees applied for, 18.5.1894  
Received by me, 18.5.1894

am of opinion this Vessel should be Classed 100A1 Part Awaiting deck  
With, or without Freeboard, as condition of Class with Freeboard.  
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute  
Character assigned  
TUES. 22 MAY 1894  
100A1 Steel  
pk. Awaiting deck  
with f.b.d. 3.9.2 1/2  
La + cp  
+ 2 m.c. 5.94  
1 dk (2 dk) 2 strk + web frames  
+ pk. Awaiting deck (pk. Iron plating)  
Enquire date making.

This vessel appears to have been built in accordance with the Rules and the approved plans and it is submitted that it is eligible to be classed 100A1 (Steel) "Part Awaiting Deck with Freeboard" as recommended. The minimum foreboard of 9-2 1/2 from center of keel to top of statutory deck line at part awaiting deck, now marked on the vessel's side, to be inserted in the Classification Certificate and recorded in the Register Book, and further the remaining foreboards, as shown in the accompanying verification form to be inserted in the Certificate of Classification.