1 ~~or 2~~ Dks., R.Q.Dk., ~~and Pt. Awng. Dk.~~

IRON ~~OR~~ ~~STEEL~~ STEAMER.

9158

Received at London Office, LON. 19 NOV 1894

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

Date of completion of Report 17. 11. 94.

No. 9525 Survey held at West Hartlepool Date, First Survey 16th April

On the Screw steamer **"NELLIE"**

Port of West Hartlepool

Last Survey 12th Novr. 1894.

Rig Schooner (for'aft)

TONNAGE under Tonnage Deck	1396.81
Do. of Poop	58.89
Do. of Raised Qr. Dk. or Break	92.70
Do. of Bridge House	275.70
Do. of Forecastle	36.21
Do. of Houses on Deck	10.94
Do. of excess of Hatchways	20.97
Do. above Crown of Engine Room	7.92
Gross Tonnage	1900.14
Less Crew Space	48.85
Less above Crown of Engine Room	7.92
TONNAGE FOR FEES	1843.37
Less Engine Room	608.04
Less Navigation Spaces	26.72
Register Tonnage as cut on Beam	1216.53

ONE ~~OR TWO~~ DECKED VESSEL.

CLASS ✠100A1

	FEET.
Half Breadth (moulded)	18.17
Depth from upper part of Keel to top of Main Deck Bms.	20.04
Girth of Half Midship Frame (as per Rule)	34.04
1st Number	72.25
Length	268.5
2nd Number	19399
Proportions—Breadths to Length	7.39
Depths to Length—Main Deck to top of Keel	13.4

Master J. Shotton '85–'94

Year of appointment (1) As master in service of owner of present vessel:—1885 (2) As master of this vessel 1894

Built at West Hartlepool

When built 1894 Launched 2nd Octr. 1894

By whom built Furness Withy & Co.

Owners Burdick & Cook

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

Residence Milwall, London E.

Port belonging to London

Destined Voyage Tyne to Malta ✓ Surveyed while Building, ✓ Afloat, ~~or in Dry Dock~~

LENGTH on Deck as per Rule	Feet. 268	Inches. 6	**BREADTH**— Moulded	Feet. 36	Inches. 4	**DEPTH**— Top of Floors to Main Deck Beams.	Feet. 17	Inches. 0½	Power of Engines Horse. 190	No. of Decks with Flat laid One No. of Tiers of Beams One Tier.

Dimensions of Ship per Register, Length, 270.0 breadth, 36.6 depth, 17.0. Moulded Depth, ft. 19. ins. 3½. Round of Beam 9 inches.

