

I.P. 16254

1st Survey 9th November Last Survey 24th

Master Brand No. 4511TONNAGE under Tonnage Deck 655.55

Ditto of Third, Spar, or Awning Deck.

Ditto of Fore, or Raised Qr. Dk. 110.78Ditto of Houses 25.50Ditto of Forecastle Hatchways 13.07Gross Tonnage 824.85Less Crew Space 754.15Less Engine Room 257.55Register Tonnage 496.60

as cut on Beam

THREE DECKED VESSEL.

WORKED VESSEL.

HALF BREADTH (moulded) 14.11DEPTH from upper part of Keel to top of Upper Deck Beams 16.4GIRTH of Half Midship Frame (as per Rule) 27.91st NUMBER 59-0

1st NUMBER if a THREE-DECKED VESSEL [deduct 7 feet]

LENGTH 190.102nd NUMBER 11730PROPORTIONS—Breadths to Length within 7Depths to Length—Upper Deck to Keel within 12 1/4Main Deck ditto -Built at HartlepoolWhen built 1876 Launched 9th MarchBy whom built E. Witty & Co.Owners Stephenson & ClarkePort belonging to LondonDestined Voyage London

If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH	Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of	Horse.	Nº. of Decks with flat laid
on deck as per Rule	190	10	Moulded	29	11	top of Floors to Upper Deck Beams	14	11	Engines	100	One
						Do. do. Main Deck Beams					Nº. of Tiers of Beams

Dimensions of Ship per Register, length, 190 breadth, 30-1 depth, 14-10

	Inches in Ship	Inches per Rule
KEEL, depth and thickness	7 1/2 x 2 1/4	7 1/2 x 2 1/4
STEM, moulding and thickness	7 1/4 x 2 1/4	7 x 2 1/4
SWERN-POST for Rudder do. do.	8 x 4	7 x 4 1/2
for Propeller	8 x 4	7 x 4 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft	22	22

	Inches in Ship	Inches per Rule	16ths required
FRAMES, Angle Iron, for 1/2 length amidships	3 1/2	3 1/2	3 1/2
Do. for 1/4 at each end	3 1/2	3 1/2	3 1/2

REVERSED FRAMES, Angle Iron

FLOORS, depth and thickness of Floor Plate

at mid line for half length amidships

thickness at the ends of vessel

depth at 3/4 the half-bdth. as per Rule

height extended at the Bilges

BEAM, Upper, Spar, or Awning Deck

Single or double Angle Iron, Plate or Tee Bulb Iron

Average space

BEAMS, Main, or Middle Deck

Single or double Angle Iron, Plate or Tee Bulb Iron

Average space

BEAMS, Lower Deck, Hold, or Orlop

Single or double Angle Iron, Plate or Tee Bulb Iron

Average space

KEELSONS Centre line, single or double plate,

box, or Intercoastal, Plates

Rider Plate

Bulb Plate to Intercoastal Keelson

Angle Irons

Double Angle Iron Side Keelson

Side Intercoastal Plate

do. Angle Irons

Attached to outside plating with angle iron

BILGE Angle Irons

do. Bulb Iron

do. Intercoastal plates riveted to plating for length

BILGE STRINGER Angle Irons

Intercoastal plates riveted to plating for length

SIDE STRINGER Angle Irons

Transoms, material. Knight-heads. Hawse Timbers.

Windlass of Iron Patent Pall BittThe FRAMES extend in one length from Keel to gunwaleThe REVERSED ANGLE IRONS on floors and frames extend across middle line to above hold beam and to gunwale alternatelyKEELSONS. Are the various lengths of Plates and Angle Irons properly connected? yes And butts properly shifted? yesPLATING. Garboard, double riveted to Keel, with rivets 1 in. diameter, averaging 5 ins. from centre to centre.Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 3/4 ins. from centre to centre.Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 3/4 ins. from centre to centre.Butts of Two Strakes at Bilge for half length, treble riveted with Butt Straps 1/16 thicker than the plates they connect.Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 2 7/8 ins. from cr. to cr.Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 ins. from cr. to cr.

Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.

Butts of Main Sheerstrake, treble riveted for half length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 2 3/4Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double & Treble

Waterway, how secured to Beams (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? End turned off & well bedded No. of Breasthooks, Five Crutches, TwoWhat description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? GoodManufacturer's name or trade mark, Stockton M. & Co. Hartlepool M. & Co.

The above is a correct description.

