

IRON SHIP.

(Received at London Office, 13th August 1883)

No. 5359, Survey held at Hull Date First Survey Oct 14th 1882 Last Survey August 4th 1883
On the Iron Steam Tug *Will Beck* (Gard. No. 4) Master J. Jumbreck

TONNAGE under Tonnage Deck 3258 1/2
Ditto of Third, Spar or Awning Deck 179 3/4
Ditto of Poop, Raised Qr. Dk. 6-44
Ditto of Houses on Deck 48 5/8
Ditto of Forecastle 48 5/8
Gross Tonnage 3539 9/32
Less Crew Space 119 8/16
Less Engine Room 1132 7/8
Register Tonnage as out on Beam 2287 2/9

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.
Half Breadth (moulded) 21 8/16
Depth from upper part of Keel to top of Upper Deck Beams 22 4/9
Girth of Half Midship Frame (as per Rule) 38 8/16
1st Number 80 5/3
1st Number, if a 3-Decked Vessel deduct 7 feet
Length 338 1/16
2nd Number 249 8/9
Proportions— Breadths to Length 8 0
Depths to Length— Upper Deck to Keel 14 8
Main Deck ditto 14 8

Built at Hull
When built 1883 Launched May 7th
By whom built J. P. Garbutt
Owners J. P. Garbutt
Residence Hull
Port belonging to Hull
Destined Voyage Honolulu
If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH Feet. Inches. 340 5
BREADTH Feet. Inches. 42 1
DEPTH top of Floor to Upper Deck Beams Feet. Inches. 22 10
Do. do. Main Deck Beams 22 10
Power of Engines 400
Horse. 400
No. of Decks with flat laid 3
No. of Tiers of Beams 3

Ship per Register, length, 340 5 breadth, 42 1 depth, 27 8

	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule
Flat Keel Plates, breadth and thickness	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
PLATES in Garboard Strakes, br'dth & thickness	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
From Garboard to upper part of Bilges	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
Of plating at Bilge, or increased thickness, and length applied	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
From up. prt of Bilge to l. edge of Sh'rstrake	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
Main Sheerstrake, breadth and thickness	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
Of plating at Sh'rstrake & l. g. applied	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
From M'n. to Upper or Spar Dk. Sh'rstrake	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
Upper or Spar Dk Sh'rstrake, br'dth & thick'ns	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
Butt Straps to outside plating, breadth & thickness	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
Lengths of Plating	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
Shifts of Plating, and Stringers	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
Angle Iron on ditto	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
Tie Plates fore and aft, outside Hatchways	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
Diagonal Tie Plates on Beams No. of Pairs	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
Flat of Upper, Spar, or Awning Dk.	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
How fastened to Beams	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
Is the Stringer Plate attached to the outside plating?	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
Angle Irons on ditto, No.	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
Tie Plates, outside Hatchways	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
Diagonal Tie Plates on Beams, No. of pairs	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
Flat of Middle Deck do.	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
How fastened to Beams	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
Is the Stringer Plate attached to the outside plating?	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
Angle Irons on ditto, No.	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
Stringer or Tie Plates, outside Hatchways	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
Flat of Lower Deck	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
Ceiling betwixt Decks, thickness and material	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
" in hold do. do.	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
Main piece of Rudder, diameter at head	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
do. at heel	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
Can the Rudder be unshipped afloat?	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
Bulkheads No.	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
" Thickness of	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
" Height up to main and Spar decks	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
" How secured to sides of ship	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
" Size of Vertical Angle Irons and distance apart	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
" Are the outside Plates doubled two spaces of Frames in length?	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
Riveted through plates with	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
in Rivets, about	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
apart.	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
GLE IRONS on floors and frames extend	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
across middle line to	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
main deck and to	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
upper deck alternately	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
various lengths of Plates and Angle Irons properly connected?	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
And butts properly shifted?	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
Double riveted to Keel, with rivets	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
in diameter, averaging	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
ins. from centre to centre.	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
boards and to upper part of Bilge, worked clencher, double riveted; with rivets	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
in diameter, averaging	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
ins. from centre to centre.	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
Keel to turn of Bilge, worked carvel, double riveted; with rivets	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
in diameter averaging	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
ins. from centre to centre.	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
Strakes at Bilge for length, treble riveted with Butt Straps	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
thicker than the plates they connect.	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
in diameter, averaging	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
ins. from cr. to cr.	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
in diameter, averaging	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
ins. from cr. to cr.	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
in Sheerstrake, double or single riveted.	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
Upper Sheerstrake, double or single riveted.	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
in Sheerstrake, treble riveted for length amidships.	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
Butts of Upper or Spar Sheerstrake, treble riveted	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
length amidships.	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
in Stringer Plate, treble riveted for length amidships.	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
Butts of Upper or Spar Stringer Plate, treble riveted for	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
length.	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
of plating in double riveting	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
Breadth of laps of plating in single riveting	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
ns, Stringer and Tie Plates, treble, double or single Riveted?	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
No. of Breasthooks, Crutches,	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
or trade mark,	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
ect description.	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8

Surveyor's Signature, James M. Reid
Surveyor to Lloyd's Register of Shipping

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 laid thereon.

