

1 or 2 Decks.

IRON OR STEEL STEAMER.

Received at London Office,

DEC 1893

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

Date of completion of Report 25th Nov 1893 Port of SunderlandNo. 17171 Survey held at Sunderland Date, First Survey 19th May 1893 Last Survey 22nd Nov 1893On the *Hub screw steamer Mimi* (Gross Tonnage 90)Rig *Schooner*

TONNAGE under Tonnage Deck... 699.70

ONE OR TWO DECKED VESSEL.

Master *William Crosby*

Do. of Poop 20.52

CLASS *100-27*

Year of appointment 90

Do. of Raised Qr. 47.17

FEET.

Do. of Bridge House 83.12

Half Breadth (moulded) 15.75

Built at *Sunderland*

Do. of Houses on Deck 4.19

Depth from upper part of Keel to top of Main Deck Bms. 15.97

When built 1895 Launched 25th Oct. 93

Do. of excess of Hatchways 28.60

Girth of Half Midship Frame (as per Rule) 29.25

By whom built *Harold Shipyard Co.*

Do. of Forecastle 26.44

1st Number 60.97

Owners *Fenwick, Hobart & Co. (Ld.)*

Do. above Crown of Engine Room 919.64

Length 206.41

Managers *Abchurch Chambers*

Gross Tonnage 919.64

2nd Number 12584

Residence *London E.C.*

Less Crew Space 60.98

Proportions—Breadths to Length 6.55

Port belonging to *London*

Less above Crown of Engine Room 294.28

Depths to Length—Main Deck to top of Keel 12.92

If Surveyed while Building, Afloat, or in Dry Dock

TONNAGE FOR FEES 858.86

Destined Voyage *Coasting*Built under *Special Survey*

Less Engine Room 294.28

Register Tonnage 564.38

as cut on Beam ...

LENGTH on Deck as per Rule	Feet. Inches.	BREADTH—Moulded	Feet. Inches.	DEPTH—Top of Floors to Main Deck Beams	Feet. Inches.	Power of Engines	Horse.	No. of Decks with Flat laid	No. of Tiers of Beams
206.5		31.6		13.25		99		One	One

Dimensions of Ship per Register, Length, 207.7 breadth, 31.7 depth, 13.25

Moulded Depth, ft. 15 ins. 4 Round of Beam 7 1/2 inches.

FORGINGS AND CASTINGS.

KEEL, Bar or Side Plates depth and thickness 7 x 1 1/2 8 x 1

STEM, moulding and thickness 7 x 2 1/2 7 x 2 1/2

STERN-POST for Rudder do. do. 7 x 4 1/2 7 x 4 1/2

MAIN PIECE of Rudder, diameter at head 7 3/4 3 1/2

do. at heel 3 3

RUDDER, how constructed *Forged frame - plated*Can the Rudder be unshipped afloat? *Yes*

FRAMING.

FRAME, Angles, or Bars, for 1/2 length amidships 3 1/2 3 7 3 1/2 3 7

Do. for 1/2 at each end 3 1/2 3 6 3 1/2 3 6

Do. in way of Double Bottoms 3 1/2 3 7 3 1/2 3 7

Distance of Frames from moulding edge to moulding edge, all fore and aft 22 22

REVERSED FRAME, Angles 3 2 1/2 6 3 2 1/2 6

FLOORS, depth and thickness of Floor Plate at mid line for 1/2 length amidships 3 3 3 3

