

STEEL SHIP.

No. 23105 Survey held at Farrow on Quay Date, First Survey October 20th 1889 Last Survey July 23 1889
On the Steel Screw Steamer PRUDENTIA Rig Schooner Master Kiss

TONNAGE under Tonnage Deck 2709.00
Do. between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk.
Total under Upper Dk.
Do. of Poop 4.58
Do. of Raised Qr. Dk. or Break
Do. of Bridge House
Do. of Houses on Deck 5.91
Do. of excess of Hatchways 10.04
Do. of Forecastle
Gross Tonnage 2729.53
Less Crew Space 65.01
2664.52
Less Engine Room Register Tonnage as cut on Beam 873.45
1791.07

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.
Half Breadth (moulded) 20.0
Depth from upper part of Keel to top of Upper Deck Beams 21.95
Girth of Half Midship Frame (as per Rule) 37.87
1st Number 79.82
1st Number, if a 3-Decked Vessel deduct 7 feet
Length 310.53
2nd Number 24770
Proportions Breadths to Length 7.75
Depths to Length—Upper Deck to Keel 14.1
Main Deck ditto

Year of appointment (1) As master in service of owner of present vessel.—18
(2) As master of this vessel.—19
Built at Farrow on Quay
When built 1889 **Launched** 3rd Jan/89
By whom built Palmers
Owners A. Stuart
Managers
(If desired to be entered in Reg. Book.)
Residence London
Port belonging to London
Destined Voyage Philadelphia
If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule	Feet. Inches.	BREADTH Moulded	Feet. Inches.	DEPTH top of Floors to Deck Beams Do. do. Main Deck Beams	Feet. Inches.	Power of Engines	Horse.	N ^o . of Decks with flat laid	N ^o . of Tiers of Beams
Dimensions of Ship per Register, length, 312. breadth, 40.2 depth, 27.0	310 4	40 0	40 0	27 0	27 0	300	300	3	3
KEEL , depth and thickness <u>Plate</u>									
STEM , moulding and thickness									
STERN-POST for Rudder do. do. for Propeller									
Distance of Frames from moulding edge to moulding edge, all fore and aft									
FRAMES , Angle Iron, for $\frac{1}{2}$ length amidships Do. for $\frac{1}{4}$ at each end									
REVERSED FRAMES , Angle Iron									
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships thickness at the ends of vessel depth at $\frac{1}{4}$ the half-bdth. as per Rule height extended at the Bilges									
BEAMS , Upper, Spar, or Awning Deck Single or double Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge Average space									
BEAMS , Main, or Middle Deck Single or double Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge Average space									
BEAMS , Lower Deck—Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge Average space									
BEAMS , Hold, or Orlop—Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge Average space									
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates Rider Plate Bulb Plate to Intercoastal Keelson Angle Irons Double Angle Iron Side Keelson Side Intercoastal Plate do. Angle Irons Attached to outside plating with angle iron									
BILGE Angle Irons do. Bulb Iron do. Intercoastal plates riveted to plating for $\frac{3}{5}$ length									
BILGE STRINGER Angle Irons Intercoastal plates riveted to plating for length									
SIDE STRINGER Angle Irons									

The **FRAMES** extend in one length from Middle line to Upper deck
The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to Main & Spar decks
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 $\frac{1}{2}$ in. diameter, averaging $\frac{5}{8}$ ins. from centre to centre.
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets $\frac{7}{8}$ in. diameter, averaging $\frac{3}{4}$ ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets $\frac{3}{8}$ in. diameter averaging $\frac{3}{8}$ ins. from centre to centre.
Butts of all Strakes at Bilge for lapped length, treble riveted with Butt Straps thicker than the plates they connect.
Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets $\frac{7}{8}$ in. diameter, averaging $\frac{3}{4}$ ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets $\frac{7}{8}$ in. diameter, averaging $\frac{3}{4}$ 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 $\frac{3}{4}$ length amidships. Butts of Upper or Spar Sheerstrake, treble riveted $\frac{3}{4}$ length amidships.
Butts of Main Stringer Plate, treble riveted for $\frac{1}{2}$ length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for $\frac{1}{2}$ length.
Breadth of laps of plating in double riveting $\frac{5}{4}$ Breadth of laps of plating in single riveting —
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? No. of Breasthooks, 6 Crutches, 4
That description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c? Good Quality
Manufacturer's name or trade mark
The above is a correct description
Builder's Signature W. D. H. B. Surveyor's Signature William S. Thompson
Surveyor to Lloyd's Register of British and Foreign Shipping

Workmanship. Are the butts of plating planed or otherwise fitted? *See lap butted strakes*

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*

to plate, &c., conform well to each other? *Yes*

from the faying surfaces? *Yes*

Do the holes for riveting plate to frames, butt straps, or plate

Are the rivet holes well and sufficiently countersunk in the plate and punched

Do any rivets break into or through the seams or butts of the plating? *No*

Masts, Bowsprit, Yards, &c., are *Suitable* in *Good* condition, and sufficient in size and length. If of Iron or Steel give scantlings of
Plating, Angle Iron, &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

Iron Masts

Main Mast. Total length 81'0" x 24" x 66'5/16" 1/2" plate.

