

IRON OR STEEL SHIP.

(Received at London Office, 14 April 1890)

No. *9917* Survey held at *Greenock* Date of writing Report *12th April 1890* Port of *Greenock*
 On the *Screw Steamer "Vauvan"* Date, First Survey *19th August 1889* Last Survey *10th April 1890*
 Rig *Schooner*

TONNAGE under Tonnage Deck *1469.93*
 Between Tonnage Dk. and 1st Dk. *1469.93*
 1st Dk. *1469.93*
 2nd Dk. *1469.93*
 3rd Dk. *1469.93*
 4th Dk. *1469.93*
 5th Dk. *1469.93*
 6th Dk. *1469.93*
 7th Dk. *1469.93*
 8th Dk. *1469.93*
 9th Dk. *1469.93*
 10th Dk. *1469.93*
 11th Dk. *1469.93*
 12th Dk. *1469.93*
 13th Dk. *1469.93*
 14th Dk. *1469.93*
 15th Dk. *1469.93*
 16th Dk. *1469.93*
 17th Dk. *1469.93*
 18th Dk. *1469.93*
 19th Dk. *1469.93*
 20th Dk. *1469.93*
 21st Dk. *1469.93*
 22nd Dk. *1469.93*
 23rd Dk. *1469.93*
 24th Dk. *1469.93*
 25th Dk. *1469.93*
 26th Dk. *1469.93*
 27th Dk. *1469.93*
 28th Dk. *1469.93*
 29th Dk. *1469.93*
 30th Dk. *1469.93*
 31st Dk. *1469.93*
 32nd Dk. *1469.93*
 33rd Dk. *1469.93*
 34th Dk. *1469.93*
 35th Dk. *1469.93*
 36th Dk. *1469.93*
 37th Dk. *1469.93*
 38th Dk. *1469.93*
 39th Dk. *1469.93*
 40th Dk. *1469.93*
 41st Dk. *1469.93*
 42nd Dk. *1469.93*
 43rd Dk. *1469.93*
 44th Dk. *1469.93*
 45th Dk. *1469.93*
 46th Dk. *1469.93*
 47th Dk. *1469.93*
 48th Dk. *1469.93*
 49th Dk. *1469.93*
 50th Dk. *1469.93*
 51st Dk. *1469.93*
 52nd Dk. *1469.93*
 53rd Dk. *1469.93*
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 67th Dk. *1469.93*
 68th Dk. *1469.93*
 69th Dk. *1469.93*
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 72nd Dk. *1469.93*
 73rd Dk. *1469.93*
 74th Dk. *1469.93*
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 88th Dk. *1469.93*
 89th Dk. *1469.93*
 90th Dk. *1469.93*
 91st Dk. *1469.93*
 92nd Dk. *1469.93*
 93rd Dk. *1469.93*
 94th Dk. *1469.93*
 95th Dk. *1469.93*
 96th Dk. *1469.93*
 97th Dk. *1469.93*
 98th Dk. *1469.93*
 99th Dk. *1469.93*
 100th Dk. *1469.93*

ONE OR TWO DECKED, THREE DECKED VESSEL, SPAR OR AWNING-DECKED VESSEL.
 Half Breadth (moulded) *16.958*
 Depth from upper part of Keel to top of Upper Deck Beams *15.45*
 Girth of Half Midship Frame (as per Rule) *29.16*
 1st Number *61568*
 1st Number, if a 3 Decked Vessel *deduct 7 feet*
 Length *247.0*
 2nd Number *15207*
 Proportions— Breadths to Length *7.29*
 Depths to Length— Upper Deck to Keel *15.98*
 Main Deck ditto *15.98*

Master *E. Bay*
 Year of appointment *1890*
 Built at *Port Glasgow*
 When built *1889-90* Launched *4th March 1890*
 By whom built *Wm. Hamilton & Co.*
 Owners *Maurel & H. Promet*
 Managers *Bordeaux*
 Residence *Bordeaux*
 Port belonging to *Bordeaux*
 Destined Voyage *Senegal, Africa*
 If Surveyed while Building, Afloat, or in Dry Dock. *Built under Special Survey*

