

1 or 2 Dks., R.Q. Dk.,
and Pt. Awng. Dk.

IRON OR STEEL STEAMER.

Received at London Office.

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

Date of completion of Report *12th February*

Port of *Newcastle*
Rig *Schooner*

No. *29758* Survey held at *Newcastle*
On the *Screw Steamer "Newcastle"*

TONNAGE under Tonnage Deck...	787.25
Do. of Poop	
Do. of Raised Qr. Dk. or Break..	93.68
Do. of Bridge House	89.61
Do. of Forecastle	13.96
Do. of Houses on Deck	4.58
Do. of excess of Hatchways	39.22
Do. above Crown of Engine Room ..	
Gross Tonnage	1028.30
Less Crew Space	31.51
Less above Crown of Engine Room ..	
TONNAGE FOR FEES ..	996.79
Less Engine Room	329.06
Less Navigation Spaces	17.89
Register Tonnage as cut on Beam ..	649.84

ONE OR TWO DECKED VESSEL.

CLASS *100A*

Half Breadth (moulded)	15.87
Depth from upper part of Keel to top of Main Deck Bms.	17.00
Girth of Half Midship Frame (as per Rule)	30.04
1st Number	62.901
Length	218.83
2nd Number	13.766
Proportions—Breadths to Length	6.87
Depths to Length—Main Deck to top of Keel	12.87
Destined Voyage	<i>Coasting</i>

Master	<i>J. Upson</i>
Year of appointment	<i>1893</i>
Built at	<i>Newcastle</i>
When built	<i>1893</i>
Launched	<i>21/12/93</i>
By whom built	<i>The Palmers S.S. & C.L.D.</i>
Owners	<i>Newcastle S.S. Co. Ltd.</i>
Managers	<i>J. & C. Mc. Forrest</i>
Residence	<i>Newcastle</i>
Port belonging to	<i>Newcastle</i>

LENGTH on Deck as per Rule.....	Feet. 218	Inches. 10	BREADTH— Moulded.....	Feet. 31	Inches. 9	DEPTH— Top of Floors to Main Deck Beams.	Feet. 15	Inches. 6	Power of Engines	Horse. 120	No. of Decks with Flat laid	one
No. of Tiers of Beams												one
Dimensions of Ship per Register, Length, 221.3 breadth, 32.0 depth, 15.4 Moulded Depth, ft. 16 ins. 4 Round of Beam 8 inches.												