The mast

82'0" x 24 1/2" x 66'5/16" 1/2"

*Butt straps 1/8" thicker than thin plate + double riveted
seams double riveted, 8 inch long, 5/16"*

Number for Equip- ment 29027	CABLES, &c.	Test per Certificate.	Fathoms & Inches per Rule.	Machine where Tested and Name of Chain Maker.	ANCHORS.	Weight.	Test per Certificate	Weight req'd per Rule.	Machine where Tested and Name of Anchor Maker.
Letter for do. 7	Number of Certificate. Fathoms. Inches.	Tons.			Number of Certificate (State if any and which Anchors are Stocked.)	Ex. Stock.			
SAILS.	5722 270 17/8	63 1/2 x 88 1/2 270-17/8		L. P. & Co. Waltham	11141	36.0.7	32.9.1.14	34	L. P. & Co. Waltham
Fore Sails.	5739 75 16/8	22 3/4 x 24 1/2 75-16/8		H. H. & Co.	11093	33.2.0	31.5.0.0	33	H. H. & Co.
Fore Top Sails.					11163	20.0.0	28.12.2.0	30	J. & Co. Waltham
Fore Topmast Stay Sails.									
Main Sails.	100 4	33 1/2	1/2	H. H. & Co.					
Main Top Sails.	90 3 1/2	22 1/2	1/2						
Main Topmast Stay Sails.	90 8								
Main Top Sails, and quality	90 7								
Warp									

Standing and Running Rigging *Good* sufficient in size and *Good* in quality. She has *11/16" Long Boat* and *1/2" Jolly Boat*

The Windlass is *Clark Chapmans* Capstan *None* and Rudder *Good* Pumps *Good*

Engine Room Skylights. How constructed? *Wood on iron casing* How secured in ordinary weather? *Bolted to casing*

What arrangements for deadlights in bad weather? *Solid shutters + bulls eyes*

Coal Bunker Openings. How constructed? *Iron* How are lids secured? *Hatch bars* Height above deck? *18 inches*

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

Cargo Hatchways. How formed? *Iron* Hatches, If strong and efficient? *Yes*

State size *Main Hatch 6' x 8' x 2'0". No. 2. 9' x 10' x 2'0". Fore Hatch 12'3" x 11'0" x 2'0". No. 4. 11'0" x 2'0". Quarter Hatch 12' x 6'0" x 2'0". No. 6. 10' x 10' x 2'0".*

If of extraordinary size, state how framed and secured... *No. 7. 10' x 10' x 2'0" and oil feeders* What arrangement for shifting beams? *—*

Order for Special Survey No. *2133* Date *12 Nov 1888*
Order for Ordinary Survey No. *✓* Date *✓*
No. *615* in builder's yard.
State dates of letters respecting this case *8th, 17th and 27th November 1888*
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 ornamented.
5th. After the ship was launched and equipped.
Total No. of Visits *39*

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

This vessel has been built in accordance with the Rules and tracings as approved by the Committee. The ballast tanks under the Engines have been tested by water pressure to rule requirements and found satisfactory. All oil compartments have also been filled with water and tested by a fifteen foot head of water above the main deck. The freboard as assigned by the Committee and set forth in the Secretary's letter of the 27th June has been marked on ship's sides and verified in conformity with Notice No. 572 and is to be recorded in the Register book viz. Winter 6' 11" Summer 6' 7" Fresh water 5 inches

How are the surfaces preserved from oxidation? Inside *Portland cement in 8' x 3' space only* Outside *Paint*

Particulars for Record in R.B.—Length of Poop ft., R.Q.D. ft., Bridge Dk. ft., Forecastle ft.; No. of Dks. (excluding spar, awn., &c.) *1*

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

Official No. ; Signal Letters

I am of opinion this Vessel should be Classed *100 A 1 Steel*

The amount of the Entry Fee *£ 5 : - : -* is received by me, *1888*

Special *£ 91 : 12 : 6* 7/8/1888

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

Committee's Minute

Character assigned *100A Steel Spar deck*

Carrying Petroleum in Bulk

100A Steel Spar deck

100A Steel Spar deck

100A Steel Spar deck

100A Steel Spar deck

100A Steel Spar deck

100A Steel Spar deck

100A Steel Spar deck