

Spar, ~~Awning or~~  
~~Part Awning Dk.~~

# IRON OR STEEL STEAMER.

7/2 T. URS. 5 MAY 1892

(Received at London Office)

State if Report is also sent on the Machinery of the Vessel *Yls*

Date of completion of Report *3<sup>rd</sup> May 1892*

Port of *Middlesbrough*

o. *7/2* Survey held at *Middlesbrough + 1<sup>st</sup> Wm*

Date, First Survey *2<sup>nd</sup> October 1891*

Last Survey *3<sup>rd</sup> May 1892*

in the *Steel Sloop Steamer*  
ONNAGE under  
Tonnage Deck...  
o. between Tonnage Dk.  
and 3rd, 4th, Spar or  
Awning Dk.  
Total under Upper Dk.

SPAR, ~~AWNING OR PART AWNING DECKED VESSEL,~~

Master *J. G. Briggs*

on a Vessel having a continuous Shade Deck.

Rig *Schooner. (2 Masts)*

CLASS *100 A*

Year of Appointment

Built at *Middlesbrough*

When built *1891-2* Launched *29<sup>th</sup> Dec. 1891*

By whom built *Raylton Dixon & Co.*

Owners *British Colonial Steam Nav. Co. Ltd.*

Managers

(Where necessary to be entered in Reg. Book.)

Residence *London.*

Port belonging to *London.*

o. of Poop *10.23*  
o. of Rais d Gr. *22.52*  
Dk. or Break *5.55*  
o. of Bridge House *24.05*  
o. of Houses on Deck *45.64*  
o. of excess of Hatchways  
o. of Forecastle  
o. above Crown of  
Engine Room...  
Gross Tonnage *2555.59*  
Less Crew Space *22.34*  
Less above Crown of  
Engine Room...  
Tonnage for Fees... *2642.2*  
Less Engine Room *975.59*  
Less Navigation Spaces  
Register Tonnage *1444.27*  
Cut on Beam...

Depths to Length—Main Deck to top of Keel *14.78*

Destined Voyage

*N* Surveyed while Building, Afloat, *or* in Dry Dock

LENGTH on Deck	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, top of Floors to Spar or Awn. Dk. Beams	Feet.	Inches.	Power of Horse.	No. of Decks with flat laid
as per Rule.....	<i>308</i>	<i>1</i>	Moulded..	<i>40</i>	<i>4</i>	Do. do. Main Deck Beams	<i>25</i>	<i>6 1/2</i>	<i>500</i>	<i>2</i>

Dimensions of Ship per Register, Length *308.5* breadth *40.5* depth *25.5* Spar or Awn. Dk. Moulded depth, ft. *20* ins. *0 1/2* To Main Dk. Beam, Main Dk. *10* ins. Round up of *10* ins.

FORGINGS AND CASTINGS.  
HEEL, Bar or Side Plates, depth and thickness  
STEM, moulding and thickness  
STERN POST for Rudder do. do.  
" " for Propeller...  
MAIN PIECE of Rudder, diameter at head  
do. at heel  
RUDDER, how constructed  
the Rudder be unshipped afloat?

Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.
<i>9 x 3</i>	<i>9 x 2 1/2</i>	<i>10 x 2 7/8</i>	<i>10 x 2 5/8</i>
<i>10 x 6</i>	<i>10 x 6</i>	<i>8</i>	<i>8</i>
<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>