FRAMING.				FORGINGS AND CASTINGS.			
FRAME, Angles, <i>7</i> Bars, for $\frac{1}{2}$ length amidships	4	3	7	4	3	7	KEEL, Bar or Side Plates depth and thickness
Do. for $\frac{1}{2}$ at each end	4	3	6	4	3	6	STEM, moulding and thickness
Do. in way of Double Bottoms at Solid Floors	3	3	7	3	3	7	STERN-POST for Rudder do. do.
" " at intermdt. Bkts.							" " for Propeller
Distance of Frames from moulding edge to moulding edge, all fore and aft	23		23				MAIN PIECE of Rudder, diameter at head
REVERSED FRAME, Angles	3	3	6	3	3	6	do. at heel
DEEP FRAMING, depth of girder	18	x	9	18	x	9	RUDDER, how constructed
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships			10			10	Can the Rudder be unshipped afloat?
" in way of Engines and Boilers			10			10	<i>yes</i>
" thickness at the ends of vessel	11		9			9	KEELSONS AND STRINGERS.
" depth at $\frac{1}{2}$ the half breadth, as per Rule	36		36			36	CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate
" height extended at the Bilges	34	x	9	34	x	9	" Rider Plate
FLOORS & BRACKETS, in Cell Dble Bottoms	23		23			23	" Bulb Plate to Intercoastal Keelson
" Distance apart	34	x	8	34	x	8	" Horizontal Plates on Floors
CENTRE GIRDER, in Double Bottom, depth and thickness	3 1/2	3 1/2	7	3 1/2	3 1/2	7	" Angles
" Angles, Top	5	3 1/2	7	5	3 1/2	7	SIDE KEELSON, Angles
" Bottom							" Bulb or Plate above floors for length
SIDE GIRDERS, number and thickness	3	3	7	3	3	7	" Intercoastal Plate for length
" Angles	20	x	7	20	x	7	" Attached to outside plating with Angle
MARGIN PLATE, depth (exclusive of flange) and thickness	3 1/2	3 1/2	7	3 1/2	3 1/2	7	BILGE KEELSON, Angles
" Angles							" Bulb or Plate above floors for into tank
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake			6/16			6/16	" Intercoastal Plate for length
" thickness in Engine and Boiler space							" Attached to outside plating with Angle
" Remainder in Holds							BILGE STRINGER Angles
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	5 1/2	3	8	5 1/2	3	8	" Bulb Plate for length
" Angles on Upper Edge	5 1/2	3	7	5 1/2	3	7	" Intercoastal Plate for length
" Average space	23						" Attached to outside plating with Angle
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb							SIDE STRINGER Angles
" Angles on Upper Edge							" Bulb or Intercoastal Plate for length
" Average space							" Attached to outside plating with Angle
BEAMS, Hold, Plate or Tee Bulb							Main and Raised Quarter Deck Stringer Plate, breadth and thickness
" Angles on Upper Edge							" Angle on ditto
" Average space							" Tie Plates fore & aft, outside Hatchways
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb							" Diagonal Tie Plates on Bms., No. of Pairs
" Angles on Upper Edge							" Main Dk* Iron or Steel for <i>iron</i> lng.
" Average space							" R. Q. Dk* Iron or Steel for <i>iron</i> lng.
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	4	3	7	4	3	7	" Wood Deck, Material & thickness
" Angles on Upper Edge							Lower Deck Stringer Plate, breadth and thickness
" Average space	23		23			23	" Angles on ditto, No.
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	4	3	7	4	3	7	" Tie Plates, outside Hatchways
" Angles on Upper Edge							" Deck* Material and thickness
" Average space	23		23			23	Hold Stringer Plate
PILLARS, In 'tween Decks, Size and Spacing	2 1/2		2 1/2			2 1/2	" Angles on ditto, No.
" Hold	3		3			3	Poop Deck Stringer Plate, breadth & thickness
" Quarter, 'tween Dks., "							" Angle on ditto
" in Hold							" Tie Plates
WEB FRAMES, In Fore Body, No. and Spacing	4	8 spaces	4	8 spaces		4	" Deck, Material and thickness
" Brdth. & Thickness	15	x	7	15	x	7	Bridge Deck Stringer Plate, brdth & thickness
" No. of Side Stringers	2	6x7 spaces	2	6x7 spaces		2	" Angle on ditto
WEB FRAMES, In E. & B. Space, No. & Spacing	2	6x7 spaces	2	6x7 spaces		2	" Tie Plates
" Brdth. & Thickness	15	x	7	15	x	7	" Deck, Material and thickness
WEB FRAMES, In After Body, No. and Spacing	6	6 spaces	6	6 spaces		6	Forecastle Deck Stringer Plate, brdth & thcknss
" Brdth. & Thickness	1 1/2	x	8	1 1/2	x	8	" Angle on ditto
" No. of Side Stringers	4 1/2	3 1/2	9	4 1/2	3 1/2	9	" Tie Plates
" Size of Angles or Tee Bars to Web Frames							" Deck, Material and thickness
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness							

PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.								
	AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		EDGES.		BUTTS.		BUTTS.						
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.					
FLAT PLATE KEEL	34	13	10	10	34	13	Double	54	7/8	3/4	Double	7/8	3	9	Whole				
(If Bar Keel, state Riveting)	54	10	9	10	54	10	Double	42	3/4	3/4	Double	7/8	3	9	Whole				
GARBOARD OR A STRAKE	50	9	8	9	50	9	Double	48	10	10	Double	7/8	3	9	Whole				
State actual thickness in way of Double Bottom.	54	10	8	10	54	10	Double	48	10	10	Double	7/8	3	9	Whole				
B	54	10	8	10	54	10	Double	48	10	10	Double	7/8	3	9	Whole				
C	54	10	8	10	54	10	Double	48	10	10	Double	7/8	3	9	Whole				
D	54	10	8	10	54	10	Double	48	10	10	Double	7/8	3	9	Whole				
E	54	10	8	10	54	10	Double	48	10	10	Double	7/8	3	9	Whole				
F	54	10	8	10	54	10	Double	48	10	10	Double	7/8	3	9	Whole				
G	54	10	8	10	54	10	Double	48	10	10	Double	7/8	3	9	Whole				
H	54	10	8	10	54	10	Double	48	10	10	Double	7/8	3	9	Whole				
J	54	10	8	10	54	10	Double	48	10	10	Double	7/8	3	9	Whole				
K	54	10	8	10	54	10	Double	48	10	10	Double	7/8	3	9	Whole				
L	54	10	8	10	54	10	Double	48	10	10	Double	7/8	3	9	Whole				
M	54	10	8	10	54	10	Double	48	10	10	Double	7/8	3	9	Whole				
N	54	10	8	10	54	10	Double	48	10	10	Double	7/8	3	9	Whole				
O	54	10	8	10	54	10	Double	48	10	10	Double	7/8	3	9	Whole				
P	54	10	8	10	54	10	Double	48	10	10	Double	7/8	3	9	Whole				
DOUBLING of Flat Plate Keel	Kessel doubled at break of bridge & R.R.D.																		
Length and thickness of Bilges	8																		
Length and thickness of Sheerstrakes	6																		
Length and thickness of Strake below	6																		
POOP SIDES	7 frame spaces.																		
RAISED QUARTER DECK SIDES	8																		
BRIDGE SIDES	6																		
FORECASTLE SIDES	6																		
LENGTHS OF PLATING	7 frame spaces.																		