in way of Engines and Boilers 3 3 3 3

thickness at the ends of vessel 3 3 3 3

depth at 1/2 the half breadth, as per Rule 3 3 3 3

height extended at the Bilges 3 3 3 3

FLOORS & BRACKETS, in Cell Dble Bottoms 3 3 3 3

Distance apart 44 44

CENTRE GIRDER, in Double Bottom, depth and thickness 40 9 41 8

Angles, Top 3 1/2 x 3 1/2 x 7/16 Bottom 3 1/2 3 1/2 7/16

SIDE GIRDERS, number and thickness Two 3 2 1/2 4 1/2 3 2 1/2 4 1/2

Angles 3 2 1/2 4 1/2 3 2 1/2 4 1/2

MARGIN PLATE, depth (exclusive of flange) and thickness 29 7 19 7

Angles 3 1/2 3 1/2 7/16 3 1/2 3 1/2 7/16

INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake 3 3 3 3

thickness in Engine and Boiler space 3 3 3 3

Remainder in Holds 3 3 3 3

BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb 5 1/2 3 8 5 1/2 3 8

Angles on Upper Edge 22 22

Average space 22 22

BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb 4 1/2 3 6 4 1/2 3 6

Angles on Upper Edge 22 22

Average space 22 22

BEAMS, Hold, Plate or Tee Bulb 6 3 7 6 3 7

Angles on Upper Edge 44 44

Average space 44 44

BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb 4 1/2 3 6 4 1/2 3 6

Angles on Upper Edge 22 22

Average space 22 22

BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb 4 1/2 3 6 4 1/2 3 6

Angles on Upper Edge 22 22

Average space 22 22

PILLARS, in 'tween Decks, Size and Spacing 2 1/2 2 1/2 2 1/2 2 1/2

Hold 2 1/2 2 1/2 2 1/2 2 1/2

WEB FRAMES, in Fore Body, No. and Spacing 14 7 14 7

Brdth. & Thickness 14 7 14 7

No. of Side Stringers 14 7 14 7

WEB FRAMES, in After Body, No. and Spacing 14 7 14 7

Brdth. & Thickness 14 7 14 7

No. of Side Stringers 14 7 14 7

Size of Angles or Tee Bars to Web Frames 14 7 14 7

BRACKET PLATES to Stringers between Web Frames, Depth and Thickness 14 7 14 7

KEELSONS AND STRINGERS.

CENTRE LINE KEELSON, Vertical Plates 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 length

Intercoastal Plate for length

Attached to outside plating with Angle

BILGE KEELSON, Angles

Bulb or Plate above floors for length

Intercoastal Plate for length

Attached to outside plating with Angle

BILGE STRINGER Angles (forward) 4 1/2 3 1/2 7 4 1/2 3 1/2 7

Bulb Plate for length

Intercoastal Plate for length

Attached to outside plating with Angle

SIDE STRINGER Angles

Bulb or Intercoastal Plate for length

Main and Raised Quarter Deck Stringer Plate, on ends of Beams, breadth & thkness 5 1/2 8 5 1/2 8

Angle on ditto 4 4 7 4 4 7

Tie Plates fore & aft, outside Hatchways

Diagonal Tie Plates on Bms, No. of Pairs

Flat of Deck Iron or Steel for full length

Wood Material & thickness

How fastened to Beams

Lower Deck Stringer Plate, on ends of Beams, breadth and thickness

Angles on ditto No.

Tie Plates, outside Hatchways

Flat of Deck Material and thickness

How fastened to Beams

Hold Stringer Plate, on ends of Beams

Angles on ditto No.

Poop Deck Stringer Plate, breadth & thickness 2 1/2 3 2 1/2 3

Angle on ditto 3 3 7 3 3 7

Tie Plates 3 3 7 3 3 7

Flat of Deck, Material and thickness 2 1/2 3 2 1/2 3

Bridge Deck Stringer Plate, brdth & thickness 2 1/2 3 2 1/2 3

Angle on ditto 3 3 7 3 3 7

Tie Plates 3 3 7 3 3 7

Flat of Deck, Material and thickness 2 1/2 3 2 1/2 3

Forecastle Deck Stringer Plate, brdth & thickness 2 1/2 3 2 1/2 3

Angle on ditto 3 3 7 3 3 7

Tie Plates 3 3 7 3 3 7

Flat of Deck, Material and thickness 2 1/2 3 2 1/2 3

PLATING.

