

IRON OR STEEL SHIP.

(Received at London Office,

THURS 5th 1889

Date of writing Report 30th November

Port of

Palmouth

Date, First Survey 21 Feb.

Last Survey 28th November 1889

No. 3220 Survey held at

Hayle

On the Iron Screw Lug Advance

Rig Schooner

Master not appointed

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

Built at Hayle Cornwall

When built 1889 Launched 11/2/89

By whom built Harvey & Co.

Owners Mr. J. Constant London

Managers

(If desired to be entered in Reg. Book.)

Residence

Port belonging to London

Destined Voyage Bristol

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

TONNAGE under Tonnage Deck 153.78
between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk.
Total under Upper Dk.
of Poop
of Raised Qr. Dk. or Break
of Bridge House
of Houses on Deck
of excess of Hatchways
of Forecastle
Gross Tonnage 153.78
less Crew Space
less Engine Room
less Register Tonnage as cut on Beam 21.19

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

Half Breadth (moulded) 10.45
Depth from upper part of Keel to top of Upper Deck Beams 12.66
Girth of Half Midship Frame (as per Rule) 19.62
1st Number 42.73
1st Number, if a 3-Decked Vessel deduct 7 feet
Length 99
2nd Number 4230
Proportions— Breadths to Length 4.76
Depths to Length—Upper Deck to Keel 7.8
Main Deck ditto

LENGTH on deck as per Rule 99 0 Breadth Moulded 20 11 DEPTH top of Floors to Upper Deck Beams 11 8 Power of Engines 11 8
Dimensions of Ship per Register, length, 100.0 breadth, 21.7 depth, 11.42 Moulded depth 12.2

	Inches in Ship	Inches per Rule		Inches in Ship	Inches per Rule
KEEL, depth and thickness	6 3/4 x 1 1/4	6 3/4 x 1 1/4	PLATES in Garboard Strakes, br'dth & thickness	30	7 30 7
STEM, moulding and thickness	6 x 1 1/4	6 x 1 1/4	From Garboard to upper part of Bilges	6	6
STERN-POST for Rudder do. do.	6 x 2 1/2	6 x 2 1/2	Of d'bling at Bilge, or increased thickness, and length applied	6	6
" for Propeller	6 x 2 1/2	6 x 2 1/2	From up. prt of Bilge to l. edge of Sh'rstrake	30	7 30 7
Distance of Frames from moulding edge to moulding edge, all fore and aft	20 apart	20	Main Sheerstrake, breadth and thickness	30	7 30 7
FRAMES, Angle Iron, for 1/2 length amidships	3 2 1/2 5	3 2 1/2 5	Of d'bling at Sh'rk & lng. applied		
Do. for 1/2 at each end	3 2 1/2 5	3 2 1/2 5	From M'n. to Up. or Spar Dk. Sh'rstrake		
REVERSED FRAMES, Angle Iron	2 1/2 2 1/2 4 2 1/2 2 1/2 4	2 1/2 2 1/2 4 2 1/2 2 1/2 4	Up. or Spar Dk. Sh'rstrake, br'dth & thickness		
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	12 6 7 12 6 7	12 6 7 12 6 7	Butt Straps to outside plating, breadth & thickness	8 9 1/4 8 7 6 9 1/4 8 7 6	
thickness at the ends of vessel	6	6	Lengths of Plating	Lower frame space	
depth at 3/4 the half-bdth. as per Rule	6	6	Shifts of Plating, and Stringers	Lower frame space & above	
height extended at the Bilges	27	27	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	26 6 23 6	
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper edge			Angle Iron on ditto	3 x 3 x 6 3 x 3 6	
Average space	5 1/2 3 7 5 1/2 3 7	5 1/2 3 7 5 1/2 3 7	Tie Plates fore and aft, outside Hatchways	7 6 7 6	
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge			Diagonal Tie Plates on Beams No. of Pairs		
Average space	40	40	Flat of Up., Spar, or Awning Dk.	3' pine	
BEAMS, Lower Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge			How fastened to Beams	Butt & screw bolts	
Average space			Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	26 6 23 6	
BEAMS, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge			Is the Stringer Plate attached to the outside plating?	inserted above	
Average space			Angle Irons on ditto, No. of	2 x 3 6 3 x 3 6	
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	12 7 12 7	12 7 12 7	Tie Plates, outside Hatchways		
" Rider Plate	24 7 24 7	24 7 24 7	Diagonal Tie Plates on Beams, No. of pairs		
" Bulb Plate to Intercoastal Keelson	3 3 6 3 3 6	3 3 6 3 3 6	Flat of Middle Deck do. do.		
" Angle Irons	3 3 6 3 3 6	3 3 6 3 3 6	How fastened to Beams		
" Double Angle Iron Side Keelson	3 3 6 3 3 6	3 3 6 3 3 6	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams		
" Side Intercoastal Plate	3 3 6 3 3 6	3 3 6 3 3 6	Is the Stringer Plate attached to the outside plating?		
" do. Angle Irons	3 3 6 3 3 6	3 3 6 3 3 6	Angle Irons on ditto, No.		
" Attached to outside plating with angle iron	3 3 6 3 3 6	3 3 6 3 3 6	Stringer or Tie Plates, outside Hatchways		
BILGE Angle Irons	3 3 6 3 3 6	3 3 6 3 3 6	Flat of Lower Deck		
" do. Bulb Iron					
" do. Intercoastal plates riveted to plating for length					
BILGE STRINGER Angle Irons	3 3 6 3 3 6	3 3 6 3 3 6			
" Intercoastal plates riveted to plating for length					
SIDE STRINGER Angle Irons	3 3 6 3 3 6	3 3 6 3 3 6			

