

# IRON OR STEEL SHIP.

SLD959-0214 (Received at London Office,)

MON 29 OCT 1888

No. 14791 Survey held at Underland Date of writing Report October 24<sup>th</sup> Port of Underland  
On the Pew Steamer Date, First Survey March 28<sup>th</sup> 1888 Last Survey October 23<sup>rd</sup> 1888  
Meaton (Yard No. 91) Rig Schooner Master R. Yindale

**TONNAGE** under Tonnage Deck 1054 65  
Do. between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk. 103 30  
Total under Upper Dk. 1456 62  
Do. of Poop 41 14  
Do. of Raised Qr. Dk. or Break 103 30  
Do. of Bridge House 216 78  
Do. of Houses on Deck 4 84  
Do. of excess of Hatchways 14 23  
Do. of Forecastle 4 42  
Gross Tonnage 1456 62  
Less Crew Space 45 51  
Less Engine Room Register Tonnage as cut on Beam 466 12  
844 99

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

Half Breadth (moulded) 14 66  
Depth from upper part of Keel to top of Upper Deck Beams 18 64  
Girth of Half Midship Frame (as per Rule) 32 75  
1st Number 69 08  
1st Number, if a 3 Decked Vessel deduct 7 feet 62 01  
Length 248 4  
2nd Number 17180  
Proportions— Breadths to Length 4 04  
Depths to Length—Upper Deck to Keel 13 32  
Main Deck ditto 13 32

Year of appointment 1888 (1) As master in service of owner of present vessel:—1888  
Built at Underland (2) As master of this vessel:—1888  
When built 1888 Launched 20-9-88  
By whom built John Blumer & Co  
Owners Robinson Bros  
Managers Whitby  
(If desired to be entered in Reg. Book.)  
Residence Whitby  
Port belonging to Whitby  
Destined Voyage Palmerston  
If Surveyed while Building, Afloat, or in Dry Dock. While building and afloat

**LENGTH** on deck as per Rule 248 8 1/2 **BREADTH** Moulded 35 3 1/8 **DEPTH** top of Deck Beams to Upper Deck Beams 15 1/2  
Do. do. Main Deck Beams 15 1/2

Dimensions of Ship per Register, length, 250 breadth, 35 5 depth, 15 6 1/2

**KEEL**, depth and thickness 9 1/2 x 1 1/2  
**STEM**, moulding and thickness 8 1/2 x 2 1/2  
**STERN-POST** for Rudder do. do. 8 1/2 x 5  
" " for Propeller 8 1/2 x 5  
Distance of Frames from moulding edge to moulding edge, all fore and aft 24

**FRAMES**, Angle Iron, for 1/2 length amidships 4 1/2 x 3  
Do. for 1/2 at each end 4 1/2 x 3  
**REVERSED FRAMES**, Angle Iron 3 x 3  
**FLOORS**, depth and thickness of Floor Plate at mid line for half length amidships 36  
thickness at the ends of vessel 6  
depth at 1/2 the half-bdth. as per Rule 36  
height extended at the Bilges on the Cellular System as approved

**BEAMS**, Upper, Spar, or Awning Deck Single or double Ang. Iron, Plate or Tee Bulb Iron 6 1/2 x 3  
Angle Iron on Upper edge 4 1/2 x 3  
space 24  
Main, or Middle Deck 4 1/2 x 3  
Angle Iron, Plate or Tee Bulb Iron 4 1/2 x 3  
double Angle Iron on Upper Edge 4 1/2 x 3  
space 24  
Lower Deck 4 1/2 x 3  
Angle Iron, Plate or Tee Bulb Iron 4 1/2 x 3  
double Angle Iron on Upper Edge 4 1/2 x 3  
space 24  
Hold, or Orlop 4 1/2 x 3  
Angle Iron, Plate or Tee Bulb Iron 4 1/2 x 3  
double Angle Iron on Upper Edge 4 1/2 x 3  
space 24

**STRINGS**, Centre line, single or double plate, 45  
do. or Intercoastal Plates 45  
do. Plate 60  
do. Plate to Intercoastal Keelson 3  
Angle Irons 3  
do. Angle Iron Side Keelson 4  
do. Intercoastal Plate 3  
do. Angle Irons 3  
do. attached to outside plating with angle iron 3  
do. Angle Irons 21  
do. Bulb Iron 3 1/2  
do. Intercoastal plates riveted to plating for length 3 1/2  
**STRINGER** Angle Irons 3 1/2  
Intercoastal plates riveted to plating for length 3 1/2  
**TRINGER** Angle Irons 3 1/2