FLAT PLATE KEEL, breadth and thickness

d'bling or incr'd thkness, & length appl

PLATES in Garboard Strakes, brdth & thickness 11 10 11 10

From Garboard to lower part of Bilges

State Thickness of Plating in way of Double Bottom

Bilges, number of Strakes and thickness Two 11 x 10 11 x 10

Of doubling at Bilge, or increased thickness, 11 x 10 11 x 10

1/2 x 1/2 and length applied half x full

From up. part of Bilge to lr. edge of Sh'rstrake 9 x 8 9 x 8

Strake below Sh'rstrake increased 10 12 10 12

Sheerstrake, breadth and thickness 12 12 12 12

Of d'bling at Sh'rstk. & lng. applied 4 1/2 4 1/2

Poop Sides 5 5 5 5

Raised Quarter Deck Sides 7 x 6 7 x 6

Bridge Sides 7 x 5 7 x 5

Forecastle Sides 5 5 5 5

Lengths of Plating *See space of frame*

Form No. 1-A.

BULKHEADS. No. in Vessel *Four* No. Reqd. by Rule *Four*

Ceiling betwixt Decks, thickness and material *2 1/2" iron*

" in hold do. do. *2"*

Number of Breasthooks *Three*

" Crutches *Two*

And deep plates

The **FRAMES** extend in one length from *belge* to *belge* & *belge* Riveted through Plates with *3/4"* in. Rivets, about *6"* apart

The **REVERSED ANGLE** on floors and frames extend from *middle line to main & R. & S. decks and upper stringers*

RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c.

Carboard, double riveted to Bar Keel *Flat Plate Keel*, with rivets *1"* in. diameter, averaging *5"* ins. from centre to centre.

Edges of Carboards and to upper part of Bilge, worked clench, double riveted; with rivets *3/4"* in. diameter, averaging *1 1/2"* ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, *double or double riveted*; with rivets *3/4"* in. dia., averaging *1 1/2"* ins. from cr. to cr.

" " *And overlapped for full length*, treble riveted for *half* length; with rivets *3/4"* in. dia., averaging *1 1/2"* ins. from cr. to cr.

Butts of *all* Strakes at Bilge for *half* length, treble riveted with Butt Straps *3/4"* thicker than the plates they connect *overlapped & treble riveted*

Edges from Bilge to Sheerstrake, worked clench, double *single riveted*; with rivets *3/4"* in. diameter, averaging *1 1/2"* ins. from centre to centre.

Butts from Bilge to Sheerstrake, worked carvel, *double or double riveted*; with rivets *3/4"* in. dia., averaging *1 1/2"* ins. from cr. to cr.

" " *overlapped for full length*, treble riveted for *half* length, with rivets *3/4"* in. dia., averaging *1 1/2"* ins. from cr. to cr.

Edges of Sheerstrake, double *single riveted*.

Butts of Main Stringer Plate, treble riveted for *half* length amidships. *Single or Double Butt Straps to Stringer Plate for full length*

Butts of Inner Bottom Plating, *double riveted for full length*

Breadth of edge laps of Shell Plating in double riveting *5 1/2" to 6"*

Butt Straps of Shell Plating breadth and thickness *1 1/2" x 3/4" to 9/8" x 7/16"*

Butt Straps of Keelsons, Stringer and Tie Plates, *treble & double riveted*

Butts, if Lapped, breadth of laps *9" to 5"*

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c. *(Dunlop - Martin) Steel plates - Dorman Long the Steel plates - Smith & Co. Linn - 1/2" x 3/4" to 1/2" x 1/2" S. & S.*

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed*

Is the riveted work properly closed? *Yes*

Are the liners between the frames 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 facing surfaces? *Yes*

Do any rivets break into or through the seams or butts of the plating? *A very few*

Are the butts of Plating, Stringers, &c., properly shifted and strapped? *Yes*

MASTS, SPARS, &c.

