

Sailing Vessel. IRON OR STEEL SAILING SHIP.

BOX 0482

(Received at London Office) SAT 9 JAN 1897

Date of completion of Report 4th January 1897 Port of Middlesbrough.

1940 Survey held at Middlesbrough. Date of First Survey 9th Sept. 1896 Last Survey 24th Decr 1896

On the Steel and Iron Barge "ELSIE." Rig Ketch. (2 Masts.)

Tonnage under Tonnage Deck 218.24

ONE DECKED VESSEL.

Master

Year of Appointment (1) As master in service of owner of present vessel: 18 (2) As master of this vessel: 18

Do of raised Qr. }
Dk. or Break

Do. of Bridge House

Do. of Houses on Deck

Do. of excess of Hatchways

of Forecastle

Loss Tonnage

Crew Space

Tonnage for Fees

Navigation spaces

Register Tonnage

Cut on Beam

CLASS 100A Barge for being towed.

Built at Middlesbrough

When built 1896 Launched 21st Decr

By whom built R. Crayke & Sons.

Owners J. Constant.

Managers

(Where necessary to be entered in Reg. Book.)

Residence London

Port belonging to London

Surveyed while Building, Afloat, or in Dry Dock

GTH on deck	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH—	Feet.	Inches.	No. of Decks with Flat laid
per rule	124	0	Moulded	20	9	Top of Floors to Upper Deck Beams	10	1 1/2	One

Dimensions of Ship per Register, Length 125.3 breadth 21.0 depth 9.9. Moulded depth, ft. 10 in. 8. Round up of Beam 5 1/2 ins.

FORGINGS AND CASTINGS.

L. Bar or Side Plates, depth and thickness

M. moulding and thickness

RN-POST, do. do.

N-PIECE of RUDDER, diameter at head

" " " at heel

DER. how constructed

the Rudder be unshipped afloat?

FRAMING.

ME, Angles, on 2 Bms, for 1/2 length amidships

for 1/2 at each end

in way of Double Bottoms

ance of Frames from moulding edge to

oulding edge, all fore and aft

ERSED FRAME, Angles

ORS, depth and thickness of Floor Plate

at mid line for 1/2 length amidships

thickness at the ends of vessel

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

height extended at the Bilges

ORS & BRACKETS, in Cell Dble Bottoms

" " distance apart

TRE GIRDER, in Dbl. Btm., dpth & thcknss

" Angles, Top Bottom

GIRDERS, number and thickness

" Angles

GIN PLATE, depth (exclusive of flange)

and thickness

" Angles

R BOTTOM PLATING, br'dth & thckn's

of Middle Line Strake

" " Remainder

IS, Main Deck, Single Angle, Bulb Angle

Plate or Tee Bulb

Angles on Upper Edge

Average space

IS, Lower Deck, Plate or Tee Bulb

Angles on Upper Edge

Average space

S, Hold, Plate or Tee Bulb

Angles on Upper Edge

Average space

S, Poop or Bridge Deck, Single Angle

Bulb Angle, Plate or Tee Bulb

Angles on Upper Edge

Average space

IS, Forecastle Deck, Single Angle, Bulb

Angle, Plate or Tee Bulb

Angles on Upper Edge

Average space

ARS, In 'tween Decks, at Centre line. Size

" " " Spacing

" " " Quarter

" " " Spacing

" " " In Holds, at Centre line

" " " Spacing

" " " Quarter

" " " Spacing

WEB-FRAMES, Breadth and thickness

" " " Number and Spacing

Number of Side Stringers, breadth and thickness

Size of Angles or Tee Bars to Web-Frames

KEELSONS AND STRINGERS.

CENTRE LINE KEELSON, Vertical Plate above

floors, Through Plate, or Intercoastal Plate

" Rider Plate

" Bulb Plate Intercoastal Keelson

" Horizontal Plates above floors

" Angles

SIDE KEELSON, Angles

" Bulb Plate for 1/2 length

" Intercoastal Plate for length

" Attached to outside Plating with Angle

BILGE KEELSON, Angle

" Bulb Plate for length

" Intercoastal Plates for len.

" Attached to outside Plating with Angle

BILGE STRINGER, Angles

" Bulb Plate for length

" Intercoastal Plate for len.

" Attached to outside Plating with Angle

Main Deck Stringer Plate, on end of Beams,

breadth and thickness

" Angle on ditto

" Tie Plates fore and aft, outside Hatchways

" Diagonal Tie Plates on Bms., No. of Prs.

" Flat of Deck*, material and thickness

" " Iron or Steel for whole length

" How fastened to Beams

Lower Deck Stringer Plate, on ends of Beams,

breadth and thickness

Is the Stringer Plate attached to the Outside Plating?