Flat Keel Plates, breadth and thickness 36  
**PLATES** in Garboard Strakes, br'dth & thickness 36  
From Garboard to upper part of Bilges 10  
Of d'bling at Bilge, or increased thickness, and length applied 10  
From up. prt of Bilge to l. edge of Sh'rstrake 40  
Main Sheerstrake, breadth and thickness 12  
Of d'bling at Sh'sts. & Ing. applied 40  
From M'n. to Up. or Spar Dk. Sh'rstrake 8  
Upper Spar Dk Sh'rstrake, br'dth & thickn'ss 36  
Butt Straps to outside plating, breadth & thickness 14 13 9 14 13 9  
Lengths of Plating 14 13 9  
Shifts of Plating, and Stringers 14 13 9  
Gunwale Plate on ends of 36  
Upper Deck Beams, breadth and thickness 4 1/2 x 4  
Angle Iron on ditto 5 1/2 x 4  
Tie Plates fore and aft, outside Hatchways 3 1/2 x 3  
Diagonal Tie Plates on Beams No. of Pairs 15  
Flat of Up., Spar, or Awning Dk. as shown on Plan  
How fastened to Beams Riveted  
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness 36  
Is the Stringer Plate attached to the outside plating? Yes  
Angle Irons on ditto, No. 4  
Tie Plates, outside Hatchways 3 1/2 x 3  
Diagonal Tie Plates on Beams, No. of pairs 15  
Flat of Middle Deck\* do. as shown on Plan  
How fastened to Beams Riveted  
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams as shown on approved Plan  
Are the Stringer Plates attached to the outside plating? Yes  
Angle Irons on ditto, No. 4  
Stringer or Tie Plates, outside Hatchways 3 1/2 x 3  
Flat of Lower Deck\* as shown on Plan

Ceiling betwixt Decks, thickness and material 2" Pine battens  
in hold do. do. 2 1/2"  
Main piece of Rudder, diameter at head 6 1/2  
do. at heel 3 1/2  
Can the Rudder be unshipped afloat? Yes  
Bulkheads No. four No. per Rule four  
Thickness of 20  
Height up to W= 8 1/2 one to Bridge 8 1/2 and one to R 2 1/2 8 1/2  
How secured to sides of ship Between double angles  
Size of Vertical Angle Irons 4 1/2 x 3 1/2 and distance apart 30 ins.  
Are the outside Plates doubled two spaces of Frames in length? Yes

The **FRAMES** extend in one length from flange plate to flange to plate & hence to gunwale Riveted through plates with 7/8 in. Rivets, about 4 apart.  
The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to above upper stringer and to Upper deck 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 1 1/8 in. diameter, averaging 5 1/2 ins. from centre to centre.  
Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets 3/8 in. diameter, averaging 3 1/2 ins. from centre to centre.  
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/8 in. diameter averaging 3 1/2 ins. from centre to centre.  
Butts of all Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 2 1/2 thicker than the plates they connect.  
Edges from Bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets 3/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.  
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/8 in. diameter, averaging 3 1/2 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 length amidships.  
Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.  
Breadth of laps of plating in double riveting 5 1/2, 4 1/2 Breadth of laps of plating in single riveting 5 1/2

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble & double No. of Breasthooks, Five Crutches, Three  
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Steel plates, Sawn, Square, &c.  
Manufacturer's name or trade mark, Steel angles & bulbs, Borman Long & Co Iron Plates, Iron from White, Dugan, Steel Co.  
The above is a correct description Iron angles, S. Yrach & Co  
Builder's Signature, John Blumer Surveyor's Signature, Edw Williams  
Surveyor to Lloyd's Register of British and Foreign Shipping.

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

\* If Iron Deck, state if whole or part, and if wood deck to laid thereon.



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 at the butts only.*

Masts, Bowsprit, Yards, &c., are *Iron & 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 and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit *Please see tracing attached hereto*  
*Pieces from the plates of which these masts are formed have been tested and have withstood the tests required by the Rules.*  
*Plates manufactured by The W. H. Harlepool Iron Co.*

Number for Equip- ment 19134		CABLES, &c.			Test per Certificate. Tons.	Inches per Rule.	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS. Number of Certificate	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. <i>P</i>		Number of Certificate.	Fathoms.	Inches.									
One suit complete.	SAILS.	<i>4242</i>	<i>240</i>	<i>1 5/8</i>	<i>66 1/2</i>	<i>4 1/2</i>	<i>240-15</i>	<i>13-10-88</i>	<i>14662</i>	<i>25-3-14</i>	<i>25-10-1-4</i>	<i>25-2-0</i>	<i>10-9-88</i>
	Fore Sails,	<i>4269</i>	<i>45</i>	<i>1</i>	<i>24-18</i>	<i>75-1</i>	<i>8-10-88</i>	<i>14660</i>	<i>25-2-0</i>	<i>25-3-3-0</i>	<i>25-2-0</i>	<i>10-9-88</i>	
	Fore Top Sails,	<i>Makers of cables G. Hartshorne &amp; Co</i>											
	Fore Topmast Stay Sails,	<i>Tested at R.W.C.P.T. by J. Hartness</i>											
	Main Sails,	<i>Makers of Anchors (Rogers) G. Hartshorne &amp; Co</i>											
	Main Top Sails, and quality	<i>Tested at R.W.C.P.T. by J. Hartness</i>											
	Iron Stream Chain or Steel Wire ..												
	Hempen Str'm Cable	<i>90</i>	<i>3 3/4</i>	<i>22 tons</i>	<i>90-10</i>	<i>Steel hawsers</i>							
	TOWLINE—	<i>90</i>	<i>2 3/4</i>	<i>15 1/2 —</i>	<i>90-8 1/2</i>	<i>certified by</i>							
	Hemp or Steel Wire	<i>90</i>	<i>2</i>	<i>7 —</i>	<i>90-6</i>	<i>Dixon &amp; Corbett</i>							
Hawser .....	<i>90</i>	<i>6</i>	<i>Manilla</i>	<i>R. Chervall &amp; Co. St.</i>									
Warp.....	<i>90</i>	<i>6</i>	<i>Manilla</i>	<i>R. Chervall &amp; Co. St.</i>									