	Material	Total Length	DIAMETER AND THICKNESS		No. of Plates in round	Riveting
			At Partners	Heel		
Fore	<i>Steel</i>	<i>61</i>	<i>16 x 1/2" to 1 1/2" x 7/8"</i>	<i>1 1/2" x 7/8"</i>	<i>Two</i>	<i>Longer & Treble & Double</i>
Main	<i>Steel</i>	<i>72</i>	<i>16 1/2"</i>	<i>16 1/2"</i>	<i>Two</i>	<i>Longer & Treble & Double</i>
Mizon	<i>Steel</i>	<i>72</i>	<i>16 1/2"</i>	<i>16 1/2"</i>	<i>Two</i>	<i>Longer & Treble & Double</i>

Steel plates manufactured by the Dorman Long & Co.

Topmasts, Yards and Remainder of Spars *of fresh pine*

Rigging, Material and Size, Shrouds *3" Galv wire*

Sails. *Full* Suit of *Schooner's* Sails, and the following spare sails

EQUIPMENT No. 13574 LETTER m

Number of Certificate	Weight, Ex. Stock	Weight of Stock	TEST, PER CERTIFICATE	Weight Req. by Rule	Description of Anchor	Makers	Where and when tested and Superintendent
25461 1st Bower	22 2	22	22 15	23 2	<i>Smith's patent, Dorman Long & Co. Ltd. 17-10-93</i>	<i>W. H. W. W. W.</i>	<i>W. H. W. W. W.</i>
25462 2nd "	21 2	21	21 15	22 2	<i>Smith's patent, Dorman Long & Co. Ltd. 17-10-93</i>	<i>W. H. W. W. W.</i>	<i>W. H. W. W. W.</i>
25463 3rd "	20 2	20	20 15	21 2	<i>Smith's patent, Dorman Long & Co. Ltd. 17-10-93</i>	<i>W. H. W. W. W.</i>	<i>W. H. W. W. W.</i>
Collective weight	64	64	64 15	66 4	<i>Smith's patent, Dorman Long & Co. Ltd. 17-10-93</i>	<i>W. H. W. W. W.</i>	<i>W. H. W. W. W.</i>
Stream	6 2	6	6 15	6 2	<i>Rodgers</i>	<i>W. H. W. W. W.</i>	<i>W. H. W. W. W.</i>
Kedge	3 1	3	3 15	3 1	<i>Rodgers</i>	<i>W. H. W. W. W.</i>	<i>W. H. W. W. W.</i>
2nd Kedge	3 1	3	3 15	3 1	<i>Rodgers</i>	<i>W. H. W. W. W.</i>	<i>W. H. W. W. W.</i>

CHAIN CABLES.

Number of Certificate	Fathoms	Size	Test per Certificate	Weight of Chain Cable	Fathoms & Size	Description	Makers of Cables	Where and when tested, and Superintendent	Material	Fathoms	Size	Fathoms & Size
14605	210	1 1/2"	22 1/2	22 1/2	210	<i>1 1/2" steel wire</i>	<i>Lloyds Register</i>	<i>27-9-93</i>	<i>W. H. W. W. W.</i>	90	2 1/2"	90 - 2 1/2"
	60	3/4"	22	22	60	<i>3/4" steel wire</i>	<i>Lloyds Register</i>	<i>27-9-93</i>	<i>W. H. W. W. W.</i>	90	3/4"	90 - 3/4"
	90	3/4"	22	22	90	<i>3/4" steel wire</i>	<i>Lloyds Register</i>	<i>27-9-93</i>	<i>W. H. W. W. W.</i>	90	3/4"	90 - 3/4"

HAWSERS AND WARPS.

Number of Certificate	Fathoms	Size	Test per Certificate	Weight of Chain Cable	Fathoms & Size	Description	Makers of Cables	Where and when tested, and Superintendent	Material	Fathoms	Size	Fathoms & Size
	60	3/4"	22	22	60	<i>3/4" steel wire</i>	<i>Lloyds Register</i>	<i>27-9-93</i>	<i>W. H. W. W. W.</i>	90	3/4"	90 - 3/4"
	90	3/4"	22	22	90	<i>3/4" steel wire</i>	<i>Lloyds Register</i>	<i>27-9-93</i>	<i>W. H. W. W. W.</i>	90	3/4"	90 - 3/4"