FRAMING.	Inches in Ship.	Inches in Ship.	16ths or ~~20ths~~ in Ship.	Inches per Rule Or as Approved	Inches per Rule	16ths or ~~20ths~~ per Rule
FRAME, Angles, ~~Z, ⊏ or~~ ⊏ Bars, for ⅗ length amidships	6	3	9	6	3	9
Do. for ⅕ at each end	"	"	8	"	"	8
Do. in way of Double Bottoms at Solid Floors	4½	3	8	4½	3	8
" " at intermdt. Bkts.	6	3	8	6	3	8
Distance of Frames from moulding edge to moulding edge, all fore and aft	24			24		
REVERSED FRAME, Angles	3	3	7	3	3	7
~~DEEP FRAMING, depth of girder~~						
FLOORS, depth and thickness of Floor Plate at mid-line ~~for ⅗ length amidships~~	36		6	36		6
" in way of Engines and Boilers			6			6
" ~~thickness at the ends of vessel~~	Floors on alternate frames					
" ~~depth at ¾ the half breadth, as per Rule~~	continuous from middle line					
" ~~height extended at the Bilges~~	to margin. On every frame					under engines
~~FLOORS &~~ **BRACKETS,** in **Cell Dble Bottoms**			6			6
" " Distance apart	Alternate frames					
CENTRE GIRDER, in Double Bottom, depth and thickness	36		9	36		9
" " Angles, Top	4	4	9	4	4	9
" " " Bottom	5½	4	9	5½	4	9
SIDE GIRDERS, number and thickness	One		6	One		6
" Angles	3	3	7	3	3	7
MARGIN PLATE, depth (exclusive of flange) and thickness	23		7	22		7
" Angles	3½	3½	7	3½	3½	7
INNER BOTTOM PLATING, breadth and thickness of **Middle Line Strake**	60		8	60		8
" " thickness in Engine and Boiler space			8 & 9			8 & 9
" " " Remainder in Holds			6			6
BEAMS, Main ~~and Raised Quarter~~ **Deck,** ~~Single Angle, Bulb Angle~~, Plate ~~or Tee~~ Bulb	9		9	9		9
" Angles on Upper Edge	3½	3	7	3½	3	7
" Average space	48			48		
BEAMS, Raised Quarter ~~Lower~~ **Deck,** ~~Single Angle, Bulb Angle~~, Plate ~~or Tee~~ Bulb	8½		8	8½		8
" Angles on Upper Edge	3	3	7	3	3	7
" Average space	48					
~~BEAMS, Hold, Plate or Tee Bulb~~						
" ~~Angles on Upper Edge~~						
" ~~Average space~~						
BEAMS, Poop Deck, ~~Angle~~, Bulb Angle, ~~Plate or Tee Bulb~~	6½	3	8	6½	3	8
" ~~Angles on Upper Edge~~						
" Average space	48			48		
BEAMS, Bridge Deck, Angle, ~~Bulb Angle, Plate or Tee Bulb~~	5	3	7	5	3	7
" ~~Angles on Upper Edge~~						
" Average Space	24			24		
BEAMS, Forecastle Deck, Angle, ~~Bulb Angle, Plate or Tee Bulb~~	5	3	7	5	3	7
" ~~Angles on Upper Edge~~						
" Average space	24			24		
PILLARS, In 'tween Decks, Size and Spacing	¼ iron grain division					
" " **Hold** " "	5/16 iron grain division					
" ~~Quarter, 'tween Dks.~~ " "						
" " ~~in Hold~~ " "						
WEB FRAMES, In Fore Body, No. and Spacing	7 – Six spaces					
" " " Brdth. & Thickness	15		8	15		8
" No. of Side Stringers " "	Two			Two		
WEB FRAMES, In E. & B. Space, No. & Spacing	6 – Three to four spaces					
" " " Brdth. & Thickness	15		8	15		8
WEB FRAMES, In After Body, No. and Spacing	7 – Five to Six spaces					
" " " Brdth. & Thickness	18		8	18		8
" No. of Side Stringers " "	Three			Three		
" Size of Angles ~~or Tee Bars~~ to **Web Frames**	3	3	7	3	3	7
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness After hold	18		8	18		8

FORGINGS AND CASTINGS.	Inches in Ship.	Inches per Rule. Or as Approved.
~~KEEL, Bar or Side Plates depth and thickness~~		
STEM, moulding and thickness	9 × 2½	9 × 2½
STERN-POST for Rudder do. do.	9 × 5½	9 × 5½
" for Propeller	9 × 5½	9 × 5½
MAIN PIECE of **Rudder,** diameter at head	7	7
do. at heel	3½	3½

RUDDER, how constructed Forged iron frame, plated

Can the Rudder be unshipped afloat? Yes.

KEELSONS AND STRINGERS.	Inches in Ship.	Inches in Ship.	16ths or ~~20ths~~ in Ship.	Inches per Rule Or as Approved	Inches per Rule	16ths or ~~20ths~~ per Rule
CENTRE LINE KEELSON, Vertical, Plate above floors, Through Plate, or Intercostal Plate						
" Rider Plate						
" Bulb Plate to Intercostal Keelson						
" Horizontal Plates on Floors						
" Angles						
SIDE KEELSON, Angles						
" Bulb or Plate above floors for lng.						
" Intercostal Plate for length						
" Attached to outside plating with Angle						
BILGE KEELSON, Angles						
" Bulb or Plate above floors for len.						
" Intercostal Plate for length						
" Attached to outside plating with Angle						
BILGE STRINGER Angles						
" Bulb Plate for length						
" Intercostal Plate for length						
" Attached to outside plating with Angle						
SIDE STRINGER Angles						
" Bulb or Intercostal Plate for lng.						
" Attached to outside plating with Angle						
Main and Raised Quarter Deck Stringer Plate, breadth and thickness	72		10	72		10
" Angle on ditto	4 × 4 4½ × 4½		9 9	4 × 4 4½ × 4½		9 9
" ~~Tie Plates fore & aft outside Hatchways~~						
" ~~Diagonal Tie Plates on Bms., No. of Pairs~~						
" Main Dk* Iron ~~or Steel for lng.~~			7			7
" R. Q. Dk* Iron ~~or Steel for lng.~~			7			7
" ~~Wood Deck, Material & thickness~~						
Lower Deck Stringer Plate, breadth and thickness						
" Angles on ditto, No.						
" Tie Plates, outside Hatchways						
" Deck* Material and thickness						
Hold Stringer Plate						
" Angles on ditto, No.						
Poop Deck Stringer Plate, breadth & thickness	26		6	26		6
" Angle on ditto	3 × 3		6	3 × 3		6
" Tie Plates	9		6	9		6
" Deck, Material and thickness						
Bridge Deck Stringer Plate, brdth & thickness	38		9	38		9
" Angle on ditto	4 × 4		9	4 × 4		9
" ~~Tie Plates~~						
" Deck, Material and thickness	Iron		5			5
Forecastle Deck or **Stringer Plate,** brdth & thcknss	Iron		5			5
" Angle on ditto						
" ~~Tie Plates~~						
" ~~Deck, Material and thickness~~						

