

IRON OR STEEL SHIP.

(Received at London Office, 27/4/89)

MON

6 MAY 1889

Report Recd 4/5/89 Sent to you 14/5/89

No. **22746** Survey held at **Hebburn** Date, First Survey **12 Oct** Last Survey **26 April 1889**

On the **Screw Steamer "St. Clears"** Rig **Schooner** Master **Nidger**

Tonnage under 1887-08 **ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.**

Half Breadth (moulded) **19.25** Depth from upper part of Keel to top of Upper Deck Beams **22.45**

Girth of Half Midship Frame (as per Rule) **37.66** 1st Number **49.66**

1st Number, if a 3-Decked Vessel deduct 7 feet **42.66** Length **298.33**

2nd Number **23.765** Proportions Breadths to Length **7.94**

Depths to Length Upper Deck to Keel **13.11** Main Deck ditto **"**

Year of appointment **1889** Built at **Hebburn** When built **1889** Launched **19 March 1889**

By whom built **R. & H. Hawthorn, Ltd.** Owners **J. & C. L. & Co. Ltd.** Managers **Cardiff & Co.**

Residence **London** Port belonging to **London** Destined Voyage **Cardiff**

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

LENGTH on deck as per Rule	BREADTH Moulded	DEPTH top of Floors to Upper Deck Beams	Power of Engines	Horse	No. of Decks with flat laid	No. of Tiers of Beams
298.2	38.6	19.4	160	160	2	2

Dimensions of Ship per Register, length **300** breadth **38.8** depth **19.5** Moulded depth **21.11 1/2**

