

IRON OR STEEL SHIP.

(Received at London Office)

No. 3221 Survey held at Falmouth Date of writing Report Falmouth Port of porten to Oct
On the Steel Screw Steamer "Narciso Deulofeu" Rig Schooner Date, First Survey 26 Jan 1889 Last Survey Oct 3 1889 18 89

TONNAGE under Tonnage Deck } 120.81
Do. between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk. }
Total under Upper Dk.
Do. of Poop
Do. of Raised Qr. }
Do. of Break }
Do. of Bridge House }
Do. of Houses on Deck }
Do. of excess of Hatchways }
Do. of Forecastle }
Gross Tonnage 131.47
Less Crew Space
Less Engine Room }
Register Tonnage } 59.14
as out on Beam }

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

Half Breadth (moulded) 9.25
Depth from upper part of Keel to top of Upper Deck Beams 11.00
Girth of Half Midship Frame (as per Rule) 17.58
1st Number 37.83
1st Number, if a 3-Decked Vessel . . deduct 7 feet
Length 105.0
2nd Number 3972
Proportions—Breadth to Length 5.67
Depths to Length—Upper Deck to Keel 9.54
Main Deck ditto

Master Cause
Year of appointment (1) As master in service of owner of present vessel:—18
(2) As master of this vessel:—18
Built at Falmouth
When built 1889 **Launched** 14 August
By whom built Messrs Cox & Co
Owners Richard Arthur Bartlett Esq
Managers J. H. Fletcher Esq
(If desired to be entered in Reg. Book.)
Residence Liverpool
Port belonging to Liverpool
Destined Voyage Havana
If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule . . . 105.0 **BREADTH**—Moulded . . . 18.6 **DEPTH** top of Floors to Upper Deck Beams . . . 11.0
Do. do. Main Deck Beams . . . 9.25
Dimensions of Ship per Register, length, 106.2 breadth, 18.6 depth, 9.25
Moulded depth 10.5

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL , depth and thickness	7 x 1 1/4	7 x 1 1/4	PLATES in Garboard Strakes, br'dth & thickness . . .	36	12/32	50	12/32				
STEM , moulding and thickness	6 x 1 1/4	6 x 1 1/4	„ From Garboard to upper part of Bilges . . .	10/32		10/32					
STERN-POST for Rudder do. do.	6 1/2 x 2 3/4	6 x 2 1/2	„ Of d'ble at Bilge, or increased thickness, and length applied . . .								
„ „ for Propeller			„ From up. prt of Bilge to l. edge of Sh'rstrake . . .	10/32		10/32					
Distance of Frames from moulding edge to moulding edge, all fore and aft	20	20	„ Main Sheerstrake, breadth and thickness	39	12	189	12				
FRAMES , Angle Iron, for 2/3 length amidships . . .	3 2 1/2	8/32	„ Of d'ble at Sh'rtk. & lng. applied . . .								
Do. for 1/3 at each end	3 2 1/2	8	„ From M'n. to Up. or Spar Dk Sh'rstrake . . .								
REVERSED FRAMES , Angle Iron	2 1/2	2 1/2	„ Up. or Spar Dk Sh'rstrake, br'dth & thickn's . . .								
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships . . .	1 1/2	5/16	„ Butt Straps to outside plating, breadth & thickness . . .	8 3/4	8	9-10-12-14	32				
„ thickness at the ends of vessel	6	5/16	Lengths of Plating								
„ depth at 3/4 the half-bdth. as per Rule . . .	6	5/16	Shifts of Plating, and Stringers								
„ height extended at the Bilges	23	23	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness . . .	36	5/16	20	6/16				
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 . . .	5 3 7/16	5 3 7/16	Angle Iron on ditto	34 3	10/32	34 3	10/32				
Average space	40	40	Tie Plates fore and aft, outside Hatchways . . .	7	6/16	7	6/16				
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			Flat of Up., Spar, or Awning Dk.								
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								
Average space			Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness . . .								
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? . . .								
Average space			Angle Irons on ditto, No.								
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates . . .	8 1/2	7 1/2	Tie Plates, outside Hatchways								
„ Rider Plate	6 1/2	7	Diagonal Tie Plates on Beams, No. of pairs . . .								
„ Bulb Plate to Intercoastal Keelson . . .			Flat of Middle Deck* do do								
„ Angle Irons	3	3	How fastened to Beams								
„ Double Angle Iron Side Keelson . . .			Stringer Plates on ends of Lower Deck, Hold or Orlop Beams								
„ Side Intercoastal Plate			Is the Stringer Plate attached to the outside plating? . . .								
„ do. Angle Irons			Angle Irons on ditto, No.								
„ Attached to outside plating with angle iron . . .			Stringer or Tie Plates, outside Hatchways . . .								
BILGE Angle Irons			Flat of Lower Deck*								
„ do. Bulb Iron			Coiling betwixt Decks, thickness and material . . .								
„ do. Intercoastal plates riveted to plating for length . . .			„ in hold do. do.								
BILGE STRINGER Angle Irons	3	3	Main piece of Rudder, diameter at head . . .	3 3/4		3 1/2					
„ Intercoastal plates riveted to plating for length . . .			„ do. at heel	2 1/8		2					
SIDE STRINGER Angle Irons	3	3	Can the Rudder be unshipped afloat? . . .	Yes							

