

IRON OR STEEL SHIP.

(Received at London Office)

5994
THURS 3 OCT 1889

No. 5994 Survey held at Leith Date of writing Report 30th Sept. '89 Port of Leith
On the Steel Screw Steamer "Mabel" Date, First Survey 24th Jan. '89 Last Survey 28th Sept. 1889
Rig 2 Masts; fore & aft schooner

TONNAGE under
Tonnage Deck
Do. between Tonnage Dk.
and 3rd, 4th, Spar or
Awning Dk.
Total under Upper Dk. 356.74
Do. of Poop
Do. of Raised Qr.
Dk. or Break 18.16
Do. of Bridge House
Do. of Houses on Deck
Do. of excess of Hatchways
Do. of Forecastle 8.67
Gross Tonnage 389.78
Less Crew Space 29.26
152.99
Less Engine Room 24.73
Register Tonnage
as cut on Beam 236.79

**ONE, OR TWO DECKED, THREE DECKED VESSEL,
SPAR, OR AWNING-DECKED VESSEL.**

Half Breadth (moulded) Feet. 12.5
Depth from upper part of Keel to top of Upper Deck Beams 12.5
Girth of Half Midship Frame (as per Rule) 22.5
1st Number 47.5
1st Number, if a 3 Decked Vessel .. deduct 7 feet
Length 160
2nd Number 76.00
Proportions— Breadths to Length 6.4
Depths to Length—Upper Deck to Keel
Main Deck ditto 12.8

Master J. Holmes 70-89
Year of appointment (1) As master in service of
owner of present vessel:—1870
(2) As master of this
vessel 1889
Built at Leith
When built 1889 Launched 10th Aug. 89
By whom built J. & H. Morton & Co.
Owners J. Burnett & Sons
Managers
(If desired to be entered in Reg. Book.)
Residence 14 Mincing Lane, London E.C.
Port belonging to London
Destined Voyage Curat Island & France
If Surveyed while Building, Afloat, or in Dry Dock.
While building & afloat

LENGTH on deck as per Rule ... Feet. Inches. 160 **BREADTH**—Moulded... Feet. Inches. 25 **DEPTH** top of Floors to Upper Deck Beams ... Feet. Inches. 11 4 1/2 Power of Engines ... Horse. 80 N° of Decks with flat laid One N° of Tiers of Beams One

Dimensions of Ship per Register, length, 161 breadth, 25.15 depth, 11.4 Moulded depth 11 ft 10 in

