

IRON OR STEEL SHIP.

(Received at London Office, **MON 19 JULY 1890**)

Date of writing Report **12th May 1890** Part of **Middlesex** 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 as cut on Beam **1195.67**

ONE OR TWO DECKED, THREE DECKED VESSEL,
Partial SPAR, OR AWNING-DECKED VESSEL, x R. 2. 0

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) **34.1 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 **A. Graham**
Year of appointment (1) As master in service of owner of present vessel—**1890**
(2) As master of this vessel—**1890**
Built at **Stratford**
When built **1890** Launched **19th April 1890**
By whom built **Richardson Duck & Co.**
Owners **John & George G. G.**
Managers " " "
(If desired to be entered in Reg. Book.)
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 Engines	Horse.	N ^o . of Decks with flat laid	N ^o . of Tiers of Beams
on deck as per Rule	268	6	Moulded	36	10	top of Floors to Upper Deck Beams	17		160	160	1	1
Do. do. Main Deck Beams												
Dimensions of Ship per Register, length, 270 breadth, 37.1 depth, 17												
KEEL , depth and thickness			Inches in Ship.		Inches per Rule.				Moulded depth 19.6			
STEM, moulding and thickness			9 x 2 1/2		9 x 2 1/2				Flat Keel Plates, breadth and thickness ... 36 16 36 16			
STERN-POST for Rudder do. do.			9 x 5		9 x 5				PLATES in Garboard Strakes, breadth & thickness ... 12 12			
" " for Propeller			9 x 5		9 x 5				" From Garboard to upper part of Bilges ... 10.11 10.11			
Distance of Frames from moulding edge to moulding edge, all fore and aft			24		24				" Of d'bling at Bilge, or increased thickness, and length applied <i>horizontal</i> ... 10.11 10.11			
FRAMES , Angle Iron, for 3/4 length amidships	5 3 8		5 3 8		5 3 8				" From up. prt of Bilge to h. edge of Sh'rstrake ... 42 15 42 15			
Do. for 1/2 at each end	5 3 7		5 3 7		5 3 7				" Main Sheerstrake, breadth and thickness ... 42 15 42 15			
REVERSED FRAMES , Angle Iron	3 3 7		3 3 7		3 3 7				" Of d'bling at Sh' stk & lng. applied <i>20 ft at breaks</i> ... 9 9			
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	36 6/16		36 6/16		36 6/16				" Up. or Spar Dk Sh'rstrake, breadth & thickn'ss ... 10 10			
thickness at the ends of vessel	6		6		6				Butt Straps to outside plating, breadth & thickness <i>9 1/4 x 19 10 19 9 1/4 x 19 10 17</i>			
depth at 3/4 the half-bdth. as per Rule	6		6		6				Lengths of Plating			
height extended at the Bilges	6		6		6				Shifts of Plating, and Stringers			
BEAMS , Upper, Spar, or Awning Deck	6 3 8		6 3 8		6 3 8				Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness ... 38 11 38 11			
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	6 3 8		6 3 8		6 3 8				Angle Iron on ditto ... 4 x 4 x 9 4 x 4 x 9			
Single or double Angle Iron on Upper edge	24		24		24				Tie Plates fore and aft, outside Hatchways ... <i>increased thickness</i>			
Average space	24		24		24				Diagonal Tie Plates on Beams No. of Pairs			
BEAMS , Main, or Middle Deck	6 3 8		6 3 8		6 3 8				Flat of Up., Spar, or Awning Dk. <i>Steel</i>			
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	6 3 8		6 3 8		6 3 8				How fastened to Beams <i>Riveted</i>			
Single or double Angle Iron on Upper Edge	24		24		24				Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness			
Average space	24		24		24				Is the Stringer Plate attached to the outside plating?			
BEAMS , Hold, or Orlop	6 3 8		6 3 8		6 3 8				Angle Irons on ditto, No.			
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	6 3 8		6 3 8		6 3 8				Tie Plates, outside Hatchways ...			
Single or double Angle Iron on Upper Edge	24		24		24				Diagonal Tie Plates on Beams, No. of pairs			
Average space	24		24		24				Flat of Middle Deck* do. do.			
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates	36 9 36 9		36 9 36 9		36 9 36 9				How fastened to Beams			
" Rider Plate	36 9 36 9		36 9 36 9		36 9 36 9				Stringer Plates on ends of Lower Deck, Hold or Orlop Beams ...			
" Bulb Plate to Intercostal Keelson	36 9 36 9		36 9 36 9		36 9 36 9				Is the Stringer Plate attached to the outside plating?			
" Angle Irons	36 9 36 9		36 9 36 9		36 9 36 9				Angle Irons on ditto, No.			
" Double Angle Iron Side Keelson	36 9 36 9		36 9 36 9		36 9 36 9				Tie Plates, outside Hatchways ...			
" Side Intercostal Plate	36 9 36 9		36 9 36 9		36 9 36 9				Diagonal Tie Plates on Beams, No. of pairs			
" do. Angle Irons	36 9 36 9		36 9 36 9		36 9 36 9				Flat of Middle Deck* do. do.			
" Attached to outside plating with angle iron	36 9 36 9		36 9 36 9		36 9 36 9				How fastened to Beams			
BILGE Angle Irons	36 9 36 9		36 9 36 9		36 9 36 9				Stringer Plates on ends of Lower Deck, Hold or Orlop Beams ...			
" do. Bulb Iron	36 9 36 9		36 9 36 9		36 9 36 9				Is the Stringer Plate attached to the outside plating?			
" do. Intercostal plates riveted to plating for length	36 9 36 9		36 9 36 9		36 9 36 9				Angle Irons on ditto, No.			
BILGE STRINGER Angle Irons	36 9 36 9		36 9 36 9		36 9 36 9				Stringer or Tie Plates, outside Hatchways			
Intercostal plates riveted to plating for length	36 9 36 9		36 9 36 9		36 9 36 9				Flat of Lower Deck*			
SIDE STRINGER Angle Irons	36 9 36 9		36 9 36 9		36 9 36 9				Ceiling betwixt Decks, thickness and material ... 2 1/2 2 1/2			