Feet. Inches. **BREADTH** Moulded *33.916* DEPTH top of Floors to Upper Deck Beams *13 11 1/2* Power of Engines *150* No. of Decks with flat laid *Two*
 Moulded depth *14.9* No. of Tiers of Beams *Two*

	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	<i>7 1/2 x 2 3/4</i>	<i>7 1/2 x 2 3/4</i>						
STEM, moulding and thickness	<i>8 x 4 1/4</i>	<i>8 x 4 1/4</i>						
STERN-POST for Rudder do. do.	<i>8 x 4 1/4</i>	<i>8 x 4 1/4</i>						
" for Propeller	<i>8 x 4 1/4</i>	<i>8 x 4 1/4</i>						
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>23 ins.</i>	<i>23 ins.</i>						
FRAMES, Angle Iron, for 1/2 length amidships	<i>4 3 7</i>	<i>4 3 7</i>						
do. for 1/2 at each end	<i>3 3 6</i>	<i>3 3 6</i>						
REVERSED FRAMES, Angle Iron	<i>3 3 6</i>	<i>3 3 6</i>						
FLOORS, depth and thickness of Floor Plate	<i>18 8 18</i>	<i>18 8 18</i>						
at mid line for half length amidships	<i>18 8 18</i>	<i>18 8 18</i>						
thickness at the ends of vessel	<i>12 7 9</i>	<i>12 7 9</i>						
depth at 1/2 the half-bdth. as per Rule	<i>12 7 9</i>	<i>12 7 9</i>						
height extended at the Bilges	<i>36 36</i>	<i>36 36</i>						
IS, Upper Spar or Awning Deck	<i>6 3 7</i>	<i>6 3 7</i>						
Single or double Ang. Iron Plate or Tee Bulb Iron	<i>6 3 7</i>	<i>6 3 7</i>						
Single or double Angle Iron on Upper edge	<i>6 3 7</i>	<i>6 3 7</i>						
Average space	<i>46 46</i>	<i>46 46</i>						
BEAMS, Main, or Middle Deck	<i>6 3 9</i>	<i>6 3 9</i>						
Single or double Ang. Iron Plate or Tee Bulb Iron	<i>6 3 9</i>	<i>6 3 9</i>						
Single or double Angle Iron on Upper Edge	<i>6 3 9</i>	<i>6 3 9</i>						
Average space	<i>23 23</i>	<i>23 23</i>						
BEAMS, Lower Deck	<i>6 3 9</i>	<i>6 3 9</i>						
Single or double Ang. Iron Plate or Tee Bulb Iron	<i>6 3 9</i>	<i>6 3 9</i>						
Single or double Angle Iron on Upper Edge	<i>6 3 9</i>	<i>6 3 9</i>						
Average space	<i>23 23</i>	<i>23 23</i>						
BEAMS, Hold, or Orlop	<i>6 3 9</i>	<i>6 3 9</i>						
Single or double Ang. Iron Plate or Tee Bulb Iron	<i>6 3 9</i>	<i>6 3 9</i>						
Single or double Angle Iron on Upper Edge	<i>6 3 9</i>	<i>6 3 9</i>						
Average space	<i>23 23</i>	<i>23 23</i>						
KEELSONS Centre line, single or double plate, box or Intercoastal, Plates	<i>10 1/2 12 10 1/2 12</i>	<i>10 1/2 12 10 1/2 12</i>						
Rider Plate	<i>12 12 12 12</i>	<i>12 12 12 12</i>						
Bulb Plate to Intercoastal Keelson	<i>5 3 1/2 9 5 3 1/2 9</i>	<i>5 3 1/2 9 5 3 1/2 9</i>						
Angle Irons	<i>5 3 1/2 9 5 3 1/2 9</i>	<i>5 3 1/2 9 5 3 1/2 9</i>						
Double Angle Iron Side Keelson	<i>5 3 1/2 9 5 3 1/2 9</i>	<i>5 3 1/2 9 5 3 1/2 9</i>						
Side Intercoastal Plate	<i>8 8</i>	<i>8 8</i>						
do. Angle Irons	<i>3 3 7 3 3 7</i>	<i>3 3 7 3 3 7</i>						
Attached to outside plating with angle iron	<i>3 3 7 3 3 7</i>	<i>3 3 7 3 3 7</i>						
BILGE Angle Irons	<i>5 3 1/2 9 5 3 1/2 9</i>	<i>5 3 1/2 9 5 3 1/2 9</i>						
do. Bulb Iron Plate for 1/2 length	<i>5 3 1/2 9 5 3 1/2 9</i>	<i>5 3 1/2 9 5 3 1/2 9</i>						
do. Intercoastal plates riveted to plating for 1/2 length	<i>5 3 1/2 9 5 3 1/2 9</i>	<i>5 3 1/2 9 5 3 1/2 9</i>						
BILGE STRINGER Angle Irons	<i>5 3 1/2 9 5 3 1/2 9</i>	<i>5 3 1/2 9 5 3 1/2 9</i>						
Intercoastal plates riveted to plating for 1/2 length	<i>5 3 1/2 9 5 3 1/2 9</i>	<i>5 3 1/2 9 5 3 1/2 9</i>						
SIDE STRINGER Angle Irons	<i>5 3 1/2 9 5 3 1/2 9</i>	<i>5 3 1/2 9 5 3 1/2 9</i>						
Plate worked intercoastal for 1/2 length	<i>5 3 1/2 9 5 3 1/2 9</i>	<i>5 3 1/2 9 5 3 1/2 9</i>						