| | Inches in Ship. | Inches per Rule. | | Inches in Ship. | Inches per Rule. | | Inches in Ship. | Inches per Rule. | | Inches in Ship. | Inches per Rule. |
|--|----------------------|----------------------|---------------|-----------------|------------------|---|-----------------------|------------------|------------------|-----------------|------------------|
| KEEL , depth and thickness | | | | | | Flat Keel Plates, breadth and thickness | <u>37</u> | <u>14</u> | <u>3.6</u> | <u>13</u> | |
| STEM , moulding and thickness... .. . | <u>6 1/2 x 1 7/8</u> | <u>6 1/2 x 1 7/8</u> | | | | PLATES in Garboard Strakes, br'dth & thickness | <u>54</u> | <u>9</u> | <u>7</u> | <u>9</u> | |
| STERN-POST for Rudder do. do. | <u>6 1/2 x 3 3/4</u> | <u>6 1/2 x 3 3/4</u> | | | | „ From Garboard to upper part of Bilges, <u>alternately</u> | <u>7 x 8</u> | <u>7 x 8</u> | <u>7 x 8</u> | <u>7 x 8</u> | |
| „ for Propeller | <u>6 1/2 x 3 3/4</u> | <u>6 1/2 x 3 3/4</u> | | | | „ Of d'bling at Bilge, or increased thickness, (| <u>8</u> | <u>8</u> | <u>8</u> | <u>8</u> | |
| Distance of Frames from moulding edge to | <u>21</u> | <u>21</u> | | | | and length applied <u>half length 50</u>) | | | | | |
| moulding edge, all fore and aft | | | | | | „ From up. prt of Bilge to l.r. edge of Sh'rstrake... <u>alternately</u> | <u>8 x 7</u> | <u>8 x 7</u> | <u>8 x 7</u> | <u>8 x 7</u> | |
| | | | | | | „ Main Sheerstrake, breadth and thickness..... | <u>4.8</u> | <u>11</u> | <u>3.3</u> | <u>11</u> | |
| FRAMES , Angle Iron, for 2/3 length amidships... .. . | <u>3</u> | <u>3</u> | <u>6</u> | <u>3</u> | <u>3</u> | „ Of d'bling at Sh'stk. & lng. applied | | | | | |
| Do. for 1/2 at each end | <u>3</u> | <u>3</u> | <u>5</u> | <u>3</u> | <u>3</u> | „ From M'n. to Up. or Spar Dk. Sh'rstrake.... | | | | | |
| REVERSED FRAMES , Angle Iron | <u>2 1/2</u> | <u>2 1/2</u> | <u>5</u> | <u>2 1/2</u> | <u>2 1/2</u> | „ Up. or Spar Dk Sh'rstrake, br'dth & thic'k'ns... | | | | | |
| FLOORS , depth and thickness of Floor Plate (| <u>13 1/2</u> | <u>6</u> | <u>13 1/2</u> | <u>6</u> | <u>7.5</u> | Butt Straps to outside plating, breadth & thickness | <u>6 1/2 x 11 1/4</u> | <u>14.12</u> | <u>16 3/4</u> | <u>14 1/4</u> | <u>14.12</u> |
| at mid line for half length amidships | <u>6 x 8</u> | <u>8</u> | | | | Lengths of Plating <u>6 frame spaces</u> | <u>8</u> | <u>10.9</u> | <u>11 1/4</u> | <u>10.9</u> | <u>8</u> |
| „ thickness at the ends of vessel | <u>7</u> | <u>6 3/4</u> | | | | Shifts of Plating, and Stringers <u>2 do</u> | | | | | |
| „ depth at 3/4 the half-bdth. as per Rule | <u>27</u> | <u>27</u> | | | | Gunwale Plate on ends of Awning, Spar, or | <u>2 1/2</u> | <u>8</u> | <u>2.3</u> | <u>8</u> | |
| „ height extended at the Bilges... .. . | | | | | | Upper Deck Beams, breadth and thickness... | | | | | |
| BEAMS , Upper, Spar, or Awning Deck | | | | | | Angle Iron on ditto | <u>3 1/2 x 3</u> | <u>6</u> | <u>3 1/2 x 3</u> | <u>6</u> | |
| Single or d'ble Ang. Iron, Plate or Tee Bulb Iron | | | | | | Tie Plates fore and aft, outside Hatchways | <u>8 1/2</u> | <u>8 1/2</u> | <u>8 1/2</u> | <u>8 1/2</u> | |
| Single or double Angle Iron on Upper edge | <u>5</u> | <u>3</u> | <u>6</u> | <u>5</u> | <u>3</u> | Diagonal Tie Plates on Beams No. of Pairs | | | | | |
| Average space... .. . | <u>21</u> | <u>21</u> | | | | Flat of Up., Spar, or Awning Dk. * <u>from only</u> | <u>For 1/2</u> | <u>6 1/2</u> | <u>6 1/2</u> | <u>6 1/2</u> | <u>5 1/2</u> |
| BEAMS , Main, or Middle Deck | | | | | | How fastened to Beams | | | | | |
| Single or d'ble Ang. Iron, Plate or Tee Bulb Iron | | | | | | Stringer Plate on ends of Main or Middle Deck | | | | | |
| Single, or double Angle Iron, on Upper Edge .. | | | | | | Beams, breadth and thickness | | | | | |
| Average space... .. . | <u>21</u> | <u>21</u> | | | | Is the Stringer Plate attached to the outside plating? | | | | | |
| BEAMS , Lower Deck— | | | | | | Angle Irons on ditto, No. | | | | | |
| Single or d'ble Ang. Iron, Plate or Tee Bulb Iron | <u>4 1/2</u> | <u>3</u> | <u>6</u> | <u>4 1/2</u> | <u>3</u> | Tie Plates, outside Hatchways | | | | | |
| Single or double Angle Iron on Upper Edge | | | | | | Diagonal Tie Plates on Beams, No. of pairs | | | | | |
| Average space... .. . | <u>21</u> | <u>21</u> | | | | Flat of Middle Deck* do. do. | | | | | |
| BEAMS , Hold, or Orlop— | | | | | | How fastened to Beams | | | | | |
| Single or d'ble Ang. Iron, Plate or Tee Bulb Iron | | | | | | Stringer Plates on ends of Lower Deck, Hold or | | | | | |
| Single, or double Angle Iron on Upper Edge .. | | | | | | Orlop Beams | | | | | |
| Average space... .. . | <u>21</u> | <u>21</u> | | | | Is the Stringer Plate attached to the outside plating? | | | | | |
| KEELSONS Centre line, single or double plate, (| <u>6 1/2</u> | <u>7</u> | <u>6 1/2</u> | <u>7</u> | | Angle Irons on ditto, No. | | | | | |
| box, or Intercoastal, Plates | <u>7 1/2</u> | <u>7</u> | <u>7 1/2</u> | <u>7</u> | | Stringer or Tie Plates, outside Hatchways .. | | | | | |
| „ Rider Plate | <u>6</u> | <u>6</u> | <u>6</u> | <u>6</u> | | Flat of Lower Deck * <u>from 1/2 after tank tops</u> | <u>5 1/2</u> | <u>5 1/2</u> | <u>5 1/2</u> | <u>5 1/2</u> | |
| „ Bulb Plate to Intercoastal Keelson | <u>3 1/2</u> | <u>3</u> | <u>6</u> | <u>3 1/2</u> | <u>3</u> | | | | | | |
| „ Angle Irons | | | | | | Ceiling betwixt Decks, thickness and material ... | | | | | |
| „ Double Angle Iron Side Keelson | | | | | | „ in hold do. do. | <u>2 1/2</u> | <u>2 1/2</u> | <u>2</u> | <u>2</u> | |
| „ Side Intercoastal Plate | | | | | | Main piece of Rudder, diameter at head | <u>4 1/4</u> | <u>4 1/4</u> | <u>4 1/4</u> | <u>4 1/4</u> | |
| „ do. Angle Irons | | | | | | do. at heel | <u>2 1/2</u> | <u>2 1/2</u> | <u>2 1/2</u> | <u>2 1/2</u> | |
| „ Attached to outside plating with angle iron | | | | | | Can the Rudder be unshipped afloat? <u>Yes</u> | | | | | |
| BILGE Angle Irons | <u>3 1/2</u> | <u>3</u> | <u>6</u> | <u>3 1/2</u> | <u>3</u> | Bulkheads No. <u>4</u> No. per Rule <u>4</u> | | | | | |
| „ do. Bulb Iron | <u>6</u> | <u>6</u> | <u>6</u> | <u>6</u> | <u>6</u> | „ Thickness of <u>7 1/2</u> peak tank B.H. <u>6 1/2</u> | | | | | |
| „ do. Intercoastal plates riveted to | | | | | | „ Height up to upper deck | | | | | |
| plating for length) | | | | | | „ How secured to sides of ship <u>between double frames</u> | | | | | |
| BILGE STRINGER Angle Irons | <u>3 1/2</u> | <u>3</u> | <u>6</u> | <u>3 1/2</u> | <u>3</u> | „ Size of Vertical Angle Irons <u>3 x 3 x 1/4</u> and distance apart <u>30</u> ins. | | | | | |
| Intercoastal plates riveted to plating for | | | | | | „ Are the outside Plates doubled two spaces of Frames in length? <u>Yes</u> | | | | | |
| length) | | | | | | | | | | | |
| SIDE STRINGER Angle Irons | <u>3 1/2</u> | <u>3</u> | <u>6</u> | <u>3 1/2</u> | <u>3</u> | | | | | | |

