

IRON OR STEEL SHIP.

Date of writing Report *12th May 1890* Port of *Middlesbrough*
Date, First Survey *10th Jan 1889* Last Survey *12th May 1890*

No. *63* Survey held at
On the *S.S. "Girdleness"*
TONNAGE under
Tonnage Deck *1379.52*
Do. between Tonnage Dk.
and 3rd, 4th, Spar or
Awning Dk.
Total under Upper Dk.

Do. of Poop
Do. of Raised Qr.
Dk. or Break *125.98*
Do. of Bridge House *315.50*
Do. of Houses on Deck *16.07*
Do. of excess of Hatchways *14.65*
Do. of Forecastle

Gross Tonnage *1851.72*
Less Crew Space *63.50*
1788.22
Less Engine Room *592.55*
Register Tonnage *1195.67*
as out on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL,
Partial SPAR, OR AWNING-DECKED VESSEL, &c.

Half Breadth (moulded) *18.5*
Depth from upper part of Keel to top of Upper Deck Beams *20.2*
Girth of Half Midship Frame (as per Rule) *34.11 1/2*

1st Number *73.6 1/2*
1st Number, if a 3-Decked Vessel deduct 7 feet

Length *268.6*
2nd Number *19.745*

Proportions— Breadths to Length *13.4*
Depths to Length— Upper Deck to Keel *7.2*
Main Deck ditto

Rig *Schooner*
Master *R. Graham*
Year of appointment *1890*
Built at *Stockton*
When built *1890* Launched *19th April 1890*
By whom built *Richardson Duck & Co.*
Owners *John & James R. C.*
Managers
Residence
Port belonging to *London*
Destined Voyage *Mediterranean*
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	Nº. of Tiers of Beams
on deck as per Rule	268	6	Moulded	36	10	top of Floors to Upper Deck Beams	17		Engines	160	1	1
Do. do. Main Deck Beams												
Dimensions of Ship per Register, length, 270 breadth, 37.1 depth, 17												
KEEL, depth and thickness	9 x 2 1/2		9 x 2 1/2		9 x 2 1/2		9 x 2 1/2		Flat Keel Plates, breadth and thickness			
STEM, moulding and thickness	9 x 5		9 x 5		9 x 5		9 x 5		PLATES in Garboard Strakes, breadth and thickness			
STERN-POST for Rudder do. do.	9 x 5		9 x 5		9 x 5		9 x 5		From Garboard to upper part of Bilges			
" " for Propeller	24		24		24		24		Of d'bling at Bilge, or increased thickness, and length applied			
Distance of Frames from moulding edge to moulding edge, all fore and aft	24		24		24		24		From up. prt of Bilge to h. edge of Sh'rstrake			
FRAMES, Angle Iron, for 1/2 length amidships	5 x 3 8		5 x 3 8		5 x 3 8		5 x 3 8		Main Sheerstrake, breadth and thickness			
Do. for 1/2 at each end	5 x 3 7		5 x 3 7		5 x 3 7		5 x 3 7		Of d'bling at Sh'stk & lng. applied			
REVERSED FRAMES, Angle Iron	3 x 3 7		3 x 3 7		3 x 3 7		3 x 3 7		From M'n. to Up. or Spar Dk. Sh'rstrake			
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	36		36		36		36		Up. or Spar Dk Sh'rstrake, breadth & thickn'ss			
" thickness at the ends of vessel	6		6		6		6		Butt Straps to outside plating, breadth & thickness			
" depth at 3/4 the half-bdth. as per Rule	6		6		6		6		Lengths of Plating			
" height extended at the Bilges	6		6		6		6		Shifts of Plating, and Stringers			
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	6 x 3 8		6 x 3 8		6 x 3 8		6 x 3 8		Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness			
Single or double Angle Iron on Upper edge	24		24		24		24		Angle Iron on ditto			
Average space	24		24		24		24		Tie Plates fore and aft, outside Hatchways			
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	6 x 3 8		6 x 3 8		6 x 3 8		6 x 3 8		Diagonal Tie Plates on Beams No. of Pairs			
Single or double Angle Iron on Upper Edge	24		24		24		24		Flat of Up., Spar, or Awning Dk.			
Average space	24		24		24		24		How fastened to Beams			
BEAMS, Lower Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	6 x 3 8		6 x 3 8		6 x 3 8		6 x 3 8		Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness			
Single or double Angle Iron on Upper Edge	24		24		24		24		Is the Stringer Plate attached to the outside plating?			
Average space	24		24		24		24		Angle Irons on ditto, No.			
BEAMS, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	6 x 3 8		6 x 3 8		6 x 3 8		6 x 3 8		Tie Plates, outside Hatchways			
Single or double Angle Iron on Upper Edge	24		24		24		24		Diagonal Tie Plates on Beams, No. of pairs			
Average space	24		24		24		24		Flat of Middle Deck* do.			
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	36		36		36		36		How fastened to Beams			
" Rider Plate	36		36		36		36		Stringer Plates on ends of Lower Deck, Hold or Orlop Beams			
" Bulb Plate to Intercoastal Keelson	36		36		36		36		Is the Stringer Plate attached to the outside plating?			
" Angle Irons	36		36		36		36		Angle Irons on ditto, No.			
" Double Angle Iron Side Keelson	36		36		36		36		Tie Plates, outside Hatchways			
" Side Intercoastal Plate	36		36		36		36		Diagonal Tie Plates on Beams, No. of pairs			
" do. Angle Irons	36		36		36		36		Flat of Middle Deck* do.			
" Attached to outside plating with angle iron	36		36		36		36		How fastened to Beams			
BILGE Angle Irons	36		36		36		36		Stringer Plates on ends of Lower Deck, Hold or Orlop Beams			
" do. Bulb Iron	36		36		36		36		Is the Stringer Plate attached to the outside plating?			
" do. Intercoastal plates riveted to plating for length	36		36		36		36		Angle Irons on ditto, No.			
BILGE STRINGER Angle Irons	36		36		36		36		Tie Plates, outside Hatchways			
Intercoastal plates riveted to plating for length	36		36		36		36		Diagonal Tie Plates on Beams, No. of pairs			
SIDE STRINGER Angle Irons	36		36		36		36		Flat of Middle Deck* do.			