FRAMING.  
FRAME Angles, on *7* Bars for  $\frac{1}{2}$  length amidships  
for  $\frac{1}{2}$  at each end  
in way of Double Bottoms  
Distance of Frames from moulding edge to  
moulding edge, all fore and aft  
VERSED FRAME Angles  
FLOORS, depth and thickness of Floor Plate  
at mid-line for  $\frac{1}{2}$  length amidships  
in way of Engines and Boilers  
thickness at the ends of vessel  
depth at  $\frac{1}{2}$  the half-bdth. as per Rule  
height extended at the Bilges  
FLOORS & BRACKETS, in Cell Dble Bottoms  
Distance apart  
CENTRE GIRDER, in Double bottom, depth  
and thickness  
Angles, Top *4 x 4 x 9/16* Bottom  
DE GIRDERS, number and thickness  
Angles  
MARGIN PLATE, depth (exclusive of flange)  
and thickness  
Angles  
NEER-BOTTOM PLATING, breadth and  
thickness of Middle Line Strake  
thickness in Engine and Boiler space  
Remainder in Holds  
RAMS, Spar or Awning Deck, Single Angle,  
Bulb Angle, Plate or Tee Bulb  
Angles on upper edge  
Average space  
RAMS, Main Deck, Single Angle, Bulb  
Angle, Plate or Tee Bulb  
Angles on upper edge  
Average space  
RAMS, Lower Deck, Single Angle, Bulb  
Angle, Plate or Tee Bulb  
Angles on upper edge  
Average space  
RAMS, Hold, or Orlop, Plate or Tee Bulb  
Angles on upper edge  
Average space  
RAMS, Poop Deck, Angle, Bulb Angle, Plate  
or Tee Bulb  
Angles on upper edge  
Average space  
RAMS, Bridge Deck, Angle, Bulb Angle,  
Plate, or Tee Bulb  
Angles on upper edge  
Average space  
RAMS, Forecastle Deck, Angle, Bulb Angle,  
Plate or Tee Bulb  
Angles on upper edge  
Average space  
LAMBS, In 'tween Decks, Size and Spacing  
Hold  
EB RAMS, In Fore Body, No. and spacing  
br'dth and thickness  
No. of Side Stringers  
EB FRAMES, In After Body, No. and spacing  
br'dth and thickness  
No. of Side Stringers  
Size of Angles on Tee Bars to Web Frames  
ACKET PLATES to Stringers between  
Web Frames, depth and thickness

Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule.	Inches per Rule.	20ths per Rule.
<i>5</i>	<i>3</i>	<i>8</i>	<i>5</i>	<i>3</i>	<i>8</i>
<i>5</i>	<i>3</i>	<i>7</i>	<i>5</i>	<i>3</i>	<i>7</i>
<i>3</i>	<i>3</i>	<i>8</i>	<i>3</i>	<i>3</i>	<i>8</i>
<i>24</i>			<i>24</i>		
<i>3 1/2</i>	<i>3</i>	<i>8</i>	<i>3 1/2</i>	<i>3</i>	<i>8</i>
<i>40</i>		<i>7</i>	<i>40</i>		<i>7</i>
<i>24</i>			<i>24</i>		
<i>40</i>		<i>10</i>	<i>40</i>		<i>10</i>
<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>
<i>27</i>		<i>8</i>	<i>26</i>		<i>8</i>
<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>
<i>36</i>		<i>9</i>	<i>36</i>		<i>9</i>
<i>6 1/2</i>	<i>3</i>	<i>8</i>	<i>6 1/2</i>	<i>3</i>	<i>8</i>
<i>24</i>			<i>24</i>		
<i>7 1/2</i>	<i>3</i>	<i>9</i>	<i>7 1/2</i>	<i>3</i>	<i>9</i>
<i>24</i>			<i>24</i>		
<i>7</i>	<i>3</i>	<i>8</i>	<i>7</i>	<i>3</i>	<i>8</i>
<i>48</i>			<i>48</i>		
<i>7</i>	<i>3</i>	<i>8</i>	<i>7</i>	<i>3</i>	<i>8</i>
<i>7</i>	<i>3</i>	<i>6</i>	<i>7</i>	<i>3</i>	<i>6</i>
<i>2 1/4</i>	<i>48</i>		<i>2 1/2</i>	<i>48</i>	
<i>3 1/2</i>			<i>3 1/2</i>		
<i>18</i>		<i>8</i>	<i>18</i>		<i>8</i>
<i>18</i>		<i>8</i>	<i>18</i>		<i>8</i>
<i>18</i>		<i>8</i>	<i>18</i>		<i>8</i>
<i>3 1/2</i>	<i>3</i>	<i>8</i>	<i>3 1/2</i>	<i>3</i>	<i>8</i>
<i>20</i>		<i>8</i>	<i>18</i>		<i>8</i>

