

## Sailing Vessel.

## IRON OR STEEL SAILING SHIP.

No. 2562  
MUN 5-JUN 1899

Port of

Date of completion of Report

Received at London Office

Survey held at

Date of First Survey

Last Survey

1899

On the

Tonnage under  
Tonnage Deck

ONE OR TWO DECKED VESSEL.

CLASS 100 H

Rig 4 masted barquentine

Master J. W. McCully

Year of Appointment

(1) As master in service of  
owner of present vessel: 1899  
(2) As master of this  
vessel: 1899

Built at Stavanger

When built 1894 Launched

By whom built Höber &amp; Søn

Owners William L. Lovitt

Managers

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

Residence

Parrmouth - Nova Scotia

Port belonging to

London

If Surveyed while Building, Afloat, or in Dry Dock

Length on deck	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH—	Feet.	Inches.	No. of Decks with Flat laid
per rule	181	5	Moulded	30	3	Top of Floors to Upper Deck Beams	13	9	one
Dimensions of Ship per Register, Length, 196.1 breadth, 30.4 depth, 13.6						Moulded depth, ft. 14 in. 6			Round up of Beam 7½ ins.

FORGINGS AND CASTINGS.	Inches in Ship.	Inches per Rule. Or as Approved.	KEELSONS AND STRINGERS.	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule. Or as Approved.	20ths per Rule Or as Approved.
L, Bar or Side Plates, depth and thickness	7½ x 2½	7½ x 2	CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate	12½	x	9	12½	x
M, moulding and thickness	6¾ x 2	6¾ x 2	" Rider Plate	8½	x	9	8½	x
BN-POST, do. do.	6¾ x 4	6¾ x 2	" Bulb Plate to Intercoastal Keelson	✓				
N-PIECE of RUDDER, diameter at head	4½	4½	" Horizontal Plates above floors	✓				
" " " at heel	2½	2½	" Angles	4	3	6	4	3
DER, how constructed	Iron frame - plated		SIDE KEELSON, Angles	4	3	6	4	3
the Rudder be unshipped afloat?	Yes		" Bulb or Plate above floors for lng.	✓				
			" Intercoastal Plate for length	✓				
			" Attached to outside Plating with Angle	✓				
			BILGE KEELSON, Angle	4	3	6	4	3
			" Bulb above floors for half length	7½	x	7	7½	x
			" Intercoastal Plates for length	✓				
			" Attached to outside Plating with Angle	✓				
			BILGE STRINGER, Angles	4	3	6	4	3
			" Bulb Plate for length	✓				
			" Intercoastal Plates for length	✓				
			" Attached to outside Plating with Angle	✓				
			SIDE STRINGER, Angles	4	3	6	4	3
			" Bulb Plate for length	✓				
			" Intercoastal Plate for whole len.	12	x	7	12	x
			" Attached to outside Plating with Angle	3	3	6	3	3
			UPPER SIDE STRINGER, Angles	6	4	7	6	4
			" Bulb Plate for length	✓				
			" Intercoastal Plate for len.	✓				
			" Attached to outside Plating with Angle	✓				
			Main Deck Stringer Plate, breadth and thickness	38	9	36	9	
			" Angle on ditto	4, 3½	7	4, 3½	7	
			" Tie Plates fore and aft, outside Hatchways	8	8	9	8	
			" Diagonal Tie Plates, No. of Prs.	4	10, 12	8	9	
			" Main Dk. Iron or Steel for len.	3½		3½		
			" Wood Deck, Material & thickness	aga 7½				
			Lower Deck Stringer Plate, breadth and thickness	38	9	36	9	
			Is the Stringer Plate attached to the Outside Plating?	✓				
			" Angles on ditto, No.	✓				
			" Tie Plates, outside Hatchways	✓				
			" Diagonal Tie Plates, No. of Prs.	✓				
			" Deck, Material & thickness	✓				
			Hold Stringer Plate	✓				
			Is the Stringer Plate attached to the Outside Plating?	✓				
			" Angles on ditto, No.	✓				
			Poop Deck Stringer Plate, breadth & thickness	✓				
			" Angle on ditto	✓				
			" Tie Plates	✓				
			" Deck, Material and thickness	✓				
			Bridge Deck Stringer Plate, breadth & thickness	✓				
			" Angle on ditto	✓				
			" Tie Plates	✓				
			" Deck, Material and thickness	✓				
			Forecastle Deck Stringer Plate, b'dth & thkns	24	6	open	24	6
			" Angle on ditto	3, 3	6	for	3, 3	6
			" Tie Plates	✓				
			" Deck, Material and thickness	7 in	3	Plated at the middle	7 in	3
			* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.					
			BULKHEADS.	Number.	Thickness.	STIFFENERS.	Single or Double Frames.	Height up.
				In Vessel.	Per Rule.	Horizontal.	Vertical.	
						Inches.	Inches.	
			W. T. BULKHEADS	1	1	6 to 5	7½ x 7	3½, 3, 6
			PARTITION	✓				29
			Are the outside Plates doubled two spaces of Frames in length?					



