

IRON OR STEEL SHIP.

(Received at London Office, JUN 27 1889)

Date of writing Report 19th June 1889

Port of Hull

Survey held at Hull

Date, First Survey March 6th

Last Survey June 18th

1889

S/S 'Excelsior'

Rig Masted

AGE under Tonnage Deck ✓
 between Tonnage Dk. ✓
 3rd, 4th, Spar or ✓
 5th Dk. ✓
 under Upper Dk. 140.16
 Poop ✓
 Raised Cr. ✓
 or Break ✓
 Bridge House ✓
 Houses on Deck ✓
 excess of Hatchways ✓
 Forecastle ✓
 Tonnage 140.16
 Free Space 12.24
 127.92
 Engine Room 78.07
 or Tonnage 49.85
 on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL,
 SPAR, OR AWNING DECKED VESSEL.
 Half Breadth (moulded) 10.33
 Depth from upper part of Keel to top of Upper Deck Beams 12.33
 Girth of Half Midship Frame (as per Rule) .. . 17.84
 1st Number 40.50
 1st Number, if a 3 Decked Vessel .. deduct 7 feet
 Length 99.0
 2nd Number 4009
 Proportions— Breadths to Length 4.8
 Depths to Length— Upper Deck to Keel 8.0
 Main Deck ditto

Master Leighton
 Year of appointment (1) As master in service of owner of present vessel:—18
 (2) As master of this vessel 18
 Built at Hull
 When built 1889 Launched 1st June
 By whom built Cook, Welton & Gemmill
 Owners Humber Steam Trawling Co.
 Managers
 (If desired to be entered in Reg. Book.)
 Residence
 Port belonging to Hull
 Destined Voyage Fishing purposes
 If Surveyed while Building, Afloat, or in Dry Dock.
 While building afloat

LENGTH of deck as Rule 99.0
 BREADTH— Moulded 20.66
 DEPTH top of Floors to Upper Deck Beams 11.0
 Do. do. Main Deck Beams
 Power of Engines 45
 Horse 45
 N^o. of Decks with flat laid One
 N^o. of Tiers of Beams One
 Moulded depth 11.11

DESCRIPTION	Inches in Ship		Inches per Rule	
	Inches	16ths	Inches	16ths
KEEL, depth and thickness	7 1/2	5	7 1/2	5
PLATE, moulding and thickness	7 1/2	5	7 1/2	5
STERN-POST for Rudder do. do.	6	2 1/2	6	2 1/2
" " for Propeller	6	2 1/2	6	2 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft	20		20	
CLASSES, Angle Iron, for 2/3 length amidships	3	2 1/2	3	2 1/2
Do. for 1/3 at each end	3	2 1/2	3	2 1/2
REVERSED FRAMES, Angle Iron	2 1/2	2 1/2	4	2 1/2
BOARDS, depth and thickness of Floor Plate at mid line for half length amidships	16	6	16	6
thickness at the ends of vessel		6		6
depth at 1/2 the half-bdth. as per Rule	As per approved method			
height extended at the Bilges				
CLASSES, Upper, Spar, or Awning Deck Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	5 1/2	3	5 1/2	3
Angle or double Angle Iron on Upper edge				
Average space	40		40	
CLASSES, Main, or Middle Deck Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron				
Angle or double Angle Iron on Upper Edge				
Average space				
CLASSES, Lower Deck— Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron				
Angle or double Angle Iron on Upper Edge				
Average space				
CLASSES, Hold, or Orlop— Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron				
Angle or double Angle Iron on Upper Edge				
Average space				
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates	7 1/2	7	7 1/2	7
" Rider Plate				
" Bulb Plate to Intercostal Keelson				
" Angle Irons	4	3	4	3
" Double Angle Iron Side Keelson				
" Side Intercostal Plate				
" do. Angle Irons				
" Attached to outside plating with angle iron				
LARGE Angle Irons	3	3	6	3
" do. Bulb Iron				
" do. Intercostal plates riveted to plating for length				
LARGE STRINGER Angle Irons	3	3	6	3
Intercostal plates riveted to plating for length				
SMALL STRINGER Angle Irons				