" Angles on ditto, No.

" Tie Plates, outside Hatchways

" Diagonal Tie Plates on Bms., No. of prs.

" Flat of Deck, material and thickness

" How fastened to Beams

Hold Stringer Plate, on end of Beams

Is the Stringer Plate attached to the Outside Plating?

" Angles on ditto, No.

" Tie Plate outside Hatchways

" Flat of Deck, material and thickness

Poop or Bridge Deck Stringer Plate, breadth

and thickness

" " Angle

" Tie Plates on Beams

" Flat of Deck, material and thickness

Forecastle Deck Stringer Plate, b'dth & thkns

" " Angle

" Tie Plates on Beams

" Flat of Deck, material and thickness

PLATING.

FLAT PLATE KEEL, breadth and thickness

PLATES in Garboard Strakes, br'dth & thckn's

" from Garboard to lower part of Bilges

" State Thickness of Plating in way of Double Bottom

" Bilges, number of Strakes, and thickness

" Of doubling at Bilge, or increased thickness,

and length applied

" from up. part of Bilge to Ir. edge of Sh'rstrake

" Strake in way of Lower Deck Beams

" Sheerstrake, breadth and thickness

" Poop or Bridge Sides

" Forecastle Sides

Lengths of Plating

* If Iron or Steel Deck, state if whole or part, and if sound deck is laid thereon.

* State clearly, where plating is of alternate thicknesses—on distinguished from diminished thickness at ends of vessel.

Form 1.B. BULKHEADS. No. in Vessel 3. Reqd. by Rule 1. Ceiling betwixt Decks, thickness and material. in hold do. do. 2 1/2 in. Number of Breasthooks 3. Crutches 2. The FRAMES extend in one length from Keel to Rudder. The REVERSED ANGLES on floors and frames extend from middle line to Upper turn of Bilge and to Decks. RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c. Edges of Carboards, double riveted to the Keel or Flat Plate, with rivets 2 1/2 in. diameter, averaging 2 1/4 ins. from centre to centre. Edges of Carboards, and to upper part of Bilge, worked clench, double riveted; with rivets 2 1/2 in. diameter, averaging 2 1/4 ins. from centre to centre. Butts from Keel to turn of Bilge, worked carvel, treble or double riveted; treble for 2 1/2 length; with rivets 2 1/2 in. dia., averaging 2 1/4 ins. from cr. to cr. Butts from Bilge to Sheerstrake, treble or double riveted; treble for 2 1/2 length; with rivets 2 1/2 in. dia., averaging 2 1/4 ins. from cr. to cr. Butts of Strakes at Bilge for length, treble riveted with Butt Straps thicker than the plates they connect. Edges from Bilge to Sheerstrake, worked clench, double or single riveted; with rivets 2 1/2 in. diameter, averaging 3 1/4 ins. from centre to centre. Butts from Bilge to Sheerstrake, worked carvel, treble or double riveted; treble for 2 1/2 length; with rivets 2 1/2 in. dia., averaging 2 1/4 ins. from cr. to cr. Butts from Bilge to Sheerstrake, treble riveted for 2 1/2 length; with rivets 2 1/2 in. dia., averaging 2 1/4 ins. from cr. to cr. Edges of Sheerstrake, double riveted. Butts of Sheerstrake, treble riveted for 2 1/2 length amidships. Butts of Main Stringer Plate, treble riveted for 2 1/2 length amidships. Butts of Inner Bottom Plating, riveted for length amidships. Butts of Centre Girder, riveted. Breadth of edge laps of Shell Plating in double riveting 4 1/2. Breadth of edge laps of Shell Plating in single riveting 4 1/2. Butt Straps of Shell Plating, breadth and thickness 1 1/2 x 1 1/2 x 3/16. Butts, If Lapped, breadth of Laps 4 1/2 x 5. Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted? Double. 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. Steel by Siemens-Martin process, Bolton-Vanadium & Co., Corby, Northamptonshire, England. 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 few through butts only. Are the butts of Plating, Stringers, &c., properly shifted and strapped or lapped? Yes. MASTS AND SPARS. DIAMETER AND THICKNESS. Number of Plates in Round. ANGLES. RIVETING. LOWER MASTS. Fore Pitch Pine 2 1/2. Main 2 1/2. Mizzen 2 1/2. Jigger 2 1/2. BOWSPRIT. Fore 2 1/2. Main 2 1/2. Mizzen 2 1/2. Jigger 2 1/2. TOPMASTS. Fore 2 1/2. Main 2 1/2. Mizzen 2 1/2. Jigger 2 1/2. YARDS. Fore 2 1/2. Main 2 1/2. Mizzen 2 1/2. Jigger 2 1/2. FORE TOPMAST YARDS. Lower 2 1/2. Upper 2 1/2. MAIN. Lower 2 1/2. Upper 2 1/2. MIZEN. Lower 2 1/2. Upper 2 1/2. JIGGER. Lower 2 1/2. Upper 2 1/2. Remainder of Spars Pitch Pine. Rigging. Material and Size, Shrouds 1/2 in. wire 2 1/4. Stays 2 1/4. Quality Good. Sails. One complete Suit of Sails, and the following Spare Sails. EQUIPMENT NO. LETTER. ANCHORS. 1st Bower 4 2 14. 2nd 4 2 0. 3rd 4 2 0. 4th 4 2 0. Collective weight 1 2 0. Stream 1 2 0. Kedg 1 1 0. 2nd Kedg 1 1 0. CHAIN CABLES. 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. Per Rule. 12 4 5 6. 120. 2 1/2. 15 1/4. 36.1.4. Steel Link A. Taylor & Son W.C. 9.11.96. Welford. Towline 40. 4 1/2. 12 5 0 3. 46 1/2. 5/8. 4 3/4. 10.2.12. Steel Link A. Taylor & Son W.C. 2.11.96. Welford. Hawser 45. 3. Boats One Lifeboat and one other. Pumps Number 4 Deck pumps (Jutted). Diameter of Barrel and Tail Pipe 2 inches. Windlass Iron. Capstan Iron. Number of Scuppers, and number and dimensions of Freeing Ports On each side, 3 Scuppers. 4 ports 24 x 12. Cargo Hatchways. How formed? Plates and angles. Hatches, If strong and efficient? Yes. 2 1/2 solid. State size No. 1 Hatch (Forward) 65.4 x 13.6. No. 2 Hatch 65.4 x 13.6. Number of Web Plates, Shifting Beams, and Fore and Afters to each hatch Three permanent and three portable webs. and three for and afters. Bulwarks, Height above deck and description 2.4. 1/2 steel. Main Rail, material and size 4 x 2 1/2 x 1/2. Topgallant Rail. The above is a correct description. Builder's Signature (here only) R. Burgess & Co. Surveyor's Signature Allison B. Wilson. Surveyor to Lloyd's Register of British and Foreign Shipping.