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

BULKHEADS.	Number. In Vessel.	Number. Per Rule.	Thickness. 16ths ~~20ths~~	STIFFENERS. Horizontal. Inches.	STIFFENERS. Vertical. Inches.	STIFFENERS. Spacing Inches.	Single or Double Frames.	Height up.
W.T. BULKHEADS	4	4	6-5	6 × 3 × 9/16	bulb angle	48	Double	2 to Main
Engine room bx^d aft ~~PARTITION~~ "			6-5	7 × 3 × 9/16	– " –	"		dk. & 2
LONGITUDINAL " In hold			5	5 × 3 × 8/16	double bulb angles	48		to M. dk.
In 'tween dks.			4	3½ × 3 × 6/16	single bulb angle	"		

Are the outside Plates doubled two spaces of Frames in length? Diamond liners

Form No. 1A.

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MPL373-0165 (1/2)

PLATING.

STRAKES.	AS IN SHIP. AMIDSHIP. Breadth.	AS IN SHIP. AMIDSHIP. Thickness.	FORWARD. Thickness.	AFT. Thickness.	PER RULE OR AS APPROVED. AMIDSHIP. Breadth.	PER RULE OR AS APPROVED. AMIDSHIP. Thickness.
	Inches.	16ths ~~20ths~~	16ths ~~20ths~~	16ths ~~20ths~~	Inches.	16ths ~~20ths~~
FLAT PLATE KEEL (If Bar Keel, state Riveting)	36	16	12	12	36	16
GARBOARD OR A Strake	41	12	11	12	36	12
B " (State actual thickness in way of Double Bottom.)	54	~~18~~ 10	8	10		10
C "	47	11	St.	St.		11
D "	53	10	8	11		10
E "	48	11	9	11		11
F "	41	11	9	11		11
G "	47	10	8	10		10
H "	43	11	9	9		11
J "	47	10	8	8		10
K "	40	13	10	10	40	13
L "	40	8	7	7		8
M "	44	10	7	7	36	10
N "						
O "						
P "						
DOUBLING of Flat Plate Keel						
Length and thickness of Bilges						
Length and thickness of Sheerstrakes	20	9				9
Length and thickness of Strake below						
POOP SIDES		6				6
RAISED QUARTER DK. SIDES		9 to 7				9 to 7
BRIDGE SIDES		10 & 8				10 & 8
FORECASTLE SIDES		6				6
LENGTHS OF PLATING	16, 24 & 32 ft.				5 spaces	

RIVETING.

STRAKES.	EDGES. Single or Double.	EDGES. Breadth of Lap.	EDGES. RIVETS. Diam.	EDGES. RIVETS. Spacing cr. to cr.	BUTTS. Double or Treble and for what Length.	BUTTS. RIVETS. Diam.	BUTTS. RIVETS. Spacing cr. to cr.	BUTTS. STRAPS. Breadth.	BUTTS. STRAPS. Thickness.	BUTTS. IF LAPPED. Breadth.	BUTTS. IF LAPPED. For what Length.
		Inches.	Inches.	Inches.		Inches.	Inches.	Inches.	16ths ~~20ths~~	Inches.	Feet.
FLAT PLATE KEEL	Double	6	1	4	Treble	1	4	19	17	—	—
A	"	5¼	7/8	3½	"	7/8	3½		—	9	F & A
B	"	"	"	"	"	"	"		—	"	"
C	"	"	"	"	"	"	"		—	"	"
D	"	"	"	"	3R-½L	"	"	16¾	11	—	
E	"	"	"	"	"	"	"	16¾	12	—	
F	"	"	"	"	"	"	"	16¾	12	—	
G	"	"	"	"	2R	"	"	11¼	10	—	
H	"	"	"	"	"	"	"	"	11	—	
J	"	"	"	"	"	"	"	"	10	—	
K	"	"	"	"	3R-½L	"	"	16¾	14	—	
L	"	4½	¾	3	2R	¾	3	9¾	8	—	
M					3R —	7/8	3½	16¾	11	—	

