

1 or 2 Decks.

IRON OR STEEL STEAMER.

Received at London Office, MON. 5 SEP 1892

3653

State if Report is also sent on the Machinery of the Vessel

Date of completion of Report 3rd September

Port of

Palmouth

No. 3653 Survey held at

Hayle

Date, First Survey 17 Feb

Last Survey 30th August 1892

On the

Screw Steamer "Colney"

Rig Schooner

Master Not Known

Year of appointment

(1) As master in service of owner of present vessel - 18
(2) As master of this vessel - 19

Built at Hayle

When built 1892 Launched 25 July

By whom built Messrs Harvey & Co

Owners The Colney Shipping & Cold

Managers Allan Heywood Bright & Ernest Cook

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

Residence 17 Water Street - Liverpool

Port belonging to Liverpool

If Surveyed while Building, Afloat, or in Dry Dock

TONNAGE under Tonnage Deck...	259.97
No. of Popp	
Do. of Raised Qr.	61.48
Do. of Break...	
No. of Bridge House	8.57
No. of Houses on Deck	
No. of excess of Hatchways	12.95
No. of Forecastle above Crown of	18.01
Engine Room	361
Gross Tonnage	361.20
Less Crew Space	
Less above Crown of Engine Room	
TONNAGE FOR FEES	361.00
Less Engine Room	202.93
Less Navigation Spaces	10.92
Register Tonnage	110.93
as cut on Beam	

ONE OR TWO DECKED VESSEL.

CLASS 100 A1 Steel

FEET.

Half Breadth (moulded)	11.1
Depth from upper part of Keel to top of Main Deck Bms.	11.8 1/2
Girth of Half Midship Frame (as per Rule)	20.11
1st Number	43.7
Length	139
2nd Number	6074.3
Proportions—Breadths to Length	6.31
Depths to Length—Main Deck to top of Keel	11.82
Destined Voyage	Cardiff

LENGTH on Deck as per Rule	139	0	BREADTH—Moulded	22	2	DEPTH—Top of Floors to Main Deck Beams	10	8	Power of Engines	73	Horse	No. of Decks with Flat laid	one	No. of Tiers of Beams	one
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Dimensions of Ship per Register, Length, 140 breadth, 22.15 depth, 10.45

Moulded Depth, ft. 11 ins. 3

Round of Beam 6 inches.

FORGINGS AND CASTINGS.

	Inches in Ship.	Inches per Rule Or as Approved.
KEEL, Bar or Side Plates depth and thickness	7 x 1 1/2	7 x 1 1/2
KEEL, moulding and thickness	6 1/4 x 1 1/2	6 1/4 x 1 1/2
KEEL-POST for Rudder do. do.	6 1/4 x 3	6 1/4 x 3
" for Propeller	6 1/4 x 3	6 1/4 x 3
MAIN PIECE of Rudder, diameter at head	4	4
do. at heel	2 1/4	2 1/4
RUDDER, how constructed	Framed & plated	
Can the Rudder be unshipped afloat?	Yes	

FRAMING.

	Inches in Ship.	Inches per Rule Or as Approved.
FRAME, Angles, or Bars, for 1/2 length amidships	3 2 1/2 5	3 2 1/2 5
Do. for 1/2 at each end	3 2 1/2 5	3 2 1/2 5
Do. in way of Double Bottoms		
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	21
REVERSED FRAME, Angles	2 1/2 2 1/2 5	2 1/2 2 1/2 5
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	12 1/2	6 12 1/2
" in way of Engines and Boilers		7 x 8
" thickness at the ends of vessel		5
" depth at 1/2 the half breadth, as per Rule	7 1/2	7 1/2
" height extended at the Bilges	25	25
FLOORS & BRACKETS, in Cell Dble Bottoms		
" Distance apart		
CENTRE GIRDER, in Double Bottom, depth and thickness		
" Angles, Top Bottom		
SIDE GIRDERS, number and thickness		
" Angles		
MARGIN PLATE, depth (exclusive of flange) and thickness		
" Angles		
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake		
" thickness in Engine and Boiler space		
" Remainder in Holds		
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	4 2 1/2 6	4 2 1/2 6
" Angles on Upper Edge		
" Average space	21	21
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb		
" Angles on Upper Edge		
" Average space		
BEAMS, Hold, Plate or Tee Bulb		
" Angles on Upper Edge		
" Average space		
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb		
" Angles on Upper Edge		
" Average space		
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	4 1/2 3	6 4 1/2 3
" Angles on Upper Edge		
" Average Space	42	42
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	4 2 1/2 6	4 2 1/2 6
" Angles on Upper Edge		
" Average space	21	21
PILLARS, in 'tween Decks, Size and Spacing		
" Hold	2 1/2 4 2	2 1/2 4 2
WEB FRAMES, in Fore Body, No. and Spacing	4 2 1/2 12 4	4 2 1/2 12 4
" Brdth. & Thickness	14 1/2 16	6 14 1/2 16
" No. of Side Stringers	one	one
WEB FRAMES, in After Body, No. and Spacing	3 10 6	3 10 6
" Brdth. & Thickness	10	6 10 6
" No. of Side Stringers	two	two
" Size of Angles or Tee Bars to Web Frames	2 1/2 2 1/2 5	2 1/2 2 1/2 5
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness		

KEELSONS AND STRINGERS.

