

1 or 2 Dks., R.Q. Dk.,
and Pt. Awng. Dk.

IRON OR STEEL STEAMER.

Received at London Office.

MON. 9 APR 1900

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

Date of completion of Report 7 April 1900

Port of Plymouth

Last Survey 1898

Rig fore and aft schooner

Master W. J. Cook

Year of appointment 18

Built at Not known

When built 1859

Launched Not known

By whom built Not known

Owners Messrs. Harrison & Co

Managers

Residence Penzance

Port belonging to Penzance

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

Destined Voyage

ONE OR TWO DECKED VESSEL.

100A CLASS Contemplated

Half Breadth (moulded) 10.9

Depth from upper part of Keel to top of Main Deck Bms. 7.5

Girth of Half Midship Frame (as per Rule) 22.9

1st Number 46.4

Length 146

2nd Number 6774.4

Proportions—Breadths to Length 6.6

Depths to Length—Main Deck to top of Keel 10.7

Register Tonnage as cut on Beam

LENGTH on Deck as per Rule 146

BREADTH Moulded 21.10

DEPTH Top of Floors to Main Deck Beams 12.2

Power of Engines 10

No. of Decks with Flat laid 1

No. of Tiers of Beams 1

Round of Beam 8 inches

Dimensions of Ship per Register, Length, 146.7 breadth, 21.3 depth, 12.2

FRAMING

FRAME, Angles, L, C or Bars, for length

Do. for 1/2 at each end

Do. in way of Double Bottoms at Solid Floors

Distance of Frames from moulding edge to moulding edge, all fore and aft

REVERSED FRAME, Angles

DEEP FRAMING, depth of girder

FLOORS, depth and thickness of Floor Plate

at mid-line for 1/2 length amidships

in way of Engines and Boilers

thickness at the ends of vessel

depth at 1/2 the half breadth, as per Rule

height extended at the Bilges

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

Angles on Upper Edge

Average space

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

Angles on Upper Edge

Average space

BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate

or Tee Bulb

Angles on Upper Edge

Average space

BILLARS, In 'tween Decks, Size and Spacing

Hold

Quarter, 'tween Dks.

in Hold

WEB FRAMES, In Fore Body, No. and Spacing

No. of Side Stringers

BR FRAMES, In E. & B. Space, No. & Spacing

Brdth. & Thickness

WEB FRAMES, In After Body, No. and Spacing

Brdth. & Thickness

No. of Side Stringers

Size of Angles or Tee Bars to Web Frames

BRACKET PLATES to Stringers between

Web Frames, Depth and Thickness

FRAMING

FORGINGS AND CASTINGS

KEEL, Bar or Side Plates depth and thickness

STEM, moulding and thickness

STERN-POST for Rudder do. do.

for Propeller

MAIN PIECE of Rudder, diameter at head

do. at heel

RUDDER, how constructed

Can the Rudder be unshipped afloat?

KEELSONS AND STRINGERS

CENTRE LINE KEELSON, Vertical Plate above

floors, Through Plate, or Intercoastal Plate

Bulb Plate to Intercoastal Keelson

Horizontal Plates on Floors

Angles

SIDE KEELSON, Angles

Bulb or Plate above floors for

Intercoastal Plate for

Attached to outside plating with Angle

BILGE KEELSON, Angles

Bulb or Plate above floors for

Intercoastal Plate for

Attached to outside plating with Angle

SIDE STRINGER Angles

Bulb or Intercoastal Plate for

Attached to outside plating with Angle

Main and Raised Quarter Deck Stringer

Plate, breadth and thickness

Angle on ditto

Tie Plates fore & aft, outside Hatchways

Diagonal Tie Plates on Bms., No. of Pairs

Main Dk* Iron or Steel for

R. Q. Dk* Iron or Steel for

Wood Deck, Material & thickness

Lower Deck Stringer Plate, breadth and

thickness

Angles on ditto, No.

Tie Plates, outside Hatchways

Deck* Material and thickness

Hold Stringer Plate

Angles on ditto, No.

Poop Deck Stringer Plate, breadth & thickness

Angle on ditto

Tie Plates

Deck, Material and thickness

Bridge Deck Stringer Plate, brdth & thickness

Angle on ditto

Tie Plates

Deck, Material and thickness

Forecastle Deck Stringer Plate, brdth & thekns

Angle on ditto

Tie Plates

Deck, Material and thickness

BULKHEADS

Number

Thickness

Horizontal

Vertical

Spacing

Single or Double Frames

Height up

W.T. BULKHEADS

PARTITION

LONGITUDINAL

Are the outside Plates doubled two spaces of Frames in length?

Form No. 1A.

