

STEEL SHIP.

(Received at London Office)

9642

Date of writing Report 12th Feb. 1889.

Port of Greenock

No. 9642

Survey held at Port Glasgow

Date, First Survey 5th Sept., 1888.

Last Survey 12th February, 1889

On the Steel Sailing Vessel "Enterkin".

Rig 3-Masted Ship

TONNAGE under Tonnage Deck	1563.40
Do. between Decks	
Do. under Upper Deck	1563.40
Do. in Poop	86.56
Do. on Deck	11.56
Do. in Hatchways	
Do. in Scuttles	36.48
Do. in Tonnage	1698.10
Less Crew Space	83.73
Less Engine Room Register Tonnage as put on Beam	1614.37

ONE OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR MASTED VESSEL.	
Half Breadth (moulded)	19.40
Depth from upper part of Keel to top of Upper Deck Beams	24.79
Girth of Half Midship Frame (as per Rule)	39.98
1st Number	84.17
2nd Number	20495
Length	243.5
Proportions— Breadths to Length	6.27
Depths to Length— Upper Deck to Keel	9.82
Main Deck Lifts	

Master James Logan
 Year of appointment (1) As master in service of owner of present vessel:—1882
 (2) As master of this vessel:—1889
 Built at Port Glasgow
 When built 1888-89 Launched 2nd Feb. 1889
 By whom built J. Duncan & Co.
 Owners T. C. Guthrie.
 Managers
 (If desired to be entered in Reg. Book.)
 Residence Glasgow
 Port belonging to Glasgow
 Destined Voyage Melbourne via Barrow
 If Surveyed while Building, Afloat, or in Dry Dock.
 Built under Special Survey.

LENGTH on deck as per Rule	243.6	BREADTH— Moulded	38.9 1/2	DEPTH top of Floors to Upper Deck Beams	22.8	Level of Engines		No. of Decks with flat laid	Two
Dimensions of Ship per Register, length, 256.4 breadth, 38.95 depth, 22.4 Moulded depth 24.0									

	Inches in ship	Inches per Rule								
KEEL, depth and thickness	9 1/2 x 2 1/2	9 1/2 x 2 1/2	9 1/2 x 2 1/2	9 1/2 x 2 1/2	9 1/2 x 2 1/2	9 1/2 x 2 1/2	9 1/2 x 2 1/2	9 1/2 x 2 1/2	9 1/2 x 2 1/2	9 1/2 x 2 1/2
STEM, moulding and thickness	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2
STERN-POST for Rudder do. do.	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24	24	24	24	24	24	24	24	24
FRAMES, Angle Iron, for 1/2 length amidships	5 3/2	8	5 3/2	8	5 3/2	8	5 3/2	8	5 3/2	8
Do. for 1/4 at each end	3 1/2	7	3 1/2	7	3 1/2	7	3 1/2	7	3 1/2	7
REVERSED FRAMES, Angle Iron	3 1/2	8	3 1/2	8	3 1/2	8	3 1/2	8	3 1/2	8
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	25	10	25	10	25	10	25	10	25	10
thickness at the ends of vessel	8	8	8	8	8	8	8	8	8	8
depth at 1/2 the half-bdth. as per Rule	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
height extended at the Bilges	50	50	50	50	50	50	50	50	50	50
BEAMS, Upper, Spar or Awaiting Deck	9	9	9	9	9	9	9	9	9	9
Single or double Angle Iron, Plate or Tee Bulb Iron	3 1/2	7	3 1/2	7	3 1/2	7	3 1/2	7	3 1/2	7
Single or double Angle Iron on Upper edge	3 1/2	7	3 1/2	7	3 1/2	7	3 1/2	7	3 1/2	7
Average space	48	48	48	48	48	48	48	48	48	48
BEAMS, Main or Middle Deck	9 1/2	9	9 1/2	9	9 1/2	9	9 1/2	9	9 1/2	9
Single or double Angle Iron, Plate or Tee Bulb Iron	3 1/2	7	3 1/2	7	3 1/2	7	3 1/2	7	3 1/2	7
Single or double Angle Iron on Upper Edge	3 1/2	7	3 1/2	7	3 1/2	7	3 1/2	7	3 1/2	7
Average space	48	48	48	48	48	48	48	48	48	48
BEAMS, Lower Deck	9 1/2	9	9 1/2	9	9 1/2	9	9 1/2	9	9 1/2	9
Single or double Angle Iron, Plate or Tee Bulb Iron	3 1/2	7	3 1/2	7	3 1/2	7	3 1/2	7	3 1/2	7
Single or double Angle Iron on Upper Edge	3 1/2	7	3 1/2	7	3 1/2	7	3 1/2	7	3 1/2	7
Average space	48	48	48	48	48	48	48	48	48	48
BEAMS, Hold or Orlop	9 1/2	9	9 1/2	9	9 1/2	9	9 1/2	9	9 1/2	9
Single or double Angle Iron, Plate or Tee Bulb Iron	3 1/2	7	3 1/2	7	3 1/2	7	3 1/2	7	3 1/2	7
Single or double Angle Iron on Upper Edge	3 1/2	7	3 1/2	7	3 1/2	7	3 1/2	7	3 1/2	7
Average space	48	48	48	48	48	48	48	48	48	48
KEELSONS Centre line, single or double plate	18	13	18	13	18	13	18	13	18	13
Iron or Intercostal Plates	11 3/4	13	11 3/4	13	11 3/4	13	11 3/4	13	11 3/4	13
Rider Plate	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4
Bulb Plate to Intercostal Keelson	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4
Angles Iron	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4
Double Angle Iron Side Keelson	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4
Side Intercostal Plate	3	3	3	3	3	3	3	3	3	3
Attached to outside plating with angle iron	3	3	3	3	3	3	3	3	3	3
BILGE Angle Iron	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4
do. Bulb Iron	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4
do. Intercostal plates riveted to plating for length	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4
STRINGER Angle Iron	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4
Intercostal plates riveted to plating for whole length	9 1/2	9	9 1/2	9	9 1/2	9	9 1/2	9	9 1/2	9
SIDE STRINGER Angle Iron	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4
Bulb Plates for whole length	9 1/2	9	9 1/2	9	9 1/2	9	9 1/2	9	9 1/2	9