	Inches in Ship.	Inches per Rule Or as Approved.
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate	10	8 10
" Rider Plate		8
" Bulb Plate to Intercoastal Keelson		
" Horizontal Plates on Floors		
" Angles	3 3 6	3 3 6
SIDE KEELSON, Angles	6 3 1/2	6 3 1/2
" Bulb or Plate above floors for lng		
" Intercoastal Plate for whole length		6
" Attached to outside plating with Angle	3 3 3/8	3 3 3/8
BILGE KEELSON, Angles	3 3 6	3 3 6
" Bulb or Plate above floors for half len.	5	5
" Intercoastal Plate for length		
" Attached to outside plating with Angle		
BILGE STRINGER Angles	3 3 6	3 3 6
" Bulb Plate for length		
" Intercoastal Plate for length		
" Attached to outside plating with Angle		
SIDE STRINGER Angles	3 3 6	3 3 6
" Bulb or Intercoastal Plate for lng		
Main and Raised Quarter Deck Stringer Plate, on ends of Beams, breadth & thkns	20	6 20
" Angle on ditto	3 x 3	6 3 x 3
" Tie Plates fore & aft, outside Hatchways		
" Diagonal Tie Plates on Bms., No. of Pairs		
" Flat of Dk* Iron or Steel for whole lng	Chequered 4/16	Chequered 4/16
" Wood Material & thickness	punched	punched
How fastened to Beams		
Lower Deck Stringer Plate, on ends of Beams, breadth and thickness		
" Angles on ditto, No.		
" Tie Plates, outside Hatchways		
" Flat of Deck* Material and thickness		
How fastened to Beams		
Hold Stringer Plate, on ends of Beams		
" Angles on ditto, No.		
Poop Deck Stringer Plate, breadth & thickness		
" Angle on ditto		
" Tie Plates		
" Flat of Deck, Material and thickness		
Bridge Deck Stringer Plate, brdth & thickness	20	6 20
" Angle on ditto	3 x 3	6 3 x 3
" Tie Plates	6	5 6
" Flat of Deck, Material and thickness	wood 2 1/4	2 1/4
Forecastle Deck Stringer Plate, brdth & thkns	19	6 19
" Angle on ditto	3 x 3	5 3 x 3
" Tie Plates		
" Flat of Deck, Material and thickness	Chequered 4/16	4/16

PLATING.

	Inches in Ship.	16ths or 20ths in Ship.	Inches per Rule Or as Approved.	16ths or 20ths per Rule.
FLAT PLATE KEEL, breadth and thickness				
" d'bling or incr'd thkns, & lngth appl.				
PLATES in Garboard Strakes, brdth & thickness	31	8	31	8
" From Garboard to lower part of Bilges		6 7/8		6 7/8
" Bilges, number of Strakes and thickness	one	8	one	8
" Of doubling at Bilge, or increased thickness, and length applied 2 1/2 x 12 1/2				
" from up. part of Bilge to lr. edge of Sh'rstrake		6 7/8		6 7/8
Sheerstrake, breadth and thickness	32	9	32	9
" Of d'bling at Sh'stk. & lng. applied				
Poop Sides				
Raised Quarter Deck Sides				
Bridge Sides				
Forecastle Sides				
Lengths of Plating	seven			

Ceiling between Decks, thickness and material	Wood
" in hold	do.
Number of Breasthooks	Three
" Crutches	Three

The **FRAMES** extend in one length from *Keel* to *Gunnwale*. Riveted through Plates with $\frac{3}{4}$ in. Rivets, about $5\frac{1}{2}$ apart. The **REVERSED ANGLE** on floors and frames extend from *Centre line* to the *upper turn of the bilge*, doubled for *Center & Bilge* spaces $\frac{1}{2}$ in hold for way of *Quarter deck* to the *Gunnwale* and *side stringer* alternately.

RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c.
Garboard, double riveted to Bar Keel or Flat Plate Keel, with rivets $\frac{1}{2}$ in. diameter, averaging $4\frac{3}{4}$ ins. from centre to centre.
Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets $\frac{3}{4}$ in. diameter, averaging 3 ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, treble or double riveted; treble for $\frac{1}{2}$ length, with rivets $\frac{3}{4}$ in. dia., averaging $2\frac{1}{2}$ ins. from cr. to cr.
 " " " overlapped for $\frac{1}{2}$ length, treble riveted for $\frac{1}{2}$ length; with rivets $\frac{3}{4}$ in. dia., averaging $2\frac{1}{2}$ ins. from cr. to cr.
Butts of one Strakes at Bilge for $\frac{1}{2}$ length, treble riveted with Butt Straps $\frac{1}{2}$ in. thicker than the plates they connect.
Edges from Bilge to Sheerstrake, worked clench, double riveted; with rivets $\frac{3}{4}$ in. diameter, averaging 3 ins. from centre to centre.
Butts from Bilge to Sheerstrake, worked carvel, treble or double riveted; treble for $\frac{1}{2}$ length, with rivets $\frac{3}{4}$ in. dia., averaging $2\frac{1}{2}$ ins. from cr. to cr.
 " " " overlapped for $\frac{1}{2}$ length, treble riveted for $\frac{1}{2}$ length; with rivets $\frac{3}{4}$ in. dia., averaging $2\frac{1}{2}$ ins. from cr. to cr.
Edges of Sheerstrake, double riveted. **Butts of Sheerstrake**, treble riveted for $\frac{1}{2}$ length amidships.
Butts of Main Stringer Plate, treble riveted for $\frac{1}{2}$ length amidships. **Single or Double Butt Straps to Stringer Plate** for $\frac{1}{2}$ length.
Butts of Inner Bottom Plating riveted for $\frac{1}{2}$ length. **Butts of Centre Girder** riveted.
Breadth of edge laps of Shell Plating in double riveting $4\frac{1}{2}$ in. **Breadth of edge laps of Shell Plating** in single riveting $2\frac{1}{2}$ in.
Butt Straps of Shell Plating breadth and thickness $1\frac{1}{2} \times 10 \times 7$ to 10×20 . **Butts, if Lapped, breadth of laps** —
Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted?
 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.? *The Lancashire Steel Co. Ltd. Motherwell.*

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? *No*
 Are the butts of Plating, Stringers, &c., properly shifted and strapped? *Yes*

MASTS, SPARS, &c.											
	Material.	Total Length	DIAMETER AND THICKNESS.			Head.	No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.			Number.	Size.	Seams.	Butts.
LOWER MASTS...	Fore	Wood 56.0	15	14	12 1/2	—	—	—	—	—	—
	Main	" 65.0	16	14	12 1/2	—	—	—	—	—	—
	Mizen	48.6	11	10 1/2	7 1/2	—	—	—	—	—	—
Bowsprit											
Topmasts, Yards and Remainder of Spars											
Rigging, Material and Size, Shrouds 3" wire Stays 3" wire											
Sails.	Good	Suit of Fore and Aft Sails, and the following spare sails									

EQUIPMENT No. 6674 LETTER C									
Number of Certificate	Weight, Ex. Stock	Weight of Stock	Test, per Certificate	WEIGHT REQ. BY RULE		Description of Anchor	Makers	Where and when tested and Superintendent	If Patent state Name of Patent
				Cwts. qrs. lbs.	Tons. cwt. lbs.				
1st Bower	6 2 24	1 1 26	9 0 0	6 2 0	16 5 10	Graham	C. Tinsley	16 June	
2nd "	6 2 0	1 2 0	8 15	6 2 0		"	"	"	
3rd "									
Collective weight	13 0 24			13 0 0					
Stream	1 3 21	0 2 7	4 10 0	2 0 0	ordinary	"	"		
Kedge	1 1 5		10 test	1 0 0		"	"		
2nd Kedge									

CHAIN CABLES.										HAWSERS AND WARPS.			
Number of Certificate.	Fathoms.	Size.	Test per Certificate. Tons.	Weight of Chain Cable	Fathoms & Size.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Fathoms.	Size.	Fathoms & Size.	
13117	90	1 1/2	23 1/2	10 1/2	16 5 10	did not	G. Kinley	16 June	TOWLIN*	75	1 1/2	75 x 1 1/2	
13118	75	1 1/2	23 1/2	10 1/2	16 5 10	do	do	do	Towlin	75	1 1/2	75 x 1 1/2	
13119	45	1 1/2	23 1/2	10 1/2	16 5 10	do	do	do	Towlin	45	1 1/2	45 x 1 1/2	
Iron Steam Chain or Steel Wire	45	1 1/2	23 1/2	10 1/2	16 5 10	do	do	do	Towlin	45	1 1/2	45 x 1 1/2	
Towline of steel wire	45	1 1/2	23 1/2	10 1/2	16 5 10	do	do	do	Towlin	45	1 1/2	45 x 1 1/2	