Standing and Running Rigging *Iron & Manilla* sufficient in size and *Good* in quality. She has *Two* Long Boats and *One* other.  
The Windlass is *Clarke Chapman & Co.* Capstan *4 ft 6 inches* and Rudder *Good* Pumps *Good*

Engine Room Skylights.—How constructed? *Of iron on iron framings* How secured in ordinary weather? *Hand screws.*  
What arrangements for deadlights in bad weather? *Leak flaps with bulls eyes.*

Coal Bunker Openings.—How constructed? *Of wrought-iron* How are lids secured? *Hatch bars* Height above deck? *18 1/2 x 48"*  
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Pumps, Ports, and Mowing Pipes*

Cargo Hatchways.—How formed? *Iron plates and angles in usual manner* Hatches, If strong and efficient? *2 1/2 for solid.*  
State size Main Hatch *20-0" x 12-0"* Forehatch *13-10" x 11-10"* Quarterhatch *14-10" x 11-10" x 14-10" x 12-0"*

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

Order for Special Survey No. <i>245</i>	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 J. J. and furnished 1888 Mar 22 April 12</i>
Date <i>24 March 88</i>		2nd. On the plating during the process of riveting	<i>May 12 1888 June 12 1888</i>
Order for Ordinary Survey No. <i>7</i>		3rd. When the beams were in and fastened, and before the decks were laid....	<i>July 12 1888 Aug 12 1888</i>
Date <i>7 April 88</i>		4th. When the ship was complete, and before the plating was finally coated or cemented..	<i>Sept 12 1888 Oct 12 1888</i>
No. <i>91</i> in builder's yard.		5th. After the ship was launched and equipped	<i>Nov 12 1888 Dec 12 1888</i>

State dates of letters respecting this case *2nd February, 24th April, & 23rd June 1888*

General Remarks (State quality of workmanship, &c.) *This crew steamer has been built in accordance with the approved tracings of Midship Section and Profile as amended and in general conformity with the Rules for the Class contemplated. The workmanship throughout is good.*  
*The material used in her construction was manufactured by the Firms mentioned on the front of this Report; the steel having been tested as per notice No 436; and iron rivets have been used in her construction throughout.*

*The bridge side plating is increased in thickness the upper strake being 10 and lower strake 8 thick, the butts of the upper being treble riveted and those of the lower double treble at break and bridge front. In addition to the bulkheads mentioned on the front of Report she has two iron divisional bulkheads extending to main & R. 2nd Decks as shown on Prof.*

How are the surfaces preserved from oxidation? Inside *Woods Dore & Co. enamel cement & paint* Outside *Paint.*

Particulars for Record in R.B.—Length of Poop *8 1/2 ft.*, R.Q.D. *84 ft*, Bridge Dk. *96 ft.*, F'castle *29 1/2 ft.*; No. of Dks. (excluding spar, awn., &c.) *On*  
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) *On*

Official No. *95665*; Signal Letters *✓*  
I am of opinion this Vessel should be Classed *100 A 1 "Steel" Iron dk. A & C. P.* *Freeboard to be recorded*

The amount of the Entry Fee .....£ *4 : 0 : 0* is received by me, *JHW*  
Special .....£ *60 : 5 : 6* *25 Oct 1888*

(to be sent as per margin). Certificate ...  
(Travelling Expenses, if any) *✓*  
Committee's Minute *✓*  
Character assigned *100 A 1 Steel Iron Bottom*

*100 A 1 Steel Iron Bottom*  
*100 A 1 Steel Iron Bottom*  
*100 A 1 Steel Iron Bottom*

Surveyor to Lloyd's Register of British and Foreign Shipping  
*It is submitted that this vessel appears eligible to be classed 100 A 1 steel iron bottom iron*  
**Lloyd's Register**  
*Foundation*