	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule
KEEL, depth and thickness	10 x 2 1/4	10 x 2 1/4	10 x 2 1/4	10 x 2 1/4
STEM, moulding and thickness	10 x 2 1/4	10 x 2 1/4	10 x 2 1/4	10 x 2 1/4
STERN-POST for Rudder do. do.	10 x 6	10 x 6	10 x 6	10 x 6
" " for Propeller	10 x 6	10 x 6	10 x 6	10 x 6
Distance of Frames from moulding edge to moulding edge, all fore and aft	24 inches	24 inches	24 inches	24 inches
FRAMES, Angle Iron, for 1/2 length amidships	5 x 3	5 x 3	5 x 3	5 x 3
Do. for 1/4 at each end	5 x 3	5 x 3	5 x 3	5 x 3
REVERSED FRAMES, Angle Iron	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	1/2 inch	1/2 inch	1/2 inch	1/2 inch
" thickness at the ends of vessel	1/2 inch	1/2 inch	1/2 inch	1/2 inch
" depth at 1/4 the half-bdth. as per Rule	1/2 inch	1/2 inch	1/2 inch	1/2 inch
" height extended at the Bilges	1/2 inch	1/2 inch	1/2 inch	1/2 inch
BEAMS, Upper, Spar, or Awning Deck	1 1/2 x 3	1 1/2 x 3	1 1/2 x 3	1 1/2 x 3
Single or double Angle Iron, Plate or Tee Bulb Iron	1 1/2 x 3	1 1/2 x 3	1 1/2 x 3	1 1/2 x 3
Average space	24 inches	24 inches	24 inches	24 inches
BEAMS, Main, or Middle Deck	1 1/2 x 3	1 1/2 x 3	1 1/2 x 3	1 1/2 x 3
Single or double Angle Iron, Plate or Tee Bulb Iron	1 1/2 x 3	1 1/2 x 3	1 1/2 x 3	1 1/2 x 3
Average space	24 inches	24 inches	24 inches	24 inches
BEAMS, Lower Deck	1 1/2 x 3	1 1/2 x 3	1 1/2 x 3	1 1/2 x 3
Single or double Angle Iron, Plate or Tee Bulb Iron	1 1/2 x 3	1 1/2 x 3	1 1/2 x 3	1 1/2 x 3
Average space	24 inches	24 inches	24 inches	24 inches
BEAMS, Hold, or Orlop	1 1/2 x 3	1 1/2 x 3	1 1/2 x 3	1 1/2 x 3
Single or double Angle Iron, Plate or Tee Bulb Iron	1 1/2 x 3	1 1/2 x 3	1 1/2 x 3	1 1/2 x 3
Average space	24 inches	24 inches	24 inches	24 inches
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	38 x 10	38 x 10	38 x 10	38 x 10
" Rider Plate	36 x 9	36 x 9	36 x 9	36 x 9
" Bulb Plate to Intercoastal Keelson	4 x 4	4 x 4	4 x 4	4 x 4
" Double Angle Iron Side Keelson	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2
" Side Intercoastal Plate	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2
" Attached to outside plating with angle iron	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2
BILGE Angle Irons	2 1/2 x 3 1/2	2 1/2 x 3 1/2	2 1/2 x 3 1/2	2 1/2 x 3 1/2
" do. Bulb Iron	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2
" do. Intercoastal plates riveted to plating for length	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2
BILGE STRINGER Angle Irons	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2
Intercoastal plates riveted to plating for length	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2
SIDE STRINGER Angle Irons	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2
The FRAMES extend in one length from	Bilge to Bilge and Bilge to Gunwale	Bilge to Bilge and Bilge to Gunwale	Bilge to Bilge and Bilge to Gunwale	Bilge to Bilge and Bilge to Gunwale
The REVERSED ANGLE IRONS on floors and frames extend	from middle line to Mid. or Main Upper girder and to R. or L. Gunwale	from middle line to Mid. or Main Upper girder and to R. or L. Gunwale	from middle line to Mid. or Main Upper girder and to R. or L. Gunwale	from middle line to Mid. or Main Upper girder and to R. or L. Gunwale
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected?	Yes	Yes	Yes	Yes
PLATING. Garboard, double riveted to Keel, with rivets	1 1/8 in. diameter, averaging 5 1/2 ins. from centre to centre.	1 1/8 in. diameter, averaging 5 1/2 ins. from centre to centre.	1 1/8 in. diameter, averaging 5 1/2 ins. from centre to centre.	1 1/8 in. diameter, averaging 5 1/2 ins. from centre to centre.
" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets	1 1/8 in. diameter, averaging 3 1/2 ins. from centre to centre.	1 1/8 in. diameter, averaging 3 1/2 ins. from centre to centre.	1 1/8 in. diameter, averaging 3 1/2 ins. from centre to centre.	1 1/8 in. diameter, averaging 3 1/2 ins. from centre to centre.
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets	1 1/8 in. diameter averaging 3 ins. from centre to centre.	1 1/8 in. diameter averaging 3 ins. from centre to centre.	1 1/8 in. diameter averaging 3 ins. from centre to centre.	1 1/8 in. diameter averaging 3 ins. from centre to centre.
" Butts of Strakes at Bilge for length, treble riveted with Butt Straps	1 1/2 in. thicker than the plates they connect.	1 1/2 in. thicker than the plates they connect.	1 1/2 in. thicker than the plates they connect.	1 1/2 in. thicker than the plates they connect.
" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets	1 1/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.	1 1/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.	1 1/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.	1 1/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets	1 1/8 in. diameter, averaging 3 ins. from cr. to cr.	1 1/8 in. diameter, averaging 3 ins. from cr. to cr.	1 1/8 in. diameter, averaging 3 ins. from cr. to cr.	1 1/8 in. diameter, averaging 3 ins. from cr. to cr.
" Edges of Main Sheerstrake, double or single riveted	Upper Sheerstrake, double or single riveted.	Upper Sheerstrake, double or single riveted.	Upper Sheerstrake, double or single riveted.	Upper Sheerstrake, double or single riveted.
" Butts of Main Sheerstrake, treble riveted for length amidships	Butts of Upper or Spar Sheerstrake, treble riveted length amidships.	Butts of Upper or Spar Sheerstrake, treble riveted length amidships.	Butts of Upper or Spar Sheerstrake, treble riveted length amidships.	Butts of Upper or Spar Sheerstrake, treble riveted length amidships.
" Butts of Main Stringer Plate, treble riveted for length amidships	Butts of Upper or Spar Stringer Plate, treble riveted for length amidships.	Butts of Upper or Spar Stringer Plate, treble riveted for length amidships.	Butts of Upper or Spar Stringer Plate, treble riveted for length amidships.	Butts of Upper or Spar Stringer Plate, treble riveted for length amidships.
" Breadth of laps of plating in double riveting	5 1/4	5 1/4	5 1/4	5 1/4
" Breadth of laps of plating in single riveting	5 1/4	5 1/4	5 1/4	5 1/4
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?	No. of Breasthooks, 5	No. of Breasthooks, 5	No. of Breasthooks, 5	No. of Breasthooks, 5
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?	Best quality "Norman" Iron	Best quality "Norman" Iron	Best quality "Norman" Iron	Best quality "Norman" Iron
Manufacturer's name or trade mark.	"Norman" Iron by "S. N. S. Co."	"Norman" Iron by "S. N. S. Co."	"Norman" Iron by "S. N. S. Co."	"Norman" Iron by "S. N. S. Co."
The above is a correct description.	Yes	Yes	Yes	Yes
Builder's Signature,	Surveyor's Signature,	Surveyor's Signature,	Surveyor's Signature,	Surveyor's Signature,

State clearly where plating is of alternate thicknesses as distinguished from distinguished thicknesses at ends of vessel.

* If Iron Deck, state if rivets or part, and if wood deck is laid thereon.

State whether Rivets are of Iron or Steel.