Boats *Two Life boats*
Pumps, Number *Two* Diameter of Barrel and Tail Pipe *one 5" & one 2 1/2" with 1/4" ball pipe*
 The Windlass is *Iron* Capstan
Engine Room Skylights—How constructed? *iron*
 What arrangements for deadlights in bad weather? *bulls eyes*
Coal Bunker Openings—How constructed? *iron* How are lids secured? *hatched* Height above deck? *4 ft*
 Number of Scuppers, and number and dimensions of **Freeing Ports, &c.** *four 4.0 x 2.0 & 2.2 x 1.1*

Cargo Hatchways—How formed? *Plates & angles* Hatches, if strong and efficient? *Yes*
 State size No. 1 Hatch (Forward) *17' 6" x 12' 0"* No. 2 Hatch *19' 3" x 12' 0"* No. 3 Hatch *19' 3" x 12' 0"* No. 4 Hatch *19' 3" x 12' 0"*
 Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *one web plate & three fore & afters to each*
hatch Coaming *2" 9" above deck at side*
Bulwarks, height above deck and description *4" 6" from full planchimed* Main Rail, material and size *6 x 3 1/2 Patent*

The above is a correct description.
 Builder's Signature, (here only) *H. N. Harvey* Surveyor's Signature, *J. H. Sundry*
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Order for Special Survey No. <i>130</i>	Date <i>17 Feb 192</i>	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>Feb 17 March 22 April 12 23</i>
Order for Ordinary Survey No.	Date	2nd. On the plating during the process of riveting	<i>May 2, 10, 18, 25 June 1, 3, 7</i>
No. <i>155</i> in builder's yard		3rd. When the beams were in and fastened, and before the decks were laid	<i>7, 21, July 6, 14, 23, 27,</i>
		4th. When the ship was complete, and before the plating was finally coated or cemented	<i>August 17, 22, 30</i>
		5th. After the ship was launched and equipped	
State dates and initials of letters respecting this case			<i>M 4 Feb, 4 Feb, 29 Feb, M 21 March, M 25 March, 12 April</i>
General Remarks (State quality of workmanship, &c.)			<i>Good</i>

This vessel is well built in accordance with the Rules and the Annexed tracings of midship section & profile. I am of opinion she is eligible to be classed **100 A1** and recorded in the Register Book. The stream anchor is rather light; the builders it will be approved.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop — ft., R.Q.D. or Break $8\frac{1}{2}$ ft., Bridge Dk. $7\frac{1}{2}$ ft., F' castle $20\frac{1}{2}$ ft. (in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. is joined to the B.D., this should be distinctly stated *bridge deck above R. 9.9 ft.*
 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) *bridge deck wood*
 Official No. ; Signal Letters

PARTICULARS OF WATER BALLAST.
 Double bottom, aft, length — and water capacity in tons — Double bottom, forward, length — and water capacity in tons —
 Double bottom, under engines and boilers, length — and water capacity in tons — If under Engines only, or Boilers only, state which —
 Double bottom, constructed on the cellular system, length — and water capacity in tons —
 Fore peak tank, water capacity in tons 30 After peak tank, water capacity in tons —
 Midship deep tank, length — and water capacity in tons — Other tanks, if fitted, length — and water capacity in tons —
 The above have *Fore Peak Tank* been tested as required by the Rules. *found satisfactory*
 (If necessary, furnish further information by sketch.)
 How are the surfaces preserved from oxidation? Inside *Paint & cement* Outside *Paint*

FREEBOARD assigned by the Committee, as per Secretary's Letter, dated *23 August 192*
 State if marked on Vessel's sides in accordance with Notice No. 572 *Yes*
 In Summer *ft. 8 1/2 in.*
 In Winter *ft. 7 1/2 in.*
 For Winter in North Atlantic *ft. 1 in.*
 Fresh Water above the centre of disc *3 in.*
 To top of Wood, Iron or Steel Upper Deck. *statutory line 1 1/2*

The amount of Entry Fee..... £ *20* is received by me, *J. H. Sundry*
 Special ... £ *15* : *130-11-1892*
 Certificate* £ : *22 Aug.*
 Travelling Expenses, if any £ *10* : *100 A1 steel*
 I am of opinion this Vessel should be Classed *100 A1 steel*

Committee's Minute *TUES. 6 SEP 1892*
 Character assigned *100 A1 Steel*
Large 15k (Iron)
+ 2 MC 8, 92
Well sh
2 back of anchor
 The Stream Anchor is 7 lbs less in weight than required by the Rules but the height is 33 lbs. higher and the anchor is of the best quality. It is 27 lbs. in excess. Therefore, the vessel is eligible to have been built in accordance with the Rules and the above-mentioned anchor is submitted that the officers with the permission of the Committee the vessel is classed **100 A1 (Steel)** as recommended.
 15k (Iron)
 T.P.T. (as per official)
 Well sh.