KEELSONS AND STRINGERS.  
CENTRE LINE KEELSON, Vertical Plate above  
floors, Through Plate, or Intercoastal Plate  
Rider Plate  
Bulb Plate to Intercoastal Keelson  
Horizontal Plates on Floors  
Angles  
SIDE KEELSON, Angles  
Bulb or Plate above floors, for  
Intercoastal Plate, for  
Attached to outside Plating with Angle  
BILGE KEELSON, Angles  
Bulb or Plate above floors, for  
Intercoastal Plate, for  
Attached to outside Plating with Angle  
BILGE STRINGER Angles  
Bulb Plate, for  
Intercoastal Plate, for  
Attached to outside Plating with Angle  
SIDE STRINGER Angles  
Bulb or Intercoastal Plate, for

Spar, or Awning Deck Stringer Plates, on  
ends of Beams, breadth and thickness  
Angle on ditto  
Tie Plates, fore and aft, outside Hatchways  
Diagonal Tie Plates on Bms., No. of pps.  
Flat of Deck, \* Iron or Steel, for *Whole* len.  
Wood Material and thickness  
How fastened to Beams  
Main Deck Stringer Plate, breadth & thickness  
Angles on ditto, No. *2*  
Tie Plates, outside Hatchways  
Diagonal Tie Plates on Bms., No. of pps.  
Flat of Deck, \* Iron or Steel, for *Whole* len.  
Wood Material and thickness  
How fastened to Beams  
Lower Deck Stringer Plates, br'dth & thick'n's  
Angles on ditto, No.  
Tie Plates, outside Hatchways  
Flat of Deck, Material and thickness  
How fastened to Beams  
Hold, or Orlop Stringer Plate, br'dth & thick'n's  
Angles on ditto, No.  
Tie Plates, outside Hatchways  
Flat of Deck, Material and thickness  
How fastened to Beams  
Poop Deck Stringer Plate, breadth & thickness  
Angles on ditto  
Tie Plates  
Flat of Deck, Material and thickness  
Bridge Deck Stringer Plate, br'dth & thickness  
Angle on ditto  
Tie Plates  
Flat of Deck, Material and thickness  
Forecastle Deck Stringer Plate, br'dth & th'kns  
Angle on ditto  
Tie Plates  
Flat of Deck, Material and thickness

PLATING.  
FLAT PLATE KEEL, breadth and thickness  
Bilge or intercoastal thick'n's & len. appl.  
PLATES in Garboard Strakes, breadth & thick'n's  
from Garboard to lower part of Bilges  
State Thickness of Plating in way of Double Bottom.  
Bilges, No. of Strakes and thickness  
Of doubling at Bilge, or increased thickness,  
and length applied *Whole*  
from up part of Bilge to l. edge of Sh'rstrake  
Main Sheerstrake, breadth and thickness  
Of doubling at Sh'rstr. & l. edge applied  
from Main to Spar Dk. or Awn. Dk. Sh'rstrk.  
Spar or Awn. Dk. Sh'rstrk., br'dth & thick'n's  
Poop sides  
Bridge sides  
Forecastle sides  
Lengths of Plating *7 spaces of frames.*

Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule.	Inches per Rule.	20ths per Rule.
<i>44</i>	<i>9</i>		<i>44</i>	<i>9</i>	
<i>4 x 4</i>	<i>9</i>		<i>4 x 4</i>	<i>9</i>	
<i>6</i>			<i>6</i>		
<i>44</i>	<i>10</i>		<i>44</i>	<i>10</i>	
<i>4 x 4</i>	<i>9</i>		<i>4 x 4</i>	<i>9</i>	
<i>6</i>			<i>6</i>		
<i>44</i>	<i>10</i>		<i>44</i>	<i>10</i>	
<i>4 x 4</i>	<i>9</i>		<i>4 x 4</i>	<i>9</i>	
<i>6</i>			<i>6</i>		
<i>30</i>	<i>7</i>		<i>30</i>	<i>7</i>	
<i>3 x 3</i>	<i>7</i>		<i>3 x 3</i>	<i>7</i>	
<i>12</i>			<i>12</i>		
<i>39</i>	<i>7</i>		<i>39</i>	<i>7</i>	
<i>3 1/2 x 3 1/2</i>	<i>8</i>		<i>3 1/2 x 3 1/2</i>	<i>8</i>	
<i>15</i>	<i>7</i>		<i>15</i>	<i>7</i>	
<i>30</i>	<i>6</i>		<i>30</i>	<i>6</i>	
<i>3 x 3</i>	<i>7</i>		<i>3 x 3</i>	<i>7</i>	
<i>12</i>			<i>12</i>		
<i>42</i>	<i>13</i>		<i>42</i>	<i>13</i>	
<i>10</i>			<i>10</i>		
<i>40</i>	<i>13</i>		<i>40</i>	<i>13</i>	
<i>7</i>			<i>7</i>		
<i>7</i>			<i>7</i>		
<i>7</i>			<i>7</i>		



