

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

1563.40

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

Master James Logan

Year of appointment (1) As master in service of owner of present vessel: 1882
(2) As master of this vessel: 1889

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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

1st Number if 2 Decked Vessel

Length 243.5

2nd Number 204.95

Proportions— Breadths to Length.. .. . 6.27

Depths to Length—Upper Deck to Keel.. .. . 9.82

Main Deck

Built at Port Glasgow

When built 1888-89 Launched 2nd Feb. 1889

By whom built R. 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

Dimensions of Ship per Register, length, 256.4 breadth, 38.95 depth, 22.4 Moulded depth 24.0

KEEL, depth and thickness 9 1/2 x 2 1/2

STEM, moulding and thickness 9 x 2 1/2

STERN-POST for Rudder do. do. 9 x 2 1/2

" " for Drapeller

Distance of Frames from moulding edge to moulding edge, all fore and aft 24

FRAMES, Angle Iron, for 1/2 length amidships 5 3 1/2 8

Do. for 1/4 at each end 3 1/2 7

REVERSED FRAMES, Angle Iron 3 1/2 3 1/2 8

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 25 10 25 10

" thickness at the ends of vessel 8 8

" depth at 1/2 the half-bdth. as per Rule 12 1/2 12 1/2

" height extended at the Bilges 50 50

BEAMS, Upper, Spar or Awaiting Deck 9 9 9 9

Single or double Angle Iron, Plate or Tee Bulb Iron 3 1/2 3 7 3 1/2 3 7

Average space 48 48

BEAMS, Main or Middle Deck 9 9 9 9

Single or double Angle Iron, Plate or Tee Bulb Iron 3 1/2 3 7 3 1/2 3 7

Average space 48 48

BEAMS, Lower Deck 9 9 9 9

Single or double Angle Iron, Plate or Tee Bulb Iron 3 1/2 3 7 3 1/2 3 7

Average space 48 48

BEAMS, Hold or Orlop 9 9 9 9

Single or double Angle Iron, Plate or Tee Bulb Iron 3 1/2 3 7 3 1/2 3 7

Average space 48 48

KEELSONS Centre line, single or double plate, 18 13 18 13

" " Rider Plate 11 3/4 13 11 3/4 13

" " Bulb Plate to Intercoastal Keelson 5 1/2 4 9 5 1/2 4 9

" " Double Angle Iron Side Keelson 5 1/2 4 9 5 1/2 4 9

" " Side Intercoastal Plate 8 8

" " Attached to outside plating with angle iron 3 3 7 3 3 7

" " Bilge Angle Iron 5 1/2 4 9 5 1/2 4 9

" " do. Bulb Iron 5 1/2 4 9 5 1/2 4 9

" " do. Intercoastal plates riveted to plating for length 9 1/2 9 9 1/2 9

" " STRINGER Angle Iron 5 1/2 4 9 5 1/2 4 9

" " Intercoastal plates riveted to plating for whole length 9 1/2 9 9 1/2 9

" " SIDE STRINGER Angle Iron 5 1/2 4 9 5 1/2 4 9

" " Bulb Plates for whole length 9 1/2 9 9 1/2 9

The FRAMES extend in one length from middle line to gunwale

REVERSED ANGLE IRONS on floors and frames extend from middle line to gunwale

Are the various lengths of Plates and Angle Irons properly connected? Yes

Are the butts properly shifted? Yes

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

Edges of Garboards and to upper part of Bilge, worked clench, 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 5/4 thicker than the plates they connect.

from Bilge to Main Sheerstrake, worked clench, double 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.

Main Sheerstrake, treble riveted for half length amidships.

Main Stringer Plate, treble riveted for half length amidships.

Butts of Upper or Spar Sheerstrake, treble riveted

Butts of Upper or Spar Stringer Plate, treble riveted

laps of plating in double riveting 5 1/2

Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double & Treble

No. of Breasthooks, 54 deep floor brutes, 34 deep floor

deser on of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Mild Steel

nufaceure me or trade mark, Coats, Steel Co. Scotland, Messrs. Dalziel.

The above a correct description

Builder's Signature, J. Mcneil

Surveyor's Signature, R. Forth

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

AR 210-0230

Lloyd's Register

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Workmanship. Are the butts of plating planed or otherwise fitted?

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies?

Are the fillings between the ribs and plates solid single pieces?

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces?

Do any rivets break into or through the seams or butts of the plating?

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 "Mansel".