The **FRAMES** extend in one length from *Middle line* to *Awning deck*
 The **REVERSED ANGLE IRONS** on floors and frames extend from *Middle line* to *Main deck & alternately to 1st Dk. for 1/2 length*
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 *1* in. diameter, averaging *4* ins. from centre to centre.
 Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets *3/4* in. diameter, averaging *3 1/2* ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *3/4* 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* in. diameter, averaging *3 1/2* ins. from cr. to cr.
 Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets *3/4* in. diameter, averaging *3 1/2* ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *3/4* in. diameter, averaging *3 1/2* ins. from cr. to cr.
 Edges of Main Sheerstrake, double or single riveted. **Upper Sheerstrake, double or single riveted.**
 Butts of Main Sheerstrake, treble riveted for *3/4* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.
 Butts of Main Stringer Plate, treble riveted for *1/2* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *1/2* length.
 Breadth of laps of plating in double riveting *6, 5 1/2, 4 1/2* Breadth of laps of plating in single riveting
 Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted? *Yes* No. of Breasthooks, 6 & deep floor Crutches, 3 & deep floor
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Permian-Martin Moulded Steel & Best Iron.*
 Manufacturer's name or trade mark, *Steel - Steel & Co. of Scotland, Parkhead, Glasgow, & John Brown & Co. (Glasgow) & Glasgow*
 The above is a correct description.
 Builder's Signature, *Wm. Hamilton & Co.* Surveyor's Signature, *Wm. Armitage*
 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 *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 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

The Masts are in accordance with the approved plan attached hereto: the steel has been tested in accordance with Committee's Circulars. Mosses Brand.

Number for Equip-ment 17392		CABLES, &c.			Test per Certificate Tons.	Fathoms & Inches per Rule.	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS.		Weight, Ex. Stock.	Test per Certificate are Stockless.)	W'ght req'd per Rule.	Machine where Tested and Superintendent, also Name of Anchor Maker.	
Letter for do. 0		Number of Certificate.	Fathoms.	Inches.				Number of Certificate (State if any and	which Anchors are Stockless.)					
N ^o . SAILS.	Fore Sails,	10733	125 1/2	1 7/8	43 1/10	6 1/10	270-1 7/10	27058	24-1-18	24-6-1-0	23-2-0	at Newburyton by		
	Fore Top Sails,	10734	125 1/2					27060	22-2-6	22-16-3-14	23-2-0	J. J. Lewis & W. Norton		
	Fore Topmast Stay Sails,							27201	21-2-16	22-3-3-0	20-0-0	27/1/90, 7/2/90, 15/2/90, 7/10/2/90		
	Main Sails,	Leon Stream-Cable or Steel Wire	75	3 3/4	29	75-1 1/2	75-1 1/2	Collective Weights	68-2-12		67-0-0	Makers of Down Bn		
	Main Top Sails, and quality	Hempen Str'm Cable or TOWLINE—Hempen Steel Wire	90	3 1/4	22	90-10	90-10	Stream	27352	8-0-10	10-5-0-0	8-0-0	Jos. Coley	
	Hawser		90	8		90-8	90-8	Kedge	27144	4-0-2	6-10-0-0	4-0-0	Makers of Steam Tugs	
	Warp		9	6		90-6	90-6	2nd Kedge	27143	2-0-1	4-12-2-0	2-0-0	Jesse Bellingham	