The **FRAMES** extend in one length from Keel to main to deck stringer Riveted through plates with 7/8 in. Rivets, about 5 apart.
The **REVERSED ANGLE IRONS** on floors and frames extend across middle line to upper turn of bilge 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 13/16 in. diameter, averaging 4 ins. from centre to centre.
„ **Edges of Garboards**, and to upper part of Bilge, worked clencher, double riveted; with rivets 1/2 in. diameter, averaging 2 1/4 ins. from centre to centre.
„ **Butts from Keel to turn of Bilge**, worked carvel, double riveted; with rivets 1/2 in. diameter averaging 2 1/2 x 2 1/4 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 5/8 in. diameter, averaging 2 1/4 ins. from cr. to cr.
„ **Butts from Bilge to Main Sheerstrake**, worked carvel, double riveted; with rivets 5/8 in. diameter, averaging 2 1/4 ins. from cr. to cr.
„ **Edges of Main Sheerstrake**, double or single riveted. Upper Sheerstrake, double or single riveted.
„ **Butts of Main Sheerstrake**, double riveted for whole length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.
„ **Butts of Main Stringer Plate**, double riveted for whole length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.
„ Breadth of laps of plating in double riveting 4 1/8 Breadth of laps of plating in single riveting 2 1/4
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? No. of Breasthooks, two Crutches, two
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Steel and Iron from
Manufacturer's name or trade mark, Douglas Iron Co.
The above is a correct description.
Builder's Signature, Cox & Co Surveyor's Signature, J. H. Sandry
Surveyor to Lloyd's Register of British and Foreign Shipping.

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 *good wood in frequently* 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 *Wood!*

Number for Equip- ment	Letter for do.	CABLES, &c.			Test per Certificate.	Fathoms & Inches per Rule.	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS.	Weight. Ex. Stock.	Test per Certificate	Weight req'd per Rule.	Machine where Tested and Superintendent, also Name of Anchor Maker.
		Number of Certificate.	Fathoms.	Inches.				Number of Certificate (State if any and which Anchors are Stockless.)				
N ^o .	SAILS.											
	Fore Sails,	<i>Not taken.</i>	<i>60</i>	<i>3/4</i>	<i>15 1/8 18 1/8 120 1/8</i>			<i>25 1/4 4 1/2</i>	<i>5 1/2 18 1/8 7 1/2 14 1/2</i>			
	Fore Top Sails,	<i>45</i>	<i>11/16</i>		<i>12 3/4 7 8 1/2</i>			<i>25 1/4 4 1/2</i>	<i>3 1/2 11 6 0 3 21 4 1</i>			<i>Lloyd's Prov. House Reberton</i>
	Fore Topmast Stay Sails,	<i>Lloyd's Prov. House Reberton</i>										<i>D. J. Lewis</i>
	Main Sails,	Iron Steam Chain or Steel Wire ..	<i>45</i>	<i>9/16</i>	<i>1 1/2 7 3 3/4 45 9/16</i>	<i>D. J. Lewis</i>						
	Main Top Sails, and quality	Hempen Str'm Cable						Collective Weights	<i>8 3 1</i>		<i>8 1/2</i>	
		TOWLINE—Hemp or Steel Wire.	<i>75</i>	<i>12</i>				Stream	<i>1 3 4</i>		<i>1 1/4</i>	
		Hawser	<i>Steel rope</i>		<i>90 fathoms 3 1/2 peak chain 26 tons</i>			Kedge	<i>2 24</i>		<i>1/2</i>	
		Warp	<i>45</i>	<i>4</i>		<i>90 x 4</i>		2nd Kedge				