Number for Equip- ment	CABLES, &c.			Test per Certificate. Tons.	Inches per Rule.	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS. Number of Certificate	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested and Superintendent, also Name of Anchor Maker.
	Number of Certificate.	Fathoms.	Inches.								
Letter for do. <u>W</u>	<u>14538</u>	<u>35-4 1/2</u>	<u>1 1/2</u>	<u>9 1/2</u>	<u>270-1 1/2</u>	<u>Treated at T.M.</u>	<u>24524</u>	<u>31.2.24</u>	<u>33.11.3.14</u>	<u>36.2.0</u>	
N. <u>SAILS.</u>	<u>14539</u>	<u>34-2</u>	<u>1 1/2</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>24525</u>	<u>36.1.21</u>	<u>33.8.3.0</u>	<u>31.2.0</u>	
Fore Sails,	<u>Cables made by H. Hingley & Sons.</u>										
Fore Top Sails,											
Fore Topmast Stay Sails,											
Main Sails,											
Main Top Sails, and quality											
	<u>Iron Steam Cable</u>	<u>90</u>	<u>4" steel</u>	<u>33 tons</u>	<u>90-4" steel</u>	<u>—</u>	<u>24517</u>	<u>31.3.9</u>	<u>30.0.2.14</u>	<u>31.0.0</u>	
	<u>on Steel Wire ..</u>	<u>90</u>	<u>4" steel</u>	<u>33 tons</u>	<u>90-4" steel</u>	<u>—</u>	<u>1043.26</u>			<u>104.0.0</u>	
	<u>Hempen Steel Cable</u>	<u>20</u>	<u>1 1/2" manilla</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>Anchor made by H. Hingley & Sons.</u>				
	<u>TOWLINE—</u>	<u>70</u>	<u>4" steel</u>	<u>33 tons</u>	<u>90-3 1/2" steel</u>	<u>—</u>	<u>Stream</u>	<u>11.1.6</u>	<u>13.5.0.0</u>	<u>11.1.0</u>	
	<u>Hempen Steel Wire</u>	<u>90</u>	<u>3 1/2" steel</u>	<u>22 tons</u>	<u>90-3 1/2" steel</u>	<u>—</u>	<u>Kedge</u>	<u>5.1.14</u>	<u>7.14.0.7</u>	<u>5.2.0</u>	
	<u>Hawser</u>	<u>90</u>	<u>3 1/2" steel</u>	<u>22 tons</u>	<u>90-3 1/2" steel</u>	<u>—</u>	<u>2nd Kedge...</u>	<u>2.3.8</u>	<u>5.7.2.0</u>	<u>2.3.0</u>	
	<u>Warp</u>	<u>90</u>	<u>2 1/2" steel</u>	<u>9 1/2 tons</u>	<u>90-6 1/2" steel</u>	<u>—</u>					

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

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 Meeling ports, 4 Scuppers,

and 3 Mooring pipes on each side.

Cargo Hatchways.—How formed?

Hatches, If strong and efficient? Yes, Solid.

State size Main Hatch

15' 10" x 12' 0" x 21" high

Fore hatch 8' 0" x 7' 0" x 24" high

Quarter hatch 8' 0" x 7' 0" x 24" high

State extraordinary size, state how framed and secured....

Bowsprit plate in Main hatch

What arrangement for shifting beams?

Order for Special Survey No. 1396

Date 24th Aug. 1888

Order for Ordinary Survey No. 238

Date 24th Aug. 1888

No. 238 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

1888 - Sept. 5. 10. 17. 21. 27; Oct. 2. 4. 5. 12. 16. 22. 24. 30;
Nov. 1. 6. 14. 22. 30;
Dec. 5. 10. 20. 26. 28;
1889 - Jan. 7. 11. 15. 18. 23. 25. 29. 30;
Feb. 1. 4. 5. 6. 9. 12

Total No. of Visits 37

State dates of letters respecting this case

1888. August 23, Sep^r 10, 18.

General Remarks (State quality of workmanship, &c.)

The workmanship is good & the vessel has been constructed in accordance with the approved plans (3 in No.) which together with two Forging Reports are attached hereto. The Collision bulkhead has been tested by hose and found good.

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

Particulars for Record in R.B.—Length of Poop 40 1/2 ft., 2 QDs, 2 Bridge Dks., 2 F'castle 32 1/2 ft.; No. of Dks. (excluding spar, awn., &c.)

Material of dks. Y.P. 100 A. 1. "steel"

Official No. —; Signal Letters —

I am of opinion this Vessel should be Classed 100 A. 1. "steel"

The amount of the Entry Fee £ 4 : 0 : 0 is received by me, J.M.

Special £ 65 : 7 : 0 13th Feb. 1889

(to be sent as per margin). Certificate grants:

(Travelling Expenses, if any, & Nil).

Committee's Minute

Character assigned 100 A. 1. Steel

LA OCP

FRIDAY 15 FEB 1889

100 A. 1. Steel
1 Dk 2 Hrs B

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

It is submitted that this vessel appears eligible to be classed

100 A. 1. Steel as recommended

1 Dk. 2 Hrs B

Lloyd's Register
Foundation