The FRAMES extend in one length from Centre line top of Keel to Stringer plate Riveted through plates with 3/4 in. Rivets, about 6" apart.
The REVERSED ANGLE IRONS on floors and frames extend from middle line to Side stringer and to alternately
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 7/8 in. diameter, averaging 4 3/8 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 1/2 ins. from centre to centre.
Butts from Keel to turn of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter averaging 3 1/2 ins. from centre to centre.
Butts of one Strakes at Bilge for half 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 3/8 in. diameter, averaging 2 1/2 ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked clencher, double riveted; with rivets 3/8 in. diameter, averaging 2 1/2 ins. from cr. to cr.
Edges of Main Sheerstrake, double or single riveted.
Butts of Main Sheerstrake, double riveted for half length amidships.
Butts of Main Stringer Plate, treble riveted for 1/2 length amidships.
Breadth of laps of plating in double riveting 4 1/4 x 1/4 Breadth of laps of plating in single riveting 2 1/2 x 2 1/4
No. of Breasthooks, 3 Crutches, 1
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Yes
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? The Bousfield Iron
Manufacturer's name or trade mark, Geo (Lind)
The above is a correct description.
Builder's Signature, Henry J. Warren Ship Builder Surveyor's Signature, J. H. Handley
Surveyor to Lloyd's Register of British and Foreign Shipping.

State clearly where plating is of alternate thicknesses as distinguished from diminished thickness at ends of vessel.

* If Iron Deck, state if whole or part, and if wood deck

FAL 135-0031

Masts, Bowsprit, Yards, &c., are Wood in Good condition, and sufficient in size and length. If of Iron or Steel give Scantlings of Plating, Angle Irons, &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 length of Mast from deck to Sound 19-6 x 4 1/4

Standing and Running Riggers *Wire Manila* sufficient in size and *Good* in quality. She has *one* Long Boat and
The Windlass is *Iron* Capstan *—* and Rudder *Iron* Pumps *Brass*
Engine Room Skylights.—How constructed? *Iron & lead flaps* How secured in ordinary weather? *by thumb screws*
What arrangements for deadlights in bad weather? *bullseyes*
Coal Bunker Openings.—How constructed? *Iron* How are lids secured? *by bars* Height above deck? *flush*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Three wash ports on each side 24" x 24"*
and four scuppers each side.
Cargo Hatchways.—How formed? *—*
State size Main Hatch *—* Forehatch *—* Hatches, If strong and efficient? *—*
of extraordinary size, state }
how framed and secured.... } Quarterhatch *—*
What arrangement for shifting beams? *—*

General Remarks (State quality of workmanship, &c.) Good
This vessel is built in accordance with the Rules and the
annexed Drawings, and she is to proceed to Bristol to receive
her Boiler & Engine. The Board of Trade surveyor has not completed
the measurements of tonnage & will forward it when I get it.
I am of opinion she is worthy the favourable consideration
of the Committee to class 100 A.

The amount of the Entry Fee£ 1 : 0 : 0 is received by me, } L.H.
Special£ 7 : 13 : 2 Oct. 1889 }
(to be sent as per margin). Certificate ... : 2 : 6 £10 = 12 = 6
(Travelling Expenses, if any, £ 1.10.0).
Committee's Minutes

TUES 22 JULY 1889

T. H. Landry
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute
Character assigned 100A1 For Eng Purposes only
Larsen + Lm 7/90
It is submitted that this vessel appears eligible to be classed "100.A.1." For Eng Purposes only as recommended.