Boats *Two Life boats & one other*

Pumps, Number *Five*

The Windlass is *Clack, Chapman & Co.*

Engine Room Skylights—How constructed? *Of iron, 2' x 6" above Breeches*

What arrangements for deadlights in bad weather? *Shutters of iron with built-up & stops*

Coal Bunker Openings—How constructed? *Of iron*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *Four scuppers on each side*

Three ports, 2' x 6" x 2' 0", on each side forward, and two 2' x 6" x 1' 6", on each side aft

Cargo Hatchways—How formed? *Of iron, raised construction*

State size No. 1 Hatch (Forward) *18' x 12' 0"* No. 2 Hatch *27' 6" x 14' 0"* No. 3 Hatch *25' 8" x 14' 0"* No. 4 Hatch

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *No. 1 - one web plate; No. 2 & 3 - two web plates*

Three fore & afters in each hatchway

Bulwarks, height above deck and description *2' plate*

Main Rail, material and size *Patent section*

The above is a correct description.

Builder's Signature, (here only) *John Crown*

Surveyor's Signature, *William Bath*

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

Order for Special Survey No. *3856*

Date *6 June 1893*

Order for Ordinary Survey No. *3856*

Date *6 June 1893*

No. *90* in builder's yard

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

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 *54*

State dates and initials of letters respecting this case *(M) 12 "May 1893" (S) 21 "July 1893"*

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

The workmanship is good. This vessel has been built in accordance with the approved plans and the Secretary's letter dated as above - stated with the exception that, at the request of the Owners, two web plates are fitted in the main hatchway which has been reduced in length to admit of this alteration being made. The steel used in her construction has been tested as required by the Rules. The decks, waterways, and beams, pumps, have been duly tested and found satisfactory. A freeboard, particulars of which are given below, has been assigned by the Committee and marked on the vessel's sides. The builders have arranged to replace the 3 1/2" steel wire hawser, supplied in lieu of stream chain, by one 3 1/2" as required by Table 22, the former having been sunk on board by mistake.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *20* ft., R.Q.D. *44* ft., Bridge Dk. *40* ft., F'castle *28* 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 *R. & D. is joined to the B.D. Poop 7' and R. & D. 4' above main deck.*

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) *1 Dk. (Iron) & Web frames*

Official No. *—*; 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 *—*

Double bottom, constructed on the cellular system, length *165'*

Fore peak tank, water capacity in tons *18*

After peak tank, water capacity in tons *18*

Midship deep tank, length *—* and water capacity in tons *—*

Other tanks, if fitted, length *—* and water capacity in tons *—*

The above have *—* been tested as required by the Rules.

(If necessary, furnish further information by sketch.)

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

FREEBOARD assigned by the Committee, as per Secretary's Letter, dated *(M) 17 "Nov 1893"*

In Summer *1 ft. 7 ins.*

In Winter *1 ft. 8 1/2 ins.*

For Winter in North Atlantic *2 ft. 1 1/2 ins.*

Fresh Water above the centre of disc *3 1/2 ins.*

To top of Wood, Iron or Steel Upper Deck.

as per Surveysman's Memo, No. 81, dated 16 "Nov 1893"

The amount of Entry Fee *£ 3 - - -* is received by me *(S) 13*

Special *£ 42: 19 - - -*

Certificate *£ - - -*

Travelling Expenses, if any *£ - - -*

I am of opinion this Vessel should be Classed *+ 100 A1, sub*

Committee's Minute *TUES. 2 DEC 1893*

Character assigned *100 A1 Steel Subject to condition re Stream*

a + cp + 2 Mc 11.93

1 Dk (Iron) & web frames well etc

This vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed 100 A1 (Steel) subject to the still water hawser supplied in lieu of stream chain being replaced by one of the size required by Table 22 as arranged.

100 A1 (Steel) subject to

1 Dk (Iron) & web frames well etc

H.B. = All D.B. (particulars above)

Lloyd's Register Foundation