[illegible]

FRAMES extend in one length from keel to gunwale  
 REVERSED FRAMES on floors and frames extend from the middle line to side stringer and to gunwale altern

MASTS, &c.		MATERIAL	Length.	DIAMETER AND THICKNESS AT—				ANGLES.		RIVETING.		MATERIAL.	SHROUDS.		STAYS.	
				Partners.	Heel.	Hounds.	Head.	No. of Plates in Round.	Number.	Size.	Seams.	Butts.	No.	Size.	No.	
			Feet. Ins.	Ins.	Ins.	Ins.	Ins.	No.	No.	Inches.				Ins.		
LOWER MASTS	Fore	Steel	62-0	21 x 7/20	18 1/2, 3/20	17 1/2, 3/20	6/20	2	3	3 1/2, 3, 7/20	Single	Trickle & drift	Steel wire	5	3	4
	Main	"	71-4	21, 1/20	20, 6/20	16 1/2, 9/20	6/20	50	50	50	50	50	"	4	3	
	Mizen	"	71-9	21, 1/20	19 1/2, 3/20	16 1/2, 9/20	6/20	50	50	50	50	50	"	4	3	2
	Jigger	"	71-10	21, 1/20	19 1/2, 3/20	16 1/2, 9/20	6/20	50	50	50	50	50	"	4	3	2
BOWSPRIT		"	48-4	24, 1/20	21, 1/20	-	9/20 and	50	50	3, 3, 7/20	50	50				
TOPMASTS	Fore	Wood														
	Main															
	Mizen															
	Jigger															
YARDS.		Fore	Steel	61-4	At Centre	16, 1/20	At Ends	3/16	2	"	"	Single	Trickle & top	QUALITY.	Good	
LOWER YARDS	Main	Wood		"		"										
	Crossjack	"		"		"										
	Jigger	"		"		"										
TOPSAIL YARDS.	FORE	Lower	Steel	56-6	"	13 1/2, 5/20	"	3/16	2	"	"	Single	Trickle & top			
	MAIN	Upper	"	"	"	"	"									
		Lower	"	"	"	"	"									
		Upper	"	"	"	"	"									
	MIZEN	Lower	"	"	"	"	"									
		Upper	"	"	"	"	"									
		Lower	"	"	"	"	"									
JIGGER	Upper	"	"	"	"	"										
Remainder of Spars.		Wood														

CHAIN CABLES.								HAWERS AND WARPS						
Number of Certificates.	Fathoms.	Size.	Test per Certificate. Tons.		WEIGHT OF CHAIN CABLE.		Description.	Makers of Cables.	When and where tested, and Superintending.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms Size of
			Supplied.	Per Rule.	Fathoms and Size Per Rule.									
<i>10569</i> ✕	<i>240</i>	<i>1 7/16</i>	<i>37 5/8</i>	<i>53 5/8</i>	<i>252-2 5/8</i>	<i>254-0-10</i>	<i>240-1 7/8</i>	<i>Standard Patent Cable Co.</i>	<i>R.I.C. Sunderland,</i> <i>S. Nelson &amp; Esq.</i> <i>18-9-93</i>	TOWLINE	<i>75</i>	<i>3 1/2</i>	<i>75</i>	
										HAWSER	<i>90</i>	<i>7</i>	<i>90</i>	
Iron Stream Chain or Steel Wire	<i>60</i>	<i>3"</i>					<i>60-13/16</i>	<i>3" Standard</i>		WARP	<i>90</i>	<i>4</i>		

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

**Workmanship.** Are the butts of plating planed or otherwise fitted? *Planed*  
the riveted work properly closed? *Yes*  
the liners between the frames and plates solid single pieces? *Yes*  
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*  
the butts of Plating, Stringers, &c., properly shifted and strapped or lapped? *Yes*

**General Remarks** (State quality of workmanship, &c.) *Good.*  
Vessel placed in dry dock, bottom and keel examined scaled & painted. Hold & peak cleared scaled & painted. The whole of the close ceiling removed & the floors rescaled & cement washed, ceiling relaid & partial being renewed. Chain cables ranged. Muddlers, steering gear and pumps examined & found in good condition. The damage to the deck and beams caused by the explosion of coal gas at Cardiff have been efficiently repaired. A few rivets have been removed from various parts and their quality and the character of the counter-sinking & workmanship found to be good.  
The vessel is now in good condition and eligible in our opinion to be classed 100 H.  
The approved drawings of the midship section, profile & plan are forwarded herewith.

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop. ☒ ft., R Q.D. or Break. ☒ ft., Bridge Dk. ☒ ft., F'castle ☒ 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) *one wood deck - one tier of beams*

Amount of Entry Fee . . . . £ 3 : Fees applied for, . . . . 18  
 Special Survey Fee . . . £ 2 : Received by me, . . . 18  
 Travelling Expenses, if any £ 0 : 13 11 7 5 18 98 99  
 In my opinion this Vessel should be Classed 100 # Steel - one str  
 With, or without Freeboard, as condition of Class ✓  
 Certificate to be sent to This office  
 J. Scudlard M. Mathews  
 Surveyors to Lloyd's Register of British and Foreign Shipping.

Committee's Minute  
Character assigned

TUES. 6 JUN 1899  
1000 - shul

J. P. H. 1. 99  
wise In H. V.

TUES. 13 JUN 1899