Flat Keel Plates, breadth and thickness .. .
 PLATES in Garboard Strakes, br'dth & thickness 30 7 30 7
 From Garboard to upper part of Bilges .. . 6 5 5 6 5 5
 Of d'bling at Bilge, or increased thickness, and length applied ✓ ✓ ✓ ✓
 From up. prt of Bilge to lr. edge of Sh'rstrake .. 6 5 5 6 5 5
 Main Sheerstrake, breadth and thickness .. . 36 6 36 6
 Of d'bling at Sh'stk. & Ing. applied ✓ ✓ ✓ ✓
 From M'n. to Up. or Spar Dk. Sh'rstrake .. .
 Up. or Spar Dk Sh'rstrake, br'dth & thiek'n'ss ..
 Butt Straps to outside plating, breadth & thickness 8 9 3 6 5 7 8 9 3 6 5 7
 Lengths of Plating 7 spaces 5 spaces
 Shifts of Plating, and Stringers 2 " 2 "
 Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness .. 2 3 6 2 3 6
 Angle Iron on ditto 3 x 3 x 6 3 x 3 x 6
 Tie Plates fore and aft, outside Hatchways 7 6 7 6
 Diagonal Tie Plates on Beams No. of Pairs ✓ ✓ ✓ ✓
 Flat of Up., Spar, or Awning Dk. * Wood 3 3
 How fastened to Beams Galv'd outside
 Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness .. ✓
 Is the Stringer Plate attached to the outside plating? ✓
 Angle Irons on ditto, No. ✓
 Tie Plates, outside Hatchways ✓
 Diagonal Tie Plates on Beams, No. of pairs ✓
 Flat of Middle Deck* do. do. ✓
 How fastened to Beams ✓
 Stringer Plates on ends of Lower Deck, Hold or Orlop Beams ✓
 Is the Stringer Plate attached to the outside plating? ✓
 Angle Irons on ditto, No. ✓
 Stringer or Tie Plates, outside Hatchways .. ✓
 Flat of Lower Deck* ✓
 Ceiling betwixt Decks, thickness and material .. Wood lining
 " in hold do. do.
 Main piece of Rudder, diameter at head .. 3 1/2 3 1/2
 do. at heel 2 2
 Can the Rudder be unshipped afloat? Yes
 Bulkheads No. 3 No. per Rule 31
 " Thickness of 1/4"
 " Height up all to upper deck
 " How secured to sides of ship Put on double frames
 " Size of Vertical Angle Irons 3 x 2 1/2 x 7/8 and distance apart 30 ins.
 " Are the outside Plates doubled two spaces of Frames in length? Yes

FRAMES extend in one length from Hull to Gunwale Riveted through plates with 7/8 in. Rivets, about 5/16 apart.
 REVERSED ANGLE IRONS on floors and frames extend across middle line to upper turn of bilge and to gunwale frame alternately
 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 7/8 in. diameter, averaging 4 3/8 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 2 1/2 ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 5/8 in. diameter averaging 2 1/2 - 3 ins. from centre to centre.
 Butts of one Strakes at Bilge for half length, treble riveted with Butt Straps 1/16 thicker than the plates they connect.
 Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 2 1/2 ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 2 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, double riveted for whole length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.
 Butts of Main Stringer Plate, double riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.
 Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 2 1/2
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? As per rule No. of Breasthooks, 3 Crutches, 2
 That description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. Plates—West Hartlepool
 Manufacturer's name or trade mark. Angles & Bulbs—Dorman Long & Co. a Hull Forge. Lloyd's Register
 The above is a correct description.
 Builder's Signature, Cook & Welton & Gemmill Surveyor's Signature, R. Williamson
 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.