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, outside Plating, &c. *Palmers Co*

Main Stringer Plate Butts, treble riveted for *1/2* length amidship. Straps, single, double or overlapped for *whole* length amidship.

Butts of Bilge & Side Stringers, and Tie Plates, treble or double riveted *treble double*.

Inner Bottom Plating, riveting of Edges *single* Butts *double*.

Centre Girder Butts, *double* riveted. Keelson Butts, *double* riveted.

Frames, riveted through Plates with *3/4* in. Rivets, about *5* apart.

Rivets, state whether of Iron or Steel *Iron*

FRAMES extend in one length from *middle line* to *gunwale*

REVERSED FRAMES on floors and frames extend from *middle line* to *upper side of upper side stringer & gunwale* alt.

MASTS, SPARS, &c.												
LOWER MASTS	Fore	Main	Mizen	Material	Total length	DIAMETER AND THICKNESS.				No. of Plates in round	ANGLES.	RIVETING.
						At Partners	Heel	Hounds	Dead			
Fore	Steel	53.10	16.90	13.50	20	13.50	20	13.50	20	2	5	Single treble & double
Main	Steel	56.9	22	18	30	22	18	30	22	2	5	Single treble & double
Mizen	Steel	56.9	22	18	30	22	18	30	22	2	5	Single treble & double
Bowsprit	Steel	56.9	22	18	30	22	18	30	22	2	5	Single treble & double
Topmasts, Yards and Remainder of Spars	Steel	56.9	22	18	30	22	18	30	22	2	5	Single treble & double
Rigging, Material and Size, Shrouds	Steel	56.9	22	18	30	22	18	30	22	2	5	Single treble & double
Sails	Steel	56.9	22	18	30	22	18	30	22	2	5	Single treble & double

Sails, *one* Suit of *Sails* Sails and the following spare sails

EQUIPMENT No. 14570 LETTER <i>M</i> TONNAGE FOR TRAWLERS U.Dk.																	
Number of Certificate	Anchors	WEIGHT, EX STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE			WEIGHT REQ. BY RULE			Description of Anchor	Makers	Where and when tested and Superintendent	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.				lbs.
25752	1st Bower	23	0	0	23	0	0	23	2	0	22	2	0	Stockless	M. Shaw	River near Com!	
25753	2nd "	22	3	0	22	3	0	22	18	3	0	22	2	0	"	"	
25698	3rd "	15	1	14	15	1	14	15	16	2	7	15	1	0	Rodgers Patent	S. Taylor & Son	
25705	Collective weight	6	2	0	6	2	0	6	15	0	0	6	2	0	Common	S. Taylor & Son	
25706	Stream	3	1	14	3	1	14	3	14	5	16	2	0	3	1	0	"
25706	Kedge	3	1	14	3	1	14	3	14	5	16	2	0	3	1	0	"
25706	2nd Kedge	3	1	14	3	1	14	3	14	5	16	2	0	3	1	0	"

CHAIN CABLES.										HAWERS AND WARPS.									
Number of Certificate	Fathoms	Size	Test per Certificate, Tons	WEIGHT OF CHAIN CABLE			Fathoms and Size Per Rule	Description	Makers of Cables	When and where tested, and Superintendent	Material	Fathoms	Size	Breaking Test of Steel Wire	Fathoms and Size Per Rule				
				Supplied	Per Rule	Per Rule													
10705	210	1 7/8	37 1/2	223.2	0	222.1	210	17/16	Shed	S. Taylor & Son	River near Com!	TOWLINE	2	90	3	18	90-9 1/2		
10705	60	1 7/8	37 1/2	223.2	0	222.1	210	17/16	Shed	S. Taylor & Son	River near Com!	HAWSER	2	90	3	18	90-9 1/2		
10705	60	1 7/8	37 1/2	223.2	0	222.1	210	17/16	Shed	S. Taylor & Son	River near Com!	WARP	2	90	3	18	90-9 1/2		