The FRAMES extend in one length from *tank side to tank side* from *tank side to tank side* from *tank side to tank side*
The REVERSED ANGLE IRONS on floors and frames extend *from middle line to all 6 h. on frame* and to *R. A. 2 & 1.0* 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 *in diameter, averaging* *ins from centre to centre.*
" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets *7/8* in. diameter, averaging *3 1/2* ins. from centre to centre.
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *7/8* in. diameter averaging *3 1/6* ins. from centre to centre.
" Butts of *all* Strakes at Bilge for *1/2* length, treble riveted with Butt Straps *3/16* thicker than the plates they connect. *Upper Sheerstrake, double or single riveted.*
" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets *7/8* in. diameter, averaging *3 1/2* ins. from cr. to cr.
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *7/8* in. diameter, averaging *3 1/6* ins. from cr. to cr.
" Edges of Main Sheerstrake, double or single riveted.
" Butts of Main Sheerstrake, treble riveted for *1/2* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted *1/2* length amidships.
" Butts of Main Stringer Plate, treble riveted for *1/2* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *1/2* length.
" Breadth of laps of plating in double riveting *5 1/2* Breadth of laps of plating in single riveting.
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *No. of Breasthooks, 6 Crutches, 4*
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. *Anglo S. Bulbs, Dorman*
Manufacturer's name or trade mark, *Anglo S. Bulbs, Dorman*
The above is a correct description.
Builder's Signature, *Richardson Duck & Co* Surveyor's Signature, *W. H. H. H.*
Surveyor to Lloyd's Register of British and Foreign Shipping.

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? *a few*

Masts, Bowsprit, Yards, &c., are *in work* 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 *Foremast 65' 9" x 19" Dia. Mainmast 73' x 19" dia. 2 Plates in the ground, Distances 6/16 - 5/16 at head sheer beams double riveted, Butts both + Double + 1/16 thicker than plate plates tested in accord with the Rules.*