Order for Special Survey No. 88  
Date 5<sup>th</sup> Sept 1891  
Order for Ordinary Survey No. 360  
Date 3<sup>rd</sup> May 1892  
No. 360 in builder's yard

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

1<sup>st</sup> Visit  
2<sup>nd</sup> October 1891  
3<sup>rd</sup> May 1892

Total No. of Visits

State dates and initials of letters respecting this case Aug 18<sup>th</sup> Sept 15<sup>th</sup> 16<sup>th</sup> 23<sup>rd</sup> 91 M. Oct 12<sup>th</sup> 24<sup>th</sup> 91 E

General Remarks (State quality of workmanship, &c.)  
Builder under Special Survey in accordance with the approved plans, and the rules for Steel vessels. The workmanship and materials are good. The steel has been tested in accordance with the rules.  
Repair after grounding on Redcar Sands.  
In flat of bottom; on Starboard side 6 plates, & on Port side 13 plates cut off, fanned & replaced. On Port side, 7 buckled floors fanned & fitted into large vertical angle stiffeners. A large number of rivets in shell, frames & floors, intercostal plates, keel & renewed. A large amount of black cement renewed. Ceiling lifted off tanks, & tanks tested with a head of water to deep waterline, while the vessel was in dry dock. After peak tested. Amidships on Starboard side 1 plate renewed. On plate each side in way of housepipes, and 1 plate at after end of forecable side, port side, renewed. Rudder lifted and examined. Bottom coated.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 30.0 ft., R.Q.D. or Break ft., Bridge Dk. 24.0 ft., Forecastle 36.0 ft., (in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. is joined to the B.D., this should be distinctly stated  
No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) 2 DE (1 Iron & 1 Steel) 2 L B & web frames.  
Official No. 99062; Signal Letters

PARTICULARS OF WATER BALLAST—  
Double bottom, aft, length and water capacity in tons Double bottom, forward, length and water capacity in tons  
Double bottom, under engines and boilers, length and water capacity in tons If under Engines only, or Boilers only, state which  
Double bottom, constructed on the cellular system, length 260'-0" and water capacity in tons 588.  
Fore peak tank, water capacity in tons After peak tank, water capacity in tons 57  
Midship deep tank, length and water capacity in tons Other tanks, if fitted, length and water capacity in tons  
The above have all been tested as required by the Rules.  
(If necessary, furnish further information by sketch.)  
How are the surfaces preserved from oxidation? Inside Black enamel cement Paint above Outside Paint.  
Builder's own make Rusted

FREEBOARD assigned by the Committee, as per Secretary's Letter, dated  
State if marked on Vessel's sides in accordance with Notice No. 572  
In Summer ft. ins.  
In Winter ft. ins.  
For Winter in North Atlantic ft. ins.  
Fresh Water above the centre of disc ins.  
To top of Wood, Iron or Steel Upper, Spar, Awning, or Part Awning Deck.

The amount of Entry Fee £ 5: is received by me, 4.5 1892  
Special... £ 91: 16: 4.5 1892  
Certificate... £ : :  
Travelling Expenses, if any £ : :  
In case of opinion this Vessel should be Classed + 100 A1 Spr dk Steel  
J. M. Williams Allison B. Wilson  
Surveyors to Lloyd's Register of British & Foreign Shipping.

Committee's Minute  
Character assigned 100 A1 Steel  
Spar dk.  
2 at top  
+ 2mc 5.92  
15k (Stl.) + Spar dk. (Iron) 100 A1 ("Steel") "Spar decks"  
+ Web frames 18k (Stl.) & Spar dk. (Iron) 9 web frames  
W.B. = Cell. DB & APT (particulars above)  
Apt.  
No record of Spr dk made

This vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted that she is eligible to be classed 100 A1 ("Steel") "Spar decks" as recommended.

Lloyd's Register of British & Foreign Shipping