The **FRAMES** extend in one length from Middle Line to Gunwale
The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to upper part of bilge and to gunwale alternately
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes
PLATING. Garboard, double riveted to Keel, with rivets 3/8 in. diameter, averaging 3 1/2 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 ins. from centre to centre.
„ Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 2 7/8 ins. from centre to centre.
„ Butts of all Strakes at Bilge for half length, treble riveted with Butt Straps 20 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 3 ins. from cr. to cr.
„ Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 2 7/8 ins. from cr. to cr.
„ Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.
„ Butts of Main Sheerstrake, double riveted for whole length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.
„ Butts of Main Stringer Plate, treble riveted for whole length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.
„ Breadth of laps of plating in double riveting 5 1/4 x 4 1/2 Breadth of laps of plating in single riveting 2 1/2
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble & Double No. of Breasthooks, 3 Crutches, 3
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Good, tested & marked as per Rules
Manufacturer's name or trade mark, Messend
The above is a correct description.
Builder's Signature, Sam Hugh Morton & Co Surveyor's Signature, H. J. Aulsen
Surveyor to Lloyd's Register of British and Foreign 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.

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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, except a few in butts*

Masts, Bowsprit, Yards, &c., are *wood* 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, State also Length and Diameter of Lower Masts and Bowsprit *Two small pole masts*