Builder's Signature, E. Witty & Co.Surveyor's Signature, S. R. Gladstone

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

Are the butts of plating planed or ot
the carvel work and of the butts lay close together throughout th
the fillings between the ribs and plates solid single pieces
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform
Are the rivet holes well and sufficiently countersunk in the plate and punched from the
Do any rivets break into or through the seams or butts of the plating? a few

Masts, Bowsprit, Yards, &c., are of M.R. Pine 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 Main Mast - 68 ft. Dia. 10 1/2. Fore Mast - 65 ft. 9. Dia. 18 1/2. Mizen Mast - 51 ft. 8.

16247. Iron.

NUMBER for EQUIPMENT 12903

SAILS.

Fore Sails,
Fore Top Sails,
Fore Topmast
Stay Sails
Main Sails,
Main Top Sails,
and

CABLES, &c.

Chain

(State Machine
where Tested,
Date, & name
of Superintendent.)

Al. Robertson 24 Feb 1876

D. G. Lewis pro Superintendent

Ham Strm Cbl

Hawser ...

Towlines ...

Warp ...

quality Good

Fathoms.

Inches.

Test per
Certificate.

Length & Size
req'd per Rule.

Test req'd
per Rule.

ANCHORS.

No.

Weight.

Test per
Certificate.

W'ght req'd
per Rule.

Test req'd
per Rule.

Bowers

3

17-1-0

18-8-0

16-3-0

10-0-0

16-3-11

18-2-6-0

16-3-0

10-0-0

14-1-14

15-19-5-0

14-0-2-7

15-17-0

Al. Robertson 21 Feb 1876

D. G. Lewis pro Superintendent

Stream ...

1 7-0-0

7-0-0

Kedges ...

2 3-2-9

3-2-0

1-3-0

1-3-0

Standing and Running Rigging Wire & Hemp sufficient in size and Good in quality. She has Three Long Boats and Good

The Windlass is Good Capstan Good and Rudder Good. Pumps Four of 6 inch metal

Engine Room Skylights. How constructed? 3 in. 10. Pine. 5/16 bonings How secured in ordinary weather? Bullseyes

What arrangements for deadlights in bad weather? Bullseyes

Coal Bunker Openings. How constructed? Iron bonings How are lids secured? Bars Height above deck? 13 inches

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? Ports & Scuppers

Cargo Hatchways. How formed? 4/16 Plate

State size Main Hatch 11 ft 11 ft. bonings 30 in Fore hatch 11 ft 11 ft. bonings 30 Quarter hatch 11 ft 12 ft. bonings 30 in Two this way

If of extraordinary size, state how framed and secured? Welded

What arrangement for shifting beams? Welded

Hatches, If strong and efficient? Strong & efficient

Order for Special Survey No. 545

Date 9 Nov 1875

Order for Ordinary Survey No.

Date

5-5 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

Special Survey Date of Survey
1875 Nov. 9-12-15-24-30 Dec 3. 8. 21 - 1876 Jan.
4. 6. 11-17. 21. 25. 28. 31 Feb 3. 8. 11-16. 21. 24.
March 2. 9. 21. 29. April 6. 12. 24.

General Remarks (State quality of workmanship, &c.) Workmanship & material good

Has a raised Quarter Deck frames all bolted height, beams of bulb iron 7 x 7/16
Double angles on top edge 3 x 3 + 6/16 Stringer plates on end 36 x 9/16 Angles on do. 4 1/2 x 3 + 7/16
Side plates 10 x 8/16. Plating outside 7/16 to 5/16 aft Deck 3/16 1/2 Pine
Main sheers plates doubled from 10 ft. abaft break to 50 ft. before do. with 7/16 plate. The
strake above sheers plates doubled from 12 ft. before break to 62 ft. abaft do. with 7/16 plate
reduced ab end to 6/16 + 5/16. Main Deck Stringer plates extend 4 frame spaces abaft break.
Raised Deck 14 frame spaces before. North of shell plating treble riveted in neighborhood
of break with straps to thicker than the plates.
Water ballast tanks fitted from fore bulkhead thence aft 112 ft. frames cut connection
made with three plates. Side plates 7/16 Angles 3 1/2 x 3 + 7/16 Web plates 6/16 Angles on do.
3 + 2 1/2 + 6/16. Top plating 6/16. Tested with a head of water to the height of load line.

Edw. Withy & Co.

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

How are the surfaces preserved from oxidation? Inside Flat boned with Portland cement Outside rottened with Paint

I am of opinion this Vessel should be Classed 90 A 1

The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me, S. P. Gladstone

Special ... £ 37 : 14 : 0 3 May 1876

Certificate ... : : : S. P. Gladstone

(Travelling Expenses, if any, £ ...)

Committee's Minute 5th May 1876

Character assigned 90 A 1

This vessel appears
eligible to be classed
as recommended viz
90 A. 1.

Lloyd's Register
Foundation