Boats *Two life-boats & one other*

Pumps, Number *5* Diameter of Barrel and Tail Pipe *5 - 2 1/2*

Windlass is *Iron patent* Capstan

Engine Room Skylights.—How constructed? *Iron on 6 feet casing*

What arrangements for deadlights in bad weather? *Iron shutters & hulls' eyes*

Coal Bunker Openings.—How constructed? *Plates & angles* How are lids secured? *Patented down* Height above deck? *18*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *Scuppers 3 on each side; Freeing Ports 4 on each side*

Ceiling in Holds, thickness and material *For 2 1/2* Ceiling 'tween Decks, thickness and material *Collies*

Cargo Hatchways.—How formed? *Plates & angles* Hatches.—If strong and efficient? *Yes 2 1/2*

State size No. 1 Hatch (Forward) *21 x 15* No. 2 Hatch *24 1/2 x 18* No. 3 Hatch *24 1/2 x 18* No. 4 Hatch *19.2 x 15*

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *12-1 - a deep beam; 12-2 - 2 deep beams;*

No. 3-2 deep beams; No. 4-1 deep beam; *3 fore & afters* No. of Breasthooks *5* No. of Crutches *2*

Bulwarks, height above deck and description *6" 9"* Main Rail, material and size *Iron*

The above is a correct description. *Wm. J. Scullard* Surveyor's Signature

Builder's Signature (here only.) *Wm. J. Scullard* Surveyor to Lloyd's Register of British and Foreign Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case)

M. - 19/8/93; 25/10/93; 16/10/93.

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 faying surfaces? *yes* Do any rivets break into or through the seams or butts of the plating? *no*

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

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the approved drawings and in other respects to the Rules for the 100 H grade. Workmanship & materials good. The H.T. doors, sluice valves and pumps are all in good working order. Extra strength fitted to bridge front, which reduced the freeboard.*

The Surveyor should state the Number of Report and Name of any Sister Vessel. *✓*

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *✓* ft., R.Q.D. or Break *92* ft., Bridge Dk. *44* ft., F'castle *22* 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 & bridge connected.*

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) *R & D & bridge connected - one deck*

Official No. *679*; Signal Letters *Cement & paint* Outside *Paint.*

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

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	67	145	Fore peak tank,	✓	40
Double bottom, forward,	75	111	After peak tank,	✓	40
Double bottom, under Engines and Boilers,	✓		Midship deep tank,	✓	
Double bottom, if under Engines only,	✓		Other tanks, if fitted,	✓	
Double bottom, if under Boilers only,	✓		(If necessary, furnish further information by sketch.)	✓	

State whether the above have been tested as required by the Rules *yes.*

Order for Special Survey No. *25746* Date *23rd Sept. 1893*

Order for Ordinary Survey No. *679* Date *23rd Sept. 1893*

No. *679* in builder's yard

1st. On the several parts of the frame, when in place, and before the plating was wrought *Aug. 24. Sept. 22. Oct. 10. 19. 20. 23. 31.*

2nd. On the plating during the process of riveting *Nov. 1. 3. 4. 13. 14. 16. 19. 21. Dec. 5. 6. 9.*

3rd. When the beams were in and fastened and before the decks were laid, &c. *14. 15. 19. 25.*

4th. When the ship was complete, and before the plating was finally coated or cemented, &c. *Jan. 5. 12. 17. 22. 26.*

5th. After the ship was launched and equipped

Total No. of Visits *24*

The amount of Entry Fee *£ 3* Fees applied for, *13. 2. 1894*

Special *£ 49. 14* Received by me *Wm. J. Scullard*

Certificate *£ 1. 10*

Travelling Expenses, if any *£*

I am of opinion this Vessel should be Classed *+ 100 A. 1. One Iron & Steel well deck.*

With, or without Freeboard, as condition of Class *✓*

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

Committee's Minute *FRI 16 FEB 1894*

Character assigned *100 A 1 Steel*

as per + 2 m.c. 1. 94

18k (Iron) + web frames

Well deck

height 7K

This vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted she appears eligible to be classed 100 A 1 (Steel) as recommended.

100 A 1 (Steel)

18k (Iron) + web frames "well deck"

M.B. = All O.D. 4in (or less) diameter

F.K.

8 JUN 1894

Wm. J. Scullard

Lloyd's Register of British and Foreign Shipping

NW4835-00093