Lloyd's Register

Foundation

PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.								
	AMIDSHIP.	FORWARD.	AFT.	AMIDSHIP.	AMIDSHIP.	AMIDSHIP.	Single or Double.	Breadth of Lap.	RIVETS.	Double or Treble and for what Length.	RIVETS.	STRAPS.	IF LAPPED.						
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Inches.	Inches.	Diam.	Spacing or to cr.	Diam.	Spacing or to cr.	Breadth.	Thickness.	Breadth.	For what Length.			
FLAT PLATE KEEL	30	10	11	10	30	8	8	8	1/2	1/2	1/2	1/2	11	11	11	11			
GARBOARD OF A STRAKE	31	8	9	8	31	8	8	8	1/2	1/2	1/2	1/2	11	11	11	11			
State actual thickness in way of Double Bottom.	31	8	9	8	31	8	8	8	1/2	1/2	1/2	1/2	11	11	11	11			
D	36	8	8	6	36	8	8	8	1/2	1/2	1/2	1/2	11	11	11	11			
E	36	8	8	7	36	8	8	8	1/2	1/2	1/2	1/2	11	11	11	11			
F	36	7	7	8	36	7	7	8	1/2	1/2	1/2	1/2	11	11	11	11			
G	30	7	7	6	30	7	7	6	1/2	1/2	1/2	1/2	11	11	11	11			
H	36	7	7	7	36	7	7	7	1/2	1/2	1/2	1/2	11	11	11	11			
J	32	8	8	7	32	8	8	7	1/2	1/2	1/2	1/2	11	11	11	11			
K																			
L																			
M																			
N																			
O																			
P																			
DOUBLING OF FLAT PLATE KEEL																			
Length and thickness of Bilges																			
Length and thickness of Sheerstrakes																			
Length and thickness of Strake below																			
POOP SIDES																			
RAISED QUARTER DECK SIDES																			
BRIDGE SIDES																			
FORECASTLE SIDES																			
LENGTHS OF PLATING	67	4	spaces																

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, outside Plating, &c.?
Not known

FRAMES extend in one length from *Keel* to *gunwale*

REVERSED FRAMES on floors and frames extend from *from bilge to bilge and to gunwale alternately*

MASTS, SPARS, &c.									
	Material.	Total length.	DIAMETER AND THICKNESS.			No. of Plates in round.	ANGLAS.		RIVETING.
			At Partners.	Heel.	Hoists.		Number.	Size.	
Fore	<i>Wood</i>								
Main	<i>"</i>								
Mizen	<i>"</i>								
Bowsprit									
Topmasts, Yards and Remainder of Spars									
Rigging, Material and Size, Shrouds									
Sails.									

EQUIPMENT No. *7247* LETTER *f* TONNAGE FOR TRAWLERS U.D.K. ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE			WEIGHT REQ. BY RULE			Description of Anchor.	Makers.	Where and when tested and Superintendent.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.				lbs.
17473	1st Bower	7	1	0	1	3	4	9	9	14	7	1	0	<i>Common</i>	<i>Low Walker 3.10.00 T. Tindall</i>		
16453	2nd "	1	0	0	1	0	0	1	0	0	1	0	0	<i>"</i>	<i>Low Walker 3.10.00 T. Tindall</i>		
17474	3rd "	6	3	14	1	2	21	9	2	2	0	14	2	0	<i>"</i>	<i>Low Walker 3.10.00 T. Tindall</i>	
	Collective weight	21	1	0													
3152	Stream	2	2	21	0	3	0	5	4	0	0	2	1	0	<i>"</i>	<i>Off 7.9.00</i>	
	Kedge	1	0	0								1	0	0	<i>"</i>		
	2nd Kedge																

CHAIN CABLES.										HAWERS AND WARPS.									
Number of Certificate.	Fathoms.	Size.	WEIGHT OF CHAIN CABLE		Fathoms and Size Per Rule.	Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size Per Rule.						
			Supplied.	Per Rule.															
9261	180	1 1/2	34 1/2	117	3-12	11-3-12	<i>Low Walker 3.10.00 T. Tindall</i>		<i>TOWLINE</i>	75	8 1/2	75	7 1/2						
									<i>HAWSER</i>	90	5 1/2	90	5 1/2						
9262	45	1 1/2	11 1/2	11	3-22	45-11	<i>Low Walker 3.10.00 T. Tindall</i>		<i>WARP</i>										

Boats *none at present*

Pumps, Number

Windlass is *steam*

Engine Room Skylights.—How constructed? *iron coaming with lead glass*

What arrangements for deadlights in bad weather? *plate glass at present*

Coal Bunker Openings.—How constructed? *cast iron* How are lids secured? *patent clippers* Height above deck? *flush*

Number of Scuppers, and number and dimensions of Freeing Ports, &c.

