

# IRON OR STEEL SHIP.

(Received at London Office)

MON 29 APRIL 1889

No. 3168 Survey held at Hayle Date of writing Report 27 April Port of Walmouth Date, First Survey 29 Sept. Last Survey 13 April 1889

On the Steel Screw Steamer "Syonnesse" Rig Schooner Master R. Hooper

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

Built at Hayle When built 1889 Launched Feb 2/89

By whom built Harvey & Co Ltd Owners West Cornwall Steamship Co Ltd

Managers J. Banfield (If desired to be entered in Reg. Book.) Residence Penzance

Port belonging to Penzance Destined Voyage Coasting from Port of Spain

If Surveyed while Building, Afloat, or in Dry Dock.

ONE, OR TWO-DECKED, THREE-DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.

Half Breadth (moulded) 12.5 Depth from upper part of Keel to top of Upper Deck Beams 11.5

Girth of Half Midship Frame (as per Rule) 20.916 1st Number 144.916

1st Number, if a 3-Decked Vessel deduct 7 feet 1st Number 137.916

Length 169 2nd Number 590.800

Proportions Breadths to Length 6.7 Depths to Length Upper Deck to Keel 14.7

Main Deck ditto

LENGTH on deck as per Rule 169 BREADTH Moulded 25.0 DEPTH top of Floors to Upper Deck Beams 10.6 1/2

Power of Engines 140 Horse. No. of Decks with flat laid One No. of Tiers of Beams One

Dimensions of Ship per Register, length, 170 breadth, 25.13 depth, 10.4

KEEL, depth and thickness 7/4 x 1 7/8 STEEL, moulding and thickness 6 1/2 x 1 7/8

STERN-POST for Rudder do. 6 1/2 x 3 3/4 STERN-POST for Propeller 6 1/2 x 3 3/4

Distance of Frames from moulding edge to moulding edge, all fore and aft 21 (Class 100A)

FRAMES, Angle Iron, for 1/2 length amidships Do. for 1/4 at each end 3 2 1/2 5 3 2 1/2 5

REVERSED FRAMES, Angle Iron 3 1/2 2 1/2 4 2 1/2 2 1/2 4

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 12 1/2 6 7/8 12 1/2 x 6 7/8

thickness at the ends of vessel 5 5 5 5

depth at 3/4 the half-bdth. as per Rule 7 1/4 6 3/4

height extended at the Bilges 25 1/2 25

BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper Edge Average space 42 42

BEAMS, Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper Edge Average space 42 42

BEAMS, Hold, or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper Edge Average space 42 42

KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates 11 2 9 11 2 9

Rider Plate 7 9 7 9

Bulb Plate to Intercoastal Keelson Angle Irons 3 1/2 3 6 3 1/2 3 6

Double Angle Iron Side Keelson 3 1/2 3 6 3 1/2 3 6

Side Intercoastal Plate Bulb Angle Irons 3 1/2 3 6 3 1/2 3 6

Attached to outside plating with angle iron

BILGE Angle Irons 3 1/2 3 6 3 1/2 3 6

do. Bulb Iron 6 6 6 6

do. Intercoastal plates riveted to plating for length 6 6

BILGE STRINGER Angle Irons 3 1/2 3 6 3 1/2 3 6

Intercoastal plates riveted to plating for 1/2 length 6 6

SIDE STRINGER Angle Irons 3 1/2 3 6 3 1/2 3 6

The FRAMES extend in one length from Gunwale to Gunwale

The REVERSED ANGLE IRONS on floors and frames extend across middle line to Gunwale

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 1 in. diameter, averaging 5 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 25 ins. from centre to centre.

Butts of Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/16 thicker than the plates they connect.

Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 3 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 25 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 whole length amidships. Butts of Upper or Spar Sheerstrake, treble riveted for whole length amidships.

Butts of Main Stringer Plate, treble riveted for whole length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for whole length amidships.

Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 2 1/2

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? No. of Breasthooks, 3 Crutches, 3

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

Manufacturer's name or trade mark, Barrow Hematite Steel Company Ltd

The above is a correct description

Build's Signature, Henry Warren Surveyor's Signature, J. H. Landre

Ship Builder, J. H. Landre Surveyor to Lloyd's Register of British and Foreign Shipping

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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? *No*

Masts, Bowsprit, Yards, &c., are *Wood* in *Good* condition, and sufficient in size and length. If of Iron or Steel give scantlings and if stamped with Maker's name.  
State also Length and Diameter of Lower Masts and Bowsprit *Fore Mast 53 ft. from keel to bands (Kole Mast) 13 1/2 at Partners Main Mast 53 ft.*  
*" 4 13 "*

Number for Equip-ment, 8389 Letter for do. <i>G</i>	CABLES, &c.			Test per Certificate, Tons.	Fathoms & Inches per Rule.	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS. Number of Certificate (State if any and which Anchors are Stockless.)	Weight, Ex. Stock.	Test per Certificate	W't req'd per Rule.	Machine where Tested and Superintendent, also Name of Anchor Maker.
	Number of Certificate.	Fathoms.	Inches.								
N. SAILS.	17563	90	1 1/16	30.8.00	165	<i>Lloyds Patent</i>	109.64	10.2.7	12.10.3.21	10.1.7	<i>Lloyds Patent</i>
/ Fore Sails,	17562	74	1 1/16	20.6.00		<i>Lloyds Patent</i>	109.65	10.1.14	12.2.0.21	10.1.7	<i>Lloyds Patent</i>
/ Fore Top Sails,						<i>As approved</i>	109.76	9.2.21	11.15.2.14	8.3.0	<i>As approved</i>
/ Fore Topmast Stay Sails,						<i>As approved</i>					<i>As approved</i>
/ Main Sails,						<i>As approved</i>					<i>As approved</i>
/ Main Top Sails, and quality <i>Good</i>						<i>As approved</i>					<i>As approved</i>
Iron Steam Chain or Steel Wire ...											
Hempen Str'm Cable ...											
TOWLINE—Hemp or Steel Wire.											
Hawser											
Warp											

Standing and Running Rigging *Wire & Manilla* sufficient in size and *Good* in quality. She has *one* Long Boat and *6* jolly boats.  
The Windlass is *Iron* *Good* Capstan — and Rudder *Good* Pumps *Good*

Engine Room Skylights.—How constructed? *Iron with leaded glass* How secured in ordinary weather? *Shrub screws*

What arrangements for deadlights in bad weather? *Bulls eyes*

Coal Bunker Openings.—How constructed? *Cast iron* How are lids secured? *by bars* Height above deck? *4"*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Three on each side on the fore side of the bridge & two on each side in the passage way on each side, viz 2.3 x 18" & 2.0 x 2.8*

Cargo Hatchways.—How formed? *Plates & angles* Hatches, If strong and efficient? *Yes Solid*

State size Main Hatch Fore hatch *10.6 x 7. x 1.9* Quarter hatch *5.4 x 5.6 x 1.9*

If of extraordinary size, state how framed and secured.... *One fore & after to the fore hatch.* What arrangement for shifting beams?

Order for Special Survey No. *113* Date *Sept 6/88*

Order for Ordinary Survey No. — Date —

No. *45* in builder's yard.

State dates of letters respecting this case *Aug 16/88, Oct 22/88, Sept 17. 19, Nov 8/88.*

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

*This vessel is built in accordance with the annexed drawings and in all other respects as required by the Rules for Steel vessels. The ballast tank has been tested by a head of water to the deep load line and found in a good condition.*

*Sir*

*I beg to inform you the Freeboard assigned to the vessel by the Committee on the 15<sup>th</sup> April, Freeboard report No 3163—*

*And to state that the said Freeboard was in Winter*

*1.2, in Summer 1.1 from top of wood deck and the fresh water*

*line above centre of die 2 1/2 is now satisfactorily marked*

*on the vessel side.*

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