HULL 401-0032

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 plating 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? *None*

Masts, Bowsprit, Yards, &c., are *Wood* in *good* condition, and sufficient in size and length. If of Iron or Steel give Scantling, 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 Material and if stamped with Maker's name.
 State also Length and Diameter of Lower Masts and Bowsprit

Number for Equipment	CABLES, &c.			Test per Certificate Tons.	Fathoms & Inches per Rule.	Machine where Tested and Name of Chain Maker.	ANCHORS.		Test per Certificate	W'ght req'd per Rule.	Machine where Tested and Name of Anchor Maker.
	Number of Certificate.	Fathoms.	Inches.				Number of Certificate (State if any and which Anchors are Stockless.)	Weight. Ex. Stock.			
N ^o . <i>10025</i>	<i>60</i>	<i>15/16</i>	<i>10 1/2 x 21</i>	<i>60</i>	<i>7/8</i>	<i>Woods Patent</i>	<i>24372</i>	<i>4.2.9</i>	<i>7.0.0.0</i>	<i>4.0.0</i>	<i>Woods Patent</i>
Letter for do. <i>Fore Sails,</i>			<i>tested as per rule</i>				<i>24375</i>	<i>4.0.10</i>	<i>6.10.0.0</i>	<i>4.0.0</i>	<i>Woods Patent</i>
<i>Fore Top Sails,</i>											
<i>Fore Topmast Stay Sails,</i>											
<i>Main Sails,</i>	<i>160</i>	<i>3/4</i>	<i>steeple</i>								
<i>Main Top Sails,</i>	<i>22</i>	<i>2 1/4</i>									
<i>and quality</i>	<i>24</i>	<i>2</i>									
<i>good</i>	<i>60</i>	<i>5</i>	<i>Manilla</i>								
	<i>60</i>	<i>3 1/2</i>									

Standing and Running Rigging *Wire & Hemp* sufficient in size and *good* in quality. She has *one* Long Boat and
 The Windlass is *Iron Patent* Capstan and Rudder *good* Pumps *good*
Engine Room Skylights.—How constructed? *Teak framing* How secured in ordinary weather? *Bolted to iron coaming*
 What arrangements for deadlights in bad weather? *Solia teak shutters with glass bullseyes fitted in Sails*
Coal Bunker Openings.—How constructed? *Cast iron* How are lids secured? *Studs* Height above deck? *Flush*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Three ports and four scuppers each side.*
Cargo Hatchways.—How formed? *Iron coamings* Hatches, if strong and efficient? *2 1/2 thick*
 State size **Main Hatch** Forehatch *3"6 x 4"0"* Quarterhatch
 If of extraordinary size, state how framed and secured... What arrangement for shifting beams?

Order for Special Survey No. *440* Date *16/4/88*
 Order for Ordinary Survey No. *38* in builder's yard. State dates of letters respecting this case *14/11/88*
 1st. On the several parts of the frame, when in place, and before the plating was wrought } *Built under S & S spec during construction*
 2nd. On the plating during the process of riveting } *in 1889:—March 6, 11, 18, 26, 29 April 5, 12*
 3rd. When the beams were in and fastened, and before the decks were laid... } *Apr. 27 May 6, 17, 29 Jun 3, 13, 18*
 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 *14*

General Remarks (State quality of workmanship, &c.) *This is an decked vessel, sister to the S/S "Philip Maxsted", see Hull First Entry Report N^o 6940, has been built in accordance with the approved sketch of midship section, and in other respects in conformity with the Rules and the Surveyors' letter of the above named date. The workmanship throughout is good.*

The approved sketch of midship section, forwarded to London on the 21/6/89.

Law

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

Particulars for Record in R.B.—Length of Poop ft., R.Q.D. ft., Bridge Dk., ft., F'castle ft.; No. of Dks. (excluding spar, awn., &c.) *one*
 Material of dks. *Wood* of spar, awn. dk., &c. Material of spar, awn. dk., &c. ; No. of tiers of beams (with and without dks. laid) *one*
 Official No. *95795*; Signal Letters *---*
 I am of opinion this Vessel should be Classed *100A1 Trawler*
 The amount of the Entry Fee£ *1* : *8* : *8* is received by me, *W.R.* Special£ *8* : *8* : *8* *25/6/ 18 89*

(to be sent as per margin). Certificate ...
 (Travelling Expenses, if any, £ *---*)
 Committee's Minute *FRIDAY 28 JUNE 1889*
 Character assigned *100A1 Trawler*
 + *2mb 6/89*
2 acco
1 sk
 It is submitted that the vessel appears eligible to be classed 100.A.1. Trawler as recommended - 1.5h -
 Surveyor to Lloyd's Register of British and Foreign Shipping
 Lloyd's Register Foundation