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.? Best Iron — J Hill & Co. J. Tyzack & Co. Dorman Long & Co.

Main Stringer Plate { **Butts,** treble riveted ~~for~~ and ~~length amidship~~ / ~~Straps, single, double or~~ overlapped for ½ length amidship

Butts of Bilge & Side Stringers, and Tie Plates, treble or double riveted? ✓

Inner Bottom Plating, riveting of **Edges** Single & Double **Butts** 2R in Ed Space

Centre Girder Butts, Double & Treble 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 tank side to gunwale. All of bulb angle

~~REVERSED FRAMES on floors and frames extend from~~

MASTS, SPARS, &c.

	Material.	Total length.	DIAMETER AND THICKNESS. At Partners.	Heel.	Hounds.	Head.	No. of Plates in round.	ANGLES. Number.	ANGLES. Size.	RIVETING. Seams.	RIVETING. Butts.
Pole ~~Lower~~ MASTS — Fore	Iron	103.6	22½ × 5/16	17 × 5/16	17½ × 5/16	8 × 5/16	Two	✓	✓	Single	Treble
Main	—"—	97.9	21½ × 5/16	16 × 5/16	16½ × 5/16	8 × 5/16	—"—	✓	✓	—"—	—"—
~~Mizen~~	Masts built at Stockton by Messrs Sudron & Co.										

~~Bowsprit~~

~~Topmasts Yards and~~ Remainder of **Spars** Wood

Rigging. Material and Size, **Shrouds** 3½" gal. iron wire. **Stays** 4¼" & 2¼" gal. iron wire

Sails. One Suit of Sails ~~and the following spare sails~~

EQUIPMENT No. 21625 **LETTER** 7 . **TONNAGE FOR TRAWLERS** ✓ **U.Dk.**

ANCHORS.

Number of Certificate.	Anchors.	Weight, Ex Stock Cwts.	qrs.	lbs.	Weight of Stock. Cwts.	qrs	lbs.	Test, per Certificate. Tons.	Cwts.	qrs.	lbs.	Weight Req. by Rule Cwts.	qrs.	lbs.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
26347	1st Bower	38	2	14	—			34	17	3	7	37	2	0	Byers patent	W.L. Byers	10.5.94 J Hartness
28601	2nd "	37	2	0	—			34	2	2	0	37	2	0	Stockless	Sunderland	11.7.94 Sunderland
26438	3rd "	31	3	0	—			29	18	3	0	31	3	0	—"—	—"—	2.6.94 —"—
	Collective weight	107	3	14								106	3	0	Drop test certificates supplied for cast steel heads.		
35222	Stream	9	2	10	2	2	3	11	13	1	21	9	2	0	Ordinary	N. Hingley & Sons	26.6.94 D J Lewis
35221	Kedge	4	3	4	1	0	27	7	5	0	0	4	3	0	—"—	—"—	—"— Netherton
	~~2nd Kedge~~																

(If Patent state name of Patentee.)

CHAIN CABLES. / HAWSERS AND WARPS.

Number of Certificate.	Fathoms.	Size.	Test per Certificate. Tons.	Weight of Chain Cable. Supplied.	Per Rule.	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.
25052	119 5/16	1¾	[illegible]	184.0.12	370.1.22	240 – 1¾	Stud link	N. Hingley & Sons	26.6.94 D J Lewis	TOWLINE Steel wire	90	3½	26 tons	90 – 3½
25053	120 5/16	"	—"—	186.3.4			—"—	—"—	—"— Netherton	HAWSER —"—	90	3	18 —"—	90 – 3
24151	75½	1 1/16	30.8.0.0 20.6.0.0	37.6.3.16 44.0.3	43.1.9	75 – 1 1/16	—"—	—"—	—"—	WARP Manilla	90	7½		90 – 7½
Iron Stream Chain ~~or Steel Wire~~											& others			