Number for Equip-ment <u>22213</u>		CABLES, &c.			Test per Certificate.	Fathoms & Inches per Rule.	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS.		Weight.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested and Superintendent, also Name of Anchor Maker.
Letter for do. <u>Y</u>		Number of Certificate.	Fathoms.	Inches.	Tons.			Number of Certificate (State if any and which Anchors are Stockless.)	Ex. Stock.				
		<u>5997</u>	<u>270</u>	<u>1 1/4</u>	<u>55 1/2</u>	<u>77 1/2</u>	<u>270 1 1/4</u>	<u>276 22</u>	<u>38.0.26</u>	<u>34.13.0.14</u>	<u>37.2.0</u>	<u>37.2.0</u>	<u>37.2.0</u>
								<u>276 39</u>	<u>35.2.14</u>	<u>32.8.3.0</u>	<u>37.2.0</u>	<u>37.2.0</u>	<u>37.2.0</u>
								<u>276 21</u>	<u>34.0.16</u>	<u>31.16.1.0</u>	<u>31.3.14</u>	<u>31.3.14</u>	<u>31.3.14</u>
								<u>Supplied</u>					<u>Supplied</u>
								<u>Collective Weight</u>	<u>08.0.0</u>		<u>106.3.14</u>		<u>106.3.14</u>
								<u>Stream</u>	<u>9.3.21</u>	<u>12.0.0</u>	<u>9.2.0</u>		<u>9.2.0</u>
								<u>Kedge</u>	<u>4.3.21</u>	<u>7.7.2.0</u>	<u>4.3.0</u>		<u>4.3.0</u>
								<u>2nd Kedge</u>	<u>2.2.7</u>	<u>5.2.2.0</u>	<u>2.2.0</u>		<u>2.2.0</u>

Standing and Running Rigging *W. H. Shedd* sufficient in size and *Good* in quality. She has *2* *Long* Boats and *2* *Ochres*
The Windlass is *Iron Patent* Capstan *Good* and Rudder *Good* Pumps *Good*

Engine Room Skylights. How constructed? *Iron* How secured in ordinary weather? *Bolted*

What arrangements for deadlights in bad weather? *Dead lights*

Coal Bunker Openings. How constructed? *Iron* How are lids secured? *Hatch Bars* Height above deck? *16"*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Open Bulwarks + Potts each side in Bulwark aft.*

Cargo Hatchways. How formed? *Plates + Angles* Hatches, If strong and efficient? *Solid 3"*

State size Main Hatch *No. 1 18 x 12. No. 2 24 x 12. Fore hatch No. 3 16 x 12* Quarter hatch *No. 4 18 x 12*

If of extraordinary size, state how framed and secured *Ordinary size* What arrangement for shifting beams? *Wt. Plate*

Order for Special Survey No. *1401* Date *29th Sept 1889*
Order for Ordinary Survey No. *372* in builder's yard. Date *29th Sept 1889*
No. *372* in builder's yard. State dates of letters respecting this case *14th + 27th Sept, 2nd + 4th Oct, 3rd + 13th Jan 1889, 24th Jan + 3rd April 1890*
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
Total No. of Visits *39*

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

Built under Special Survey in accordance with the Rules + the general arrangement is conforming with the Plans submitted + approved by the Committee + the materials + workmanship are good + have been tested in accordance with the Rules.

Double bottom tested by a head of water equal to the height of the head line + the After Peak Ballast Tank to 8ft above the Tank top + found satisfactory.

A lead line has been marked upon the Vessel's sides as assigned by the Committee in accordance with the Secretary's letter of the 3rd April 1890 as follows. Summer 1' 3", Winter 1' 6". Height of Fresh Water mark above centre of Disc 4 1/2 to main deck + to running deck 8ft Summer + 8ft 6" Winter.

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

Particulars for Record in R.B.—Length of Poop *104.9ft*, R.Q.D. *104.9ft*, Bridge Deck *16.5ft*, Forecastle *16.5ft*; No. of Dks. (excluding spar, awn, &c.) *1*
Material of dks. *Iron*, spar, awn, dk., &c. *Iron* Material of spar, awn, dk., &c. *Iron*; No. of tiers of beams (with and without dks. laid) *1*
Official No. *98089* Signal Letters *100 A 1* If double bottom, state particulars on separate form.

I am of opinion this Vessel should be Classed *100 A 1* *Iron Hulls + Tank side Brackets.*

The amount of the Entry Fee£ *4* : : : is received by me, *R. H. S.*
Special£ *40* : : : *15. 5 1890*

(to be sent as per margin). Certificate ...
Travelling Expenses, if any, £ ...

Committee's Minute *FRI 23 MAY 1890*

Character assigned *100 A 1* *See Hawgood*

La xcb *subject to 8.0 1/2*

100 A 1 *8.3 1/2* *8.7 1/2*