Standing and Running Rigging *pure hemp* sufficient in size and *good* in quality. She has *Live* Long Boat and —
The Windlass is *iron* Capstan — and Rudder *Good* Pumps *Good*
Engine Room Skylights.—How constructed? *Leak* How secured in ordinary weather? *thumb screws*
What arrangements for deadlights in bad weather? *Bull's eyes*
Coal Bunker Openings.—How constructed? *Iron casing* How are lids secured? *Bars* Height above deck? *14 above deck*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Side scupper and right wash port on the both sides.*
Cargo Hatchways.—How formed? — Hatches, If strong and efficient? —
State size Main Hatch — Forehatch — Quarterhatch —
If of extraordinary size, state how framed and secured What arrangement for shifting beams? —

Order for Special Survey No. *116* Date *15 Nov 1888*
Order for Ordinary Survey No. — Date —
No. *28* in builder's yard. DATES of Surveys held while building as per Section 18.
1st. On the several parts of the frame, when in place, and before the plating was wrought *Jan 26/89 Feb 6, 20, 27, March 3, 20, 26 April 11, 24*
2nd. On the plating during the process of riveting *30, May 16, 21, 30, June 6, 27, 28, July 9, 18, 19, 30*
3rd. When the beams were in and fastened, and before the decks were laid *Aug 2, Sept 4, 9, 17, 26,*
4th. When the ship was complete, and before the plating was finally coated or cemented...
5th. After the ship was launched and equipped *Oct 3rd*
Total No. of Visits *26*
State dates of letters respecting this case *19 Nov 20 Nov.*

General Remarks (State quality of workmanship, &c.) *Good.*
This vessel is well built in accordance with the annexed tracings, and in all respects as required by the Rules, with the exception of one of the cables, which is supplied 45 fathoms of 11/16 cable instead of 60 fathoms of 12/16. I measured the cable and found them full 11/16 slightly less 12/16. Attached is a letter received from Mr. Cox the builder. It was ordered in a mistake in consequence of the change of Managers. Since the steel wire rope the certificate of which was supplied breaky chain 26 tons will meet the require ments. The tip of the fore peak tank and fuel tank have been strengthened by angle iron to my satisfaction.

How are the surfaces preserved from oxidation? Inside *Cement & paint* Outside *Paint*

Particulars for Record in R.B.—Length of Poop — ft., R.Q.D. — ft., Bridge Dk., — ft., F'castle — ft.; No. of Dks. (excluding spar, awn., &c.) —
Material of dks. — If spar, awn. dk., &c. — Material of spar, awn. dk., &c. — ; No. of tiers of beams (with and without dks. laid) —
Official No. — ; Signal Letters — If double bottom, state particulars on separate form.

I am of opinion this Vessel should be Classed *100 A1*

The amount of the Entry Fee£ 1 : 0 : 0 is received by me, *20s*

Special£ 6 : 11 : 7 Oct 1889 *FRIDAY 18 OCT 1889*

(To be sent as per margin.) Certificate ... : 2 : 6

Committee's Minute *FRIDAY 11 OCT 1889*

Character assigned *100 A1 Steel Floors Beams*

+ Lamb 10/89 Keelsons & Stringers Iron

L a r p To be classed 100

as stated g.c. 24/10/89 - 100

100 A1 Steel Floors Beams

Keelsons & Stringers Iron

No. 3
No. in
Reg. Book.
Master
Engines m
Boilers m
Nomin
Registered
ENGINE
Description
Diameter of
Diameter of
Diameter of
No. of Fee
No. of Bilg
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Are all the
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Are all con
Are they fix
Are they eac
What pipes
Are all pip
Are the pip
When were
Is the screw
BOILER
Number of
Working P
Description
Can each bo
No. of squa
Area of eac
Are they fitt
Length of bo
Dia eter of
Per centage o
Size of com
Outside diam
Greatest leng
Pitch of stay
rules / 2
Pitch of stay
smallest p
Greatest pite
plates, fro
Diameter of
Pitch of rice
Distance betu