HUL 346-0093

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? *No*

Masts, Bowsprit, Yards, &c., are *throughout* in *Good* condition, and sufficient in size and length. If of Iron or Steel give Scantlings of 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 Materials, and if stamped with Maker's name.
State also Length and Diameter of Lower Masts and Bowsprit *Lower masts constructed at Liverpool*

Please see Surveyors report which he has been requested to forward to the London Office

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprtd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W ^g t req'd per Rule.	Machine where Tested & Suprtd.
SAILS.							Bower Anchors	7686	38-1-0	34-13-0-4	38-1-0	12 June 1888
N ^o .	CABLES, &c.						(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	7738	36-2-4	33-10-1-7	36-0-0	20 June 1888
Fore Sails,	Chain	300	2	100 1/2	72	300-2 1/4	1 May 1888					
Fore Top Sails,	Iron Stream Chain	90 1/2	1 3/4	38 2 1/2	90-1 1/2	4 June 1888						
Fore Topmast Stay Sails,	or Steel Wire ..											
	or Hempen Strm Cable ..											
Main Sails,	Towline, Hemp.	150	3	Steel Wire	Moving Ropes							
Main Top Sails,	or Steel Wire ..	100	4	33								
and	Hawser ..	90	10									
	Warp ..	90	9									
	quality											

Standing and Running Rigging *4. J. Ware & Manilla* sufficient in size and *Good* in quality. She has *Two* Long Boat and *Five* others
The Windlass is *Harfield & Co* Capstan *5 ft. Mangle* and Rudder *Good* Pumps *Seven*
Engine Room Skylights.—How constructed? *Wood on Iron Framings* How secured in ordinary weather? *Hand Screws*
What arrangements for deadlights in bad weather? *Solid shutters with bulls eyes*
Coal Bunker Openings.—How constructed? *Plates & angles* How are lids secured? *Hatch bars* Height above deck? *30"*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Scuppers; Guard rails and Stanchions*
Cargo Hatchways.—How formed? *Plates and angles in the usual manner*
State size Main Hatch *18-0' x 12-0' & 16-0' x 12-0'* Fore hatch *16-0' x 12-0'* Quarter hatch *18-0' x 12-0' & 16-0' x 12-0'*
If of extraordinary size, state how framed and secured?
What arrangement for shifting beams? *Web Plate beams with wood fore and afters*
Hatches, If strong and efficient? *3" For solid*

Order for Special Survey No. *215*
Date *6 June 1882*
Order for Ordinary Survey No. *1*
Date *4 July 1882*
No. *4* in builder's yard.
State dates of letters respecting this case *1/6/82; 21/10/82 and 14/12/82*
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 and Surveyed twice and thrice a week during construction between 14th Oct 1882 and 4th August 1883

General Remarks (State quality of workmanship, &c.) *The workmanship is good*
This Spar Decked iron Screw Steamer has been built in accordance with the accompanying approved Sketch of Machinery Section and other detail tracings herewith forwarded also in compliance with the Secretary's letter quoted above and is a Sister Ship to the S.S. "Bass Rock" Hull Rep^t No 5331. She has a Bridge 75' and a Forecastle 34' in length. She is constructed with a double bottom in the Main and After holds (particulars of which will be found on form attached) these have been pressed in the usual manner and made efficient, but owing to the vessel leaving here before the donkey connections were perfected the bulkheads at fore and after ends of ship were not tested, and the Classification recommended below is subject to this and the other items enumerated in our letter of the 6th Inst being completed to the satisfaction of the Society's Surveyors at the port of London

State if one, two, or three decked vessel, or if spar, or arming decked; and the lengths of poop, bridge, fore-castle, or raised quarter deck. (If double bottom, state particulars on separate form.)
How are the surfaces preserved from oxidation? Inside *Cement & Paint* Outside *Paint*
I am of opinion this Vessel should be Classed *100A1 Spar Deck*
The amount of the Entry Fee£ 5 : 0 : 0 is received by me, *J. Williams*
Special£ 113 : 10 : 0
(to be sent as per margin). Certificate ...
(Travelling Expenses, if any, £).
Committee's Minute
Character assigned
TUESDAY 14 AUGUST 1883
100A1
L.A.C.B.
S. H. Iron & Steel Works
Lloyd's Register of British and Foreign Shipping