The **FRAMES** extend in one length from *tank side to tank side & from tank side to Gunwale*

The **REVERSED ANGLE IRONS** on floors and frames extend *from middle line to all 4 h. or from middle line 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* **3/8** 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 1/16** 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. *Useful lapping*

" **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 1/16** ins. from cr. to cr.

" **Edges of Main Sheerstrake**, double or single riveted. **Upper Sheerstrake**, double or single riveted.

" **Butts of Main Sheerstrake**, treble riveted for **1/2** length amidships. Butts of Upper or Spar Sheerstrake, treble riveted *at length amidships*.

" **Butts of Main Stringer Plate**, treble riveted for **5 1/2** length amidships. **Butts of Upper or Spar Stringer Plate**, treble riveted for **5 1/2** length.

" Breadth of laps of plating in double riveting **5 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? **6** Crutches, **4**

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? **Angles & Butts, Domestic**

Manufacturer's name or trade mark, **Lang's, Plates from Steel Co. by Bessemer & W. Stratford**

The above is a correct description.

Builder's Signature, **Richardson Duck & Co.** Surveyor's Signature, **Richardson Duck & Co.**

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 is 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*

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 *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 Equipment	CABLES, &c.			Test per Certificate Tons.	Fathoms & Inches per Rule.	Machine where Tested and Name of Chain Maker.	ANCHORS.		Test per Certificate	W'ght req'd per Rule.	Machine where Tested and Name of Anchor Maker.			
	Number of Certificate.	Fathoms.	Inches.				Number of Certificate (State if any and which Anchors are Stockless.)	Weight. Ex. Stock.						
Letter for do. <i>Y</i>	<i>5997</i>	<i>270</i>	<i>1 1/4</i>	<i>55 1/2</i>	<i>77 1/2</i>	<i>370 1 1/4</i>	<i>276 22</i>	<i>38.0.26</i>	<i>34.13.0.14</i>	<i>37.2.0</i>	<i>276 39</i>	<i>35.2.14</i>	<i>32.8.3.0</i>	<i>37.2.0</i>
SAILS.							<i>276 21</i>	<i>34.0.16</i>	<i>31.16.1.0</i>	<i>31.3.14</i>				
Fore Sails,							<i>Supplied</i>							
Fore Top Sails,	<i>6019</i>						<i>Supplied</i>							
Fore Topmast Stay Sails,							<i>Supplied</i>							
Main Sails,							<i>Collective Weight</i>	<i>08.0.0</i>		<i>106.3.14</i>				
Main Top Sails, and quality							<i>Stream</i>	<i>9.3.21</i>	<i>12.0.0</i>	<i>9.2.0</i>				
Iron Stream Chain or Steel Wire ..		<i>75</i>	<i>1 1/16</i>	<i>30 3/4</i>	<i>20 3/10</i>	<i>75 1 1/16</i>	<i>Kedge</i>	<i>4.3.21</i>	<i>7.7.2.0</i>	<i>4.3.0</i>				
Hempen Str'm Cable		<i>90</i>	<i>3 1/2</i>	<i>26</i>		<i>90 3/4</i>	<i>2nd Kedge</i>	<i>2.2.7</i>	<i>5.2.2.0</i>	<i>2.2.0</i>				
TOWLINE—Hemp or Steel Wire		<i>90</i>	<i>3"</i>	<i>18</i>		<i>90.3</i>								
Hawser		<i>90</i>	<i>7 1/2</i>			<i>90.7 1/2</i>								
Warp		<i>90</i>	<i>6"</i>											

Standing and Running Rigging *W. H. Shackles* sufficient in size and *Good* in quality. She has *2* *Long* Boats and *2* *Others*
 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 + Ports each side a 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* Quarterhatch *No. 4. 18 x 12*

If of extraordinary size, state how framed and secured *Ordinary size* What arrangement for shifting beams? *Not Plated*

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

General Remarks (State quality of workmanship, &c.)
 Built under Special Survey in accordance with the Rules + the general arrangement in conformity with the Plans submitted + approved by the Committee + the materials + workmanship are good + have been tested in accordance with the Rules.

Depth bottom tested by a beam of water equal to the height of the lead 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 1/2 Winter.

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

Particulars for Record in R.B.—Length of Poop ft., R.Q.D. *104.9ft*, Bridge Dk. *6.5ft*, Forecastle ft.; 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 _____ If double bottom, state particulars on separate form.

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

The amount of the Entry Fee£ *4* is received by me, *R.H.D.*
 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 S.H. Hawgood*
subject to 8.0 1/2 S
8.3 1/2 W
8.7 1/2 W

Reference should be made to any correspondence connected with the case.
 Certificate to be sent to
 The Surveyors are requested not to write on or below the space for Committee's Minute.

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