

Rev 8/4/92

On the S. S. Lady Lyett now named "Kiffer" Master George Fowler

ft on deck	Feet.	Inches.	Feet.	Inches.	Depths from top of Floors to Upper and Main Deck Beams, as per Rule	Feet.	Inches.	Horse.	N ^o . of Decks with flat laid	N ^o . of Tiers of Beams	
per Rule,	260	5	Moulded Breadth,	32	8	24	75	150	Two	Three	
Dimensions of Ship per Register. length 262.6 breadth 33.15 depth 24.55											
								Inches.	16ths.	Inches.	16ths.
								required		required	

Transoms, material, Iron or, if none, in what manner compensated for.
Knight-heads Iron Hawse Timbers Iron
Windlass Patent Pall Bitt —

Plates, Garboard, double ~~at~~ Riveted to Keel, double ~~at~~ at upper edge, with Rivets ($\frac{7}{8}$ in.) diameter, averaging (4 ins.) from centre to centre.
Do. Edges from Garboards to upper part of Bilge, worked Clencher, double ~~at~~ Riveted; with Rivets ($\frac{7}{8}$ in.) diameter, averaging (4 ins.) from centre to centre.
Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes ($\frac{13}{16}$ $\frac{10}{16}$ thick, double ~~at~~ Riveted; with Rivets ($\frac{7}{8}$ in.) diameter averaging (4 ins.) from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below? no.
Do. of ~~three~~ Strakes at Bilge for $\frac{1}{2}$ length, treble riveted with Butt Straps $\frac{1}{16}$ thicker than their plates.
Do. Edges from bilge to Main Sheerstrake, worked ~~carvel with a lining piece~~ () thick, or clencher, double ~~at~~ riveted; with rivets ($\frac{7}{8}$ in.) diameter, averaging (4 ins.) from centre to centre.
Do. Edges of Sheerstrake, Main, double or single Riveted. Upper, double or single Riveted. At upper edge Single At lower edge Double
Do. Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps ($\frac{10}{16}$) thick, double ~~at~~ Riveted; with Rivets ($\frac{7}{8}$ in) diameter, averaging (4 ins) from centre to centre.
Do. Butts of Main Sheerstrake, double ~~at~~ Riveted. Butts of Upper or Spar Sheerstrake, and Upper Deck Stringer Plate, double ~~at~~ ^{and} treble Riveted for $\frac{1}{2}$ length amidships. Breadth of laps of plating in double Riveting (6 times) Breadth of laps of plating in single Riveting (3 $\frac{1}{2}$ times)
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble and Double

We certify that the above is a correct description of the several particulars therein given.

Builder's Signature, St. Michaels Company Surveyor's Signature, _____

Samuel Langhorne

120450-0437

Workmanship. Are the butts of plating planed or otherwise fitted? Planed 9973 Dray
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
Do the fillings between the ribs and plates fill in solid with single pieces? Yes
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes and are the rivets well and sufficiently countersunk in the plate and punched from the faying surfaces? Yes
Are there any rivets which either break into or have been put through the seams or butts of the plating? A few

Her Masts, Bowsprit, Yards, &c., are in Good condition, and sufficient in size and length. If they are of Iron or Steel give the 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 Big rigged Iron Masts

Tested by R. Bunell, Low Walker
10th Nov^r 1871

Tested by R. Bunell Low Walker
8th and 23rd Nov^r and 20th Dec

Number for equipment 21243		Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test as per Certificate.	Weight req'd per Rule.	T
One Quit	SAILS.											
	Fore Sails,						Bowers	3	25.3.6	25.10.17	25 1/2	
	Fore Top Sails,						(State Machine where Tested, and name of Superintendent).		25.3.0	25.8.0.14	25 1/2	25
	Fore Topmast Stay Sails,								21.3.16	22.6.0.7	21.2.20	22 1/2
	Main Sails,						Stream	1	11.0.17	—	10 1/2	
	Main Top Sails,						Kedges	2	5.1.7	—	5 1/4	
and									2.3.7	—	2 3/4	
CABLES, &c.												
Chain		300	1 5/8	47 1/2	11 1/16	47 1/2						
(State Machine where Tested, and name of Superintendent).												
Hempen Stream Cable		60	1 1/16									
Hawser		90	10 1/2		10							
Towlines		180	7		10							
Warp		180	5		6							
All of good quality.		90	4									

Her Standing and Running Rigging Wire & Hemp sufficient in size and good quality. She has Six Long Boats and
The present state of the Windlass is Capstan and Rudder good Pumps good and efficient
Brown and Harfield's Patent Plate & Angle Iron How secured in ordinary weather? Thick Glass & wire glass
Engine Room Skylights. How constructed? and Lead Skylights
What arrangements are there for deadlights in such for bad weather? Paulins

Coal Bunker Openings. How constructed Cast Iron Cuttles How are lids secured? Stots How high above deck? Flush

Scuppers, &c. What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board? Flush deck

Cargo Hatchways. How formed? Plate and Angle Irons State size 12x10—14x10

If of extraordinary size, state how framed and secured? Shifting Beams

What arrangement for shifting beams? Secured to Girdings with Nuts and Screws

Hatches, themselves, whether strong and efficient? Strong Main Hatchways. State size 24x10

Order for Special Survey No. 766 DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought Under Special
Date June 7/71 Surveys held 2nd. On the plating during the progress of riveting Survey from 3rd May 1871
Order for Ordinary Survey No. — while building 3rd. When the beams were in and fastened, and before the decks were laid to 5th April 1872
Date — as per 4th. When the ship was complete, and before the plating was finally coated or cemented
No. 159 in builder's yard. Section 18. 5th. After the ship was launched and equipped

General Remarks,

This vessel has been built in accordance with approved midship section attached and in conformity with the Rules for 1870-71, she is fitted with water Ballast Tanks in the Fore and after Holds efficiently constructed and is submitted as eligible to be classed as recommended

State if one, two or three decked vessel, or if spar or awning decked, and lengths of poop, forecabin or raised quarter deck, or of double or part double

In what manner are the surfaces preserved from oxidation? Inside Red Lead & Cement Outside Red Lead and McInnes' Paint

I am of opinion this Vessel should be Classed *90 A1 Part Double Bottom — 3 decks

The amount of the Entry Fee £ 5 : : is received by me,

Special £ 40 : 6
Certificate Prints

(Travelling Expenses)
(if any) £ —

Committee's Minute 9th April 1872

Character assigned 90 A1

I concur in the opinion that this vessel should be classed 90 A1 3 decks
Lloyd's Register
7/4/72