Ceiling in Holds, thickness and material *2" pitch pine & oak* Ceiling 'tween Decks, thickness and material

Cargo Hatchways.—How formed? *iron plates* Hatches.—If strong and efficient? *to be renewed*

State size No. 1 Hatch (Forward) *17' x 8' 0"* No. 2 Hatch *28' 0" x 11' 0"* No. 3 Hatch

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *a deep web to be fitted in the middle of the main hatch*

and to be fitted with fore & after

No. of Breasthooks *two* No. of Crutches *two*

Bulwarks, height above deck and description *wood now to be of iron* Main Rail, material and size *iron 7" level angle*

The above is a correct description.

Builder's Signature *(here only)* Surveyor's Signature *J. H. Sandry* Surveyor to Lloyd's Register of British and Foreign Shipping.

MON. 9 APR 1900

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

Telegram dated 3 April letter M dated 3 inst.

Workmanship. Are the butts of plating planed or otherwise fitted? *as far as could be seen butts are good*

Is the riveted work properly closed? *Yes*

Are the liners between the frames and plates solid single pieces? *Solid* 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? *as far as could be seen* 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*

General Remarks (State quality of workmanship, &c.) *This vessel as far as can be seen and examined in the dry dock is well built.*

As requested in the Committee's Telegram dated the 31st, I proceeded to Penang in company with Mr. Cooper, and there received the Secretary's letter of instructions with reference to the survey of this vessel. We proceeded to the ship, and took the particulars of the scantlings and general arrangements as far as they could be taken for these further particulars see Midship section profile and deck plan. The line when this vessel was built, she had a flush deck fore & aft, and fitted with wood frame tree scantlings and wood bulwarks, with wood waterways. The raised quarter deck has been put on her since she was built, as does the hole cut in the main deck stringer extending from the brake to the stern, the same as those the fore side of the brake, the frames are extended to the R.Q.D. deck stringer but not the reverse frames above the main deck stringer. The sheer strake is not doubled for a reasonable length before and abaft the brake. The cabin flat is laid about 4 feet below the raised quarter deck, on iron beams 5 x 3 x 1/4 on every alternate frame attached to the frames with knee plate. The Owners purpose taking the cut water off her.

The Surveyor should state the Number of Report and Name of any Sister Vessel.

P.T.O.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop — ft., R.Q.D. or Break *5' 3 1/2"*, Bridge Dk. — ft., Forecastle *28'* 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

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) *wood decks*

Official No. *Not known*; Signal Letters *Not known*.

How are the surfaces preserved from oxidation? Inside *paint and asphalt* Outside *paint & black barnish*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system

Where fitted.	Length. Feet.	Water Capacity. Tons.	Where fitted.	Length. Feet.	Water Capacity. Tons.

Double bottom, aft, ☒ Fore peak tank, ☒

Double bottom, forward, ☒ After peak tank, ☒

Double bottom, under Engines and Boilers, ☒ Midship deep tank, ☒

Double bottom, if under Engines only, ☒ Other tanks, if fitted, ☒

Double bottom, if under Boilers only, ☒ (If necessary, furnish further information by sketch.)

State whether the above have been tested as required by the Rules

Order for Special Survey No. *1* 1st. On the several parts of the frame, when in place, and before the plating was wrought

Date *17/4/00* 2nd. On the plating during the process of riveting

Order for Ordinary Survey No. *1* 3rd. When the beams were in and fastened and before the decks were laid

Date *17/4/00* 4th. When the ship was complete, and before the plating was finally coated or cemented

No. *1* in builder's yard 5th. After the ship was launched and equipped

Total No. of Visits

The amount of Entry Fee *£18* Fees applied for, *£18* Certificate to be sent to

Special *£18* Received by me, *J. H. Sandry*

Certificate *£18*

Travelling Expenses, if any *£18*

I am of opinion this Vessel should be Classed *when completed 100 A*

With, or without Freeboard, as condition of Class

Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *100A1*

Character assigned *as 2nd No. 3-10,00*

at 9.00

+ 2B 9.00

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STRAKES.

AT PLATE KEEL.
of Bar Keel, state R
BOARD OF A St

ate actual
ickness in
y of Double
Bottom.

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and give her a straight stem as shown on Profile, and put a
Lopgallant forecastle deck on her with a slightly sunk forecastle
deck below the main deck, her present deep forecastle deck flat
is fitted on an iron deck fitted on angles $5 \times 3 \times \frac{1}{16}$ on every
alternate frame about 6 feet from the keel, and the burner purpose
making this a fore peak tank.

The inside and outside ^{shell} plating, frames, reverse frames, floors
keelsons, and stringers are well preserved, and not the slightest
deterioration. The only place I have seen the slightest oxidation
is the main deck stringer plate, where covered by a wood waterway
and the sheer strake in way of the heels of the wood rough tree stanchions
but on the whole the hull is in a very good condition. The bottom
inside is coated with asphalt. The burner purpose fitting
a good belly around her on the upper edge of the sheer strake.

J. H. Landry



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