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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 punch 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 *Iron & Wood* in *Good* condition, and sufficient in size and length. If of Iron or Steel give Scantlings, in Survey Book.
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 Material and if stamped with Maker's name.
State also Length and Diameter of Lower Masts and Bowsprit *Iron lower mast - Fore mast 79 feet x 25*
diam at Partners - Main mast 70 feet 25 diam built with 2 plating
in the round 7/16 to 9/16 seams double riveted. Butts triple riveted under
steps 1/16 thicker than the plates they connect. Material has been
tested found satisfactory and stamped with Maker's name -

Number for Equip- ment 26419		CABLES, &c.			Test per Certificate.	Fathoms & 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		
Letter for do.		Number of Certificate.	Fathoms.	Inches.				Number of Certificate (State if any and which Anchors are Stockless.)							
-S-		2669	270	1 13/16	59 1/8	270 1/16	Tendland	1-2-3	Robert	Stockless			Robertson		
N. SAILS.							J. Hartness	24904	40.2	0.36	2.20	0.40	G. Lewis		
Fore Sails,							G. Hartshorn	24893	40.0	0.16	3.57	5.30	540.00	Hartshorn	
Fore Top Sails,								24902	34.0	0.9	3.44	1.44	34.00	Stockless	
Fore Topmast Stay Sails,		Iron Steam Chain	76	1 1/8	22 3/4	75 1/8	Do-Do-Do-								
Main Sails,		Steel	90	4 1/2	} Carr 8 cm 90.4			Collective Weights	114.223			1140.0		Tendland	
Main Top Sails, and quality		TOWLINE - Hooper 8 1/2 in Cable	90	3 1/2			90.9		Stream	10.1	0.12	4.1	14	10.20	J. Hartshorn
		Hooper Steel Wire	90	4 1/2			90.7		Kedge	5.3	0.15	0.2	0.5	2.0	Robertson
		Hawser	Manila	90	4 1/2									G. Lewis	
		Warp	100	5 1/2				2nd Kedge	2.2	0.4	5.2	2.0	2.20	Tendland	
			180	5 1/2										J. Hartshorn	

Standing and Running Riggings *Wire & Hemp* sufficient in size and *Good* in quality. She has *2* Long Boats and *2* others
The Windlass is *Iron Patent* *4* Capstan *Wheels* and Rudder *Good* Pumps *Good*

Engine Room Skylights. How constructed? *Iron Coamings* How secured in ordinary weather? *Deck Vatches*

What arrangements for deadlights in bad weather? *Glass Panels*

Coal Bunker Openings. How constructed? *Iron Coamings* How are lids secured? *Iron Straps* Height above deck? *14"*

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

Cargo Hatchways. How formed? *Iron Coamings* Hatches, If strong and efficient? *2 1/2 Solid*

State size Main Hatch *32 feet x 18'* Fore hatch *18' x 7" x 14' - 0"* Quarter hatch *24' x 0"*

If of extraordinary size, state how framed and secured *As per plans* What arrangement for shifting beams? *Weld*

Order for Special Survey No. *2121* Date *10 Oct 1899*

Order for Ordinary Survey No. *-* Date *-*

No. *291* in builder's yard. DATES OF SURVEYS held while building as per Section 16.

State dates of letters respecting this case

General Remarks (State quality of workmanship, &c.) *This Steel Steam vessel has been built in accordance with the approved amended plans forwarded to London & the tracings attached; the Secular's letters, and in other respects with the Rules for the 100-A Class. The butts of 7 strakes of shell plating on bottom and bilges are lapped and triple rivetted for 3/4 length amidships and the requirements of Section 19 par. 15 are complied with in addition to Circular N. 552. The material has been tested at the Maker's works and on manipulation found of good quality and the workmanship throughout is good.*

This is a Sister vessel to the "S. S. Lenz" & the "Frederick" assigned by the Committee as set forth in the Secretary's letter dated 21st March/8, has been marked on the vessel's side and verified thus:-

In Water 2 feet 3 1/2" In Summer 2 feet. Height of fresh water line above Centre of Disc - 5 inches - the same to be recorded in the Register Book -

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

Particulars for Record in R.B. - Length of Poop *27* ft. R.Q.D. *90* ft. Bridge Dk. *116* ft. Forecastle *35* ft.; No. of Dks. (excluding spar, awn., &c.) *One*

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

Official No. ; Signal Letters

I am of opinion this Vessel should be Classed **100-A Steel*

The amount of the Entry Fee *£ 5* : : : is received *£ 5* : : : *9/5/89*

Special *£ 82* : *19* : : *9/5/89*

(to be sent as per margin). Certificate ...

(Travelling Expenses if any, £)

Committee's Minute

Character assigned

+ a mb 4/89

a rcp

100A1 Steel

1 sk stl web frames

well ok

THUR 7 MAY 1899

James McNeil C. Kentttery

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

It is submitted that this vessel appears eligible to be classed 100-A (Steel) as recommended 10th (Steel) & rivet joints Cell D.B. Particulars appended Melb. Dk. 7/5/89 C. H. S.