Are the various lengths of Plates and Angle Irons properly connected? *Yes* And butts properly shifted? *Yes*

Garboard, double riveted to Keel, with rivets 1/8 in. diameter, averaging 5/8 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 1/2 ins. from centre to centre.

Butts of all Strakes at Bilge for half length, treble riveted with Butt Straps 3/4 thicker than the plates they connect.

from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.

from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.

Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.

Main Sheerstrake, treble riveted for half length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

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

laps of plating in double riveting 5/8 Breadth of laps of plating in single riveting

Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Double & Treble* No. of Breasthooks, 54 deep floor bitches, 34 deep floor

Use of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Will steel*

Manufacturer name or trade mark, *Coats, Steel Co. Scotland, Messrs. Dalzell.*

The above is correct description

Builder's Signature, *J. Mcneil* Surveyor's Signature, *Chas. Forth*

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

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

If Iron Deck, state if whole or part, and if wood deck is laid thereon.

No. of Steel Ships—400—257/88—Tren

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? *A few*

Masts, Bowsprit, Yards, &c., are *Steel* 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 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. *The spars are in accordance with approved sketch, attached hereto. The material has been tested as required. Brand "W. Rosend".*

Number for Equipment	CABLES, &c.			Test per Certificate	Inches per Rule	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS.		Weight Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested and Superintendent, also Name of Anchor Maker.
	Letter for do.	Number of Certificate	Fathoms.				Inches.	Number of Certificate				
21861	14538	135-4 1/2	1 1/2	94 1/2	270-1 1/2	Treated at 70 lbs. - Extra by R. Lewis.	24524	31.2.24	33.11.3.14	36.2.0	Treated at 70 lbs. by R. Lewis.	
	14539	134-2	1 1/2	94	270-1 1/2		24525	36.1.21	33.8.3.0	31.2.0		
	Cables made by R. Hingley & Sons.						24517	31.3.9	30.0.2.14	31.0.0		
							104	3.26		104.0.0		
							Anchors made by R. Hingley & Sons.					
							Stream	11.1.6	13.5.0.0	11.1.0		
							Kedge	5.1.14	7.14.0.7	5.2.0		
							2nd Kedge	2.3.8	5.7.2.0	2.3.0		

Standing and Running Rigging *al. steel wire* sufficient in size and *good* in quality. She has *1 Life Long* Boat and *3 Masts*

The Windlass is *Clark's Chapman & Co's* Capstan *good* and Rudder *good* Pumps *good*

Engine Room Skylights *How constructed?* *How secured in ordinary weather?*

What arrangements for deadlights in bad weather?

Cool Bunker Openings *How constructed?* *How are lids secured?* *Height above deck?*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *7 mousing ports, 14 Scuppers, and 3 mousing pipes on each side.*

Cargo Hatchways.—How formed? *Iron coamings.* Hatches, If strong and efficient? *Yes, solid.*

State size Main Hatch *15' 10" x 12' 0" x 21" high* Forehatch *8' 0" x 7' 0" x 24" high* Quarterhatch *8' 0" x 7' 0" x 24" high*

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Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No.	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	2nd. On the plating during the process of riveting	3rd. When the beams were in and fastened, and before the decks were laid...	4th. When the ship was complete, and before the plating was finally coated or cemented..	5th. After the ship was launched and equipped	Total No. of Visits
1396	24 th Aug. 1888			238			1888 - Sept. 5. 10. 17. 21. 27;	1888 - Sept. 5. 10. 17. 21. 27;	1888 - Sept. 5. 10. 17. 21. 27;	1888 - Sept. 5. 10. 17. 21. 27;	1888 - Sept. 5. 10. 17. 21. 27;	37
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							1888 - Sept. 5. 10. 17. 21. 27;	1888 - Sept. 5. 10. 17. 21. 27;	1888 - Sept. 5. 10. 17. 21. 27;	1888 - Sept. 5. 10. 17. 21. 27;	1888 - Sept. 5. 10. 17. 21. 2	