Order for Special Survey No. 912. Date 21.9.96. Order for Ordinary Survey No. 135. Date 21.9.96. State dates and initials of letters respecting this case. 14th August, 9th & 15th Sept., 23rd & 26th Nov., 14th & 15th Dec. 1896 (M.). General Remarks (State quality of workmanship, &c.) This vessel has been built in accordance with the Rules and the plans approved by the Committee. The whole of the material used in the hull is of good malleable quality, and the workmanship has been well executed throughout. The pumps and steering gear are in efficient working order. The decks and waterways have been tested by being flooded with water and were found watertight and in good order. List of Plans &c. accompanying this report. Vigs. Plans of Midship Section and Profile, and Report on Ships for rigging. This vessel is a sister ship to the "Mary" Mde. Report 1967. "Norah" Mde. Report 1968 and the "Edith" Mde. Report No. 1969. PARTICULARS FOR RECORD IN THE REGISTER BOOK. Length of Poop 11 ft., R.Q.D. or Break 11 ft., Bridge Dk. 11 ft., Forecastle 11 ft. (in feet and tenths). 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) 15 B. Official No. Signal Letters. PARTICULARS OF WATER BALLAST. Double bottom, aft, length 11 and water capacity in tons 11. Double bottom, amidships, length 11 and water capacity in tons 11. Double bottom, forward, length 11 and water capacity in tons 11. Double bottom, constructed on the cellular system, length 11 and water capacity in tons 11. Fore peak tank, water capacity in tons 11. After peak tank, water capacity in tons 11. Midship deep tank, length 11 and water capacity in tons 11. Other tanks, if fitted, length 11 and water capacity in tons 11. 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 Portland Cement and Paint, Outside Paint. FREEBOARD assigned by the Committee, as per Secretary's Letter dated 11.11.96. In Salt Water 11. In Fresh Water 11. In Winter, in North Atlantic 11. State if marked on Vessel's sides in accordance with Notice No. 372. The amount of Entry Fee 2 : 11 : 5 is received by me 11.11.96. Certificate* 11 : 5 : 5. Travelling Expenses, if any 11 : 5 : 5. I am of opinion this Vessel should be Classed 100A "Barge for being towed" Without freeboard as condition of class. Committee's Minute 100A - Steel Barge for being towed. Beams & Keelsons Iron. 1 dk (Iron). 0271