Standing and Running Rigging *Steel wire* sufficient in size and *good* in quality. She has 1 Life Long Boat and 2 others.

The Windlass is *Emmerson Walker & Thompson's Copstan* and Rudder *good* Pumps *as approved*

Engine Room Skylights.—How constructed? *Dark Skylight on top of Engine Room* How secured in ordinary weather? *Bolted*

What arrangements for deadlights in bad weather? *Parapet over thick glass bul's eyes in deck covers*

Coal Bunker Openings.—How constructed? *4 flush scuttles each side* How are lids secured? *Locking* Height above deck? *Flush*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Open bulwarks; 2 scuppers on each side*

Cargo Hatchways.—How formed? *Plate coaming* Hatches, If strong and efficient? *Solid 2 1/2" thick*

State size Main Hatch *19'0" x 10'0"* Fore hatch *11'6" x 7'0"* Quarter hatch *15'3" x 7'6"*

If of extraordinary size, state how framed and secured... *17'0" fore & after in fore hatch; 1'0" plate & 1'0" wood fore & after in each* What arrangement for shifting beams? *✓*

Order for Special Survey No. *449* Date *16th August 1889*
Order for Ordinary Survey No. *1* Date *✓*
No. *70* in builder's yard.
State dates of letters respecting this case *1889-Aug-8th; 15th; Sept-14th; 19th; Oct-1st; 7th; Dec-5th; 20th; 1890-Jan-1st; Feb-15th; April 10th.*

General Remarks (State quality of workmanship, &c.) *The workmanship is good and the vessel has been constructed in accordance with the approved plans (6 in 12) which together with 2 forging reports are attached hereto, also in general conformity with the Rules. The shaft tunnel has been tested with water. The steel has been tested in accordance with the Committee's Circulars. Wailes-Dove patent cement has been used in the bottom of this vessel in lieu of Portland cement. Owners' written consent 10th Feb^{ry} 1890 obtained.*

The freeboards assigned by the Committee in their letter of 10th April 1890 viz. - Summer 7 inches, Winter 9 inches, Fresh Water Allowance 3 1/2 inches, have been marked on the vessel's sides as required and verified, and may now be recorded in the Register Book. The freeboards from the top of wood burning Dk is, Summer 8'7" and Winter 9'9".

How are the surfaces preserved from oxidation? Inside *Wailes-Dove patent cement & paint* Outside *Paint*

Particulars for Record in R.B.—Length of Keel *31* ft, Bridge Dk., *31* ft, Forecastle *31* ft, No. of Dks. (excluding spar, awn., &c.) *One*
Material of dks. *Steel* If spar, awn. dk., &c. *✓* Material of spar, awn. dk., &c. *P. Pine* No. of tiers of beams (with and without dks. laid) *Two*
Official No. *100 A*; Signal Letters *✓*
I am of opinion this Vessel should be Classed *100 A* 1. *Ann^l & Dr. Steel. Sp.*

The amount of the Entry Fee *£ 4* is received by me, *Wm Andrews*
Special *£ 62* 6 6 *9th April 1890*
(to be sent as per margin). Certificate *Gratis*
(Travelling Expenses, if any, £ *Nil*).
Committee's Minute *15 APRIL 1890*
Character assigned *100 A 1* *Sh. Awng Sh*
+ 2 mile 4/90 *subd to fbs 8'7" S*
L arch *10k Sh & Awng Sh 9'0" W*

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) Awng Sh as recommended. The freeboards of 8'7" & 9'9" are approved by the Committee and now marked on the vessel's sides to be inserted on the Classification Certificate and recorded in the Register Book. The number 100 A. 1 is now inserted in the Classification Certificate.