Boats 2 life boats & 2 others

Pumps, Number Two deck pumps Diameter of Barrel and Tail Pipe 6" & 2½"

Windlass is ~~Emerson Walker~~ Clarke Chapman & Co. ~~Capstan~~

Engine Room Skylights.—How constructed? Teak on Iron casing 4 ft. high

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

Coal Bunker Openings.—How constructed? 3 Hatches & 1 Scuttle each side How are lids secured? Bars & Tarpaulins Height above deck? 12"

Number of **Scuppers,** and number and dimensions of **Freeing Ports, &c.** 2 Ports (29 × 23) and 2 Scuppers each side of well; 4 Ports (29 × 19) and 3 scuppers each side of quarter deck.

Ceiling in Holds, thickness and material 2½ W.P. **Ceiling 'tween Decks,** thickness and material Sparring 7 × 2½ W.P. battens.

Cargo Hatchways.—How formed? Iron plate coamings **Hatches.**—If strong and efficient? Yes. Solid

State size **No. 1 Hatch** (Forward) 16.0 × 15.0 × 36" **No. 2 Hatch** 32.0 × 14.0 × 24" **No. 3 Hatch** 17.10 × 15.0 × 30" **No. 4 Hatch** 17.10 × 15.0 × 24"

Number of **Web Plates, Shifting Beams,** and **Fore** and **Afters** to each Hatch 2 Webs in No. 2 hatch, 1 Web in Nos. 1, 3 & 4 hatchways, and 3 Fore & Afters in each hatchway. **No. of Breasthooks** 4 & deep floors **No. of Crutches** 1 & deep floors

Bulwarks, height above deck and description High bulwarks in well as appd. Main Rail, material and size Stringer plate & face angle

The above is a correct description. FOR FURNESS, WITHY & CO. LIMITED.

Builder's Signature (here only.) L. Mills

Surveyor's Signature Chas. Fowling

Surveyor to Lloyd's Register of British and Foreign Shipping.

Form No. 1A.

Correspondence.—State dates and initials of letters respecting this case (*Reference should be made to any correspondence connected with the case*) 1894 Jan. 23m April 24m July 4t 13m 17m Aug 7m Sep 24m Oct 8m 16m.

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

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 fore peak has been filled with water to height of load line, and collision bulkhead found good. The tunnel & iron weather decks have been tested by water & deck pumps also tried & found good.

Drawings.
Midship Section
Profile
Main & Bridge dk. plans.
Framing at sides of well
Bulwark Stringer in well
Section of Bulb angle frame
Iron masts
Pumping plan.

The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 27 ft., R.Q.D. or Break 72 ft., Bridge Dk. 118 ft., F'castle 31 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 Poop connected to R.Q. Dk.

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) One deck (iron) & web frames (one tier of beams)

Official No. 104814 ; Signal Letters

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

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system

Where fitted.	Length. Feet.	Water Capacity. Tons.	Where fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	82	137	Fore peak tank,	✓	✓
Double bottom, forward,	94	167	After peak tank,	✓	15
Double bottom, under Engines and Boilers,	44	88	Midship deep tank,	✓	✓
Double bottom, if under Engines only,	✓	392	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. 1602
Date 25th April, 1894
~~Order for Ordinary Survey No.~~
~~Date~~
No. 209 in builder's yard.

DATES 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.
First visit, 16th April, 1894
Last —"—, 12th Nov., 1894
Total No. of Visits 55

The amount of Entry Fee ……£ 4 : :
Special……£ 71 : 1 : 6
Certificate* £ : :
*Travelling Expenses, if any £ : :

Fees applied for, 17.11.1894
Received by me, 17.11.1894 R.D.

*Certificate to be sent

I am of opinion this Vessel should be Classed ✠100A1 Well deck

~~With or~~ without Freeboard, as condition of Class

Chas. Fowling
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUES. 20 NOV 1894
Character assigned 100A1

a & cp
✠ LMC 11,94
1 Dk (Iron) & Web frames
Well dk

This Vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed 100 A1 as recommended.

✠ 100 A1 (Iron)
1 Dk (Iron) & web frames. "Well deck"
W.B. = Cell DB a 82' u E & B 44' f 94' 392 t APT 15 t
F.K. Cem.

C.S.
19/11/94

Hull Certificate Written

The Surveyors are requested not to write on or below the Committee's Minute.

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