| Number for Equip- ment | Letter for do. | CABLES, &c. | | | Test per Certificate. Tons. | Inches per Rule. | Machine where Tested and Superintendent, also Name of Chain Maker. | ANCHORS. | Weight. Ex. Stock. | Test per Certificate | W'ght req'd per Rule. | Machine where Tested and Superintendent, also Name of Anchor Maker. |
|---------------------------|--------------------------------|---------------------------------------|----------|---------|-----------------------------------|---------------------|--|---|-----------------------|-------------------------|--------------------------|---|
| | | Number of Certificate. | Fathoms. | Inches. | | | | Number of Certificate | | | | |
| N ^o . | SAILS. | 10178 | 90 | 1 1/4 | 30 1/2 | 20 3/4 | <i>Supton & R. Pitt</i> | 11698 | 10.2.7 | 12.10.3.3 | 10.1.7 | <i>Supton & R. Pitt</i> |
| | Fore Sails, | 10179 | 75 | 1 1/4 | 80 | 1 1/4 | <i>H. P. Parkes & Co.</i> | 11696 | 9.3.7 | 11.17.3.7 | 10.1.7 | <i>Do</i> |
| | Fore Top Sails, | | | | | | | 11697 | 9.2.9 | 11.14.1.0 | 8.3.0 | <i>Do</i> |
| | Fore Topmast Stay Sails, | 10177 | 60 | 1 1/4 | 12 1/2 | 8 1/2 | <i>Do</i> | | 29.3.14 | | 29.1.14 | |
| | Main Sails, | Iron Stream Chain or Steel Wire .. | 60 | 1 1/4 | | | | <i>The above 3 Bower Anchors are stockless, the tests of Anchor heads</i> | | | | |
| | Main Top Sails, and quality | Hempen Str'm Cable | | | | | | <i>are certified by D. G. Lewis, Newport</i> | | | | |
| | | TOWLINE— Hemp or Steel Wire | 75 | 7 1/2 | | 15-7 1/2 | | Stream 11692 | 2.1.14 | 4.17.2.0 | 2.2.0 | <i>Do</i> |
| | | Hawser | | | | | | Kedge | | | | |
| | | Warp | 90 | 5 1/2 | | 90-5 1/2 | | 2nd Kedge.... | 1.2.6 | | 1.1.0 | |

Standing and Running Rigging *Wire & Hemp* sufficient in size and *good* in quality. She has *Two* Long Boats and

The Windlass is *good* Capstan and Rudder *good* Pumps *good*

Engine Room Skylights.—How constructed? *Iron bulwarks in cover* How secured in ordinary weather? *Bolted to iron comings*

What arrangements for deadlights in bad weather? *Canvas cover*

Coal Bunker Openings.—How constructed? *Iron comings* How are lids secured? *Battered down* Height above deck? *22 ins*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Open bulwarks & scuppers each side*

Greenstrake extends 12" above gunwale

Cargo Hatchways.—How formed? *Iron comings* Hatches, If strong and efficient? *Yes 2 1/2" thick*

State size Main Hatch *19'3" x 11'0"* Forehatch *14'0" x 10'0"* Quarterhatch

If of extraordinary size, state how framed and secured... *Ordinary size* What arrangement for shifting beams? *Deep ribs & wood piece aft*

| | | | |
|---|---|---|---|
| Order for Special Survey No. <u>465</u> | 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 | <i>Built under Special Survey & surveyed:—</i> <i>1889 Jan. 24. 31, Decr. 13, March 23. 27, April 4. 10. 18.</i> <i>May 3. 8. 20. 23. 30, June 3. 11. 7. 17. 26. 29, July 3. 6. 10.</i> <i>16. 19. 25, Aug. 2. 10. 16. 23. 28, Sept. 2. 9. 20. 24. 25. 28.</i> |
| Date <u>31 Decr. 1888</u> | | 2nd. On the plating during the process of riveting | |
| Order for Ordinary Survey No. _____ | | 3rd. When the beams were in and fastened, and before the decks were laid.... | |
| Date _____ | | 4th. When the ship was complete, and before the plating was finally coated or cemented.. | |
| No. <u>55</u> in builder's yard. | | 5th. After the ship was launched and equipped | |
| | | Total No. of Visits <u>36</u> | |

State dates of letters respecting this case *3rd Jan, 2nd July, 29th Aug.*

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

Workmanship & Material Good
This vessel is built in accordance with the approved tracings forwarded to the Secretary on the 23rd Sept^r '89 & in conformity with the Rules.
The Freeboard assigned by the Committee as per letter of the 29th Aug. '89 has been marked on vessels sides, as shown in Notice N^o 572 namely in Winter 1'8 1/2"; Summer 1'7 1/2" & height of fresh W. L. above centre of disc 2 1/2".
A Machinery Report, a Ship Stowing Report & a double bottom form are sent herewith.

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

Particulars for Record in R.B.—Length of Poop *ft., R.Q.D. 23 ft, Bridge Dk., ft., F'castle 20 ft.; No. of Dks. (excluding spar, awn., &c.) One*

Material of dks. *Iron* If spar, awn. dk., &c. Material of spar, awn. dk., &c. ; No. of tiers of beams (with and without dks. laid) *One*

Official No. *96647*; Signal Letters

I am of opinion this Vessel should be Classed *100 A1 Steel* & the Freeboard recorded

The amount of the Entry Fee£ *2* : - : - is received by me; Special£ *18* : 2 : -

(to be sent as per margin). Certificate ... *gratis* : Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

Character assigned *100 A1 Steel*

Record Freeboard 15K (Iron)