

IRON OR STEEL SHIP.

(Received at London Office, MON 8 MAY 1889)

No. 6910 Survey held at Hull Date of writing Report 29th April 1889 Port of Hull Date, First Survey Jan 4th Last Survey Apr 26th 1889

On the

S/S "Rugby"

Rig Ketch

TONNAGE under Tonnage Deck
Do. between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk.
Total under Upper Dk. 106.97
Do. of Poop
Do. of Raised Qr. Dk. or Break
Do. of Bridge House
Do. of Houses on Deck
Do. of excess of Hatchways
Do. of Forecastle
Gross Tonnage 106.97
Less Crew Space 7.16
99.81
Less Engine Room 6.67
Register Tonnage as cut on Beam 33.10

ONE, OR TWO-DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.

Half Breadth (moulded) 10.0
Depth from upper part of Keel to top of Upper Deck Beams 11.75
Girth of Half Midship Frame (as per Rule) 17.33
1st Number 39.08
1st Number, if a 3-Decked Vessel deduct 7 feet
Length 86.4
2nd Number 3376
Proportions—Breadths to Length 4.3
Depths to Length—Upper Deck to Keel 7.3
Main Deck ditto

Master W. Grant
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 March 7th
By whom built Carter & Co.
Owners J. & W. Grant
Managers
(If desired to be entered in Reg. Book.)
Residence
Port belonging to Grimsby
Destined Voyage Fishing purposes
If Surveyed while Building, Afloat, or in Dry Dock. While building & afloat

LENGTH 86.4 BREADTH 20.0 DEPTH top of Floors to Upper Deck Beams 10.8 Do. do. Main Deck Beams 10.8 Power of Engines 44 N° of Decks with flat laid 1 N° of Tiers of Beams 1

ons of Ship per Register, length, 88.0 breadth, 20.1 depth, 10.7

Moulded depth 11.3

depth and thickness 7 1/2 x 1 1/8
moulding and thickness 7 1/2 x 1 1/8
POST for Rudder do. do. 7 1/2 x 2 1/4
for Propeller 7 1/2 x 2 1/4
e of Frames from moulding edge to ling edge, all fore and aft 21

ES, Angle Iron, for 2/3 length amidships 3 2 1/2 6 3 2 1/2 6
or 1/2 at each end 3 2 1/2 6 3 2 1/2 6
ISED FRAMES, Angle Iron 2 1/2 2 1/2 4 2 1/2 2 1/2 4
IS, depth and thickness of Floor Plate 13 x 6 15 x 5
d line for half length amidships 5
thickness at the ends of vessel 5
lepth at 2/3 the half-bdth. as per Rule as per sketch
height extended at the Bilges 5 1/2 3 9 5 3 8

Upper, Spar, or Awning Deck 5 1/2 3 9 5 3 8
or d'ble Ang. Iron, Plate or Tee Bulb Iron
or double Angle Iron on Upper edge 42 42
age space 42 42
Main, or Middle Deck
or d'ble Ang. Iron, Plate or Tee Bulb Iron
or double Angle Iron, on Upper Edge
age space

Lower Deck
or d'ble Ang. Iron, Plate or Tee Bulb Iron
or double Angle Iron on Upper Edge
age space
Hold, or Orlop
or d'ble Ang. Iron, Plate or Tee Bulb Iron
or double Angle Iron on Upper Edge
age space

ONS Centre line, single or double plate, 17 x 5
box, or Intercostal, Plates
Rider Plate
Bulb Plate to Intercostal Keelson 4 4 8
Angle Irons
Double Angle Iron Side Keelson
Side Intercostal Plate
do. Angle Irons
Attached to outside plating with angle iron
Angle Irons 3 3 6 3 3 6
do. Bulb Iron
do. Intercostal plates riveted to plating for length
STRINGER Angle Irons 3 3 6 3 3 6
Intercostal plates riveted to plating for length
STRINGER Angle Irons

AMES extend in one length from Hull to Gunwale

EVERSED ANGLE IRONS on floors and frames extend across middle line to bridge

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

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

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 ins. from centre to centre.

Butts of Strakes at Bilge for half length, treble riveted with Butt Straps 1/6 thicker than the plates they connect.

Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 3 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 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 whole 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 length.

Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting

Att Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? As per rule No. of Breasthooks, 1 Crutches, 2

hat description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? As per rule

Manufacturer's name or trade mark, Langley's Plates Stockton Malleable Iron Co.

The above is a correct description.

Builder's Signature, SHIPBUILDING & ENGINEERING CO. LIMITED

Surveyor's Signature, A. Williamson

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

Flat Keel Plates, breadth and thickness 30 7 30 6
PLATES in Garboard Strakes, br'dth & thickness 6 x 7 5 x 6
From Garboard to upper part of Bilges...
Of d'bling at Bilge, or increased thickness, and length applied 7 5 x 6
From up. prt of Bilge to l. edge of Sh'rstrake...
Main Sheerstrake, breadth and thickness 30 7 30 6
Of d'bling at Sh'stk. & lng. applied
From M'n. to Upr. or Spar Dk. Sh'rstrake...
Up. or Spar Dk Sh'rstrake, br'dth & thicken'ss...
Butt Straps to outside plating, breadth & thickness 9 3/4 7 5/8 8 9 3/4 5 1/2 7
Lengths of Plating 6 spaces 5 spaces
Shifts of Plating, and Stringers 2 2 2
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness 24 6 20 6
Angle Iron on ditto 3 x 3 x 6 3 x 3 x 6
Tie Plates fore and aft, outside Hatchways 8 6 8 6
Diagonal Tie Plates on Beams No. of Pairs
Flat of Up., Spar, or Awning Dk. 3 1/4 3
How fastened to Beams
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...
in hold do. do. Wood lining
Main piece of Rudder, diameter at head 3 1/2 3 1/2
do. at heel 2 1/4 2 1/4
Can the Rudder be unshipped afloat? Yes
Bulkheads No. 3 No. per Rule 3
Thickness of 4/6
Height up all to upper deck
How secured to sides of ship Bottom double framed
Size of Vertical Angle Irons 3 x 2 1/2 x 1/2 and distance apart 30 ins.
Are the outside Plates doubled two spaces of Frames in length? Yes

Riveted through plates with 3/4 in. Rivets, about 6 apart.

and to Gunwale alternately

And butts properly shifted? Yes

ins. from centre to centre.

ins. from centre to centre.

ins. from centre to centre.

ins. from cr. to cr.

ins. from cr. to cr.

length amidships.

length.

No. of Breasthooks, 1 Crutches, 2

As per rule

As per rule

As per rule

As per rule

As per rule

As per rule

As per rule

As per rule

As per rule

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 *Wood* 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

Number for Equip- ment	Letter for do.	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	Weight req'd per Rule.	Machine where Tested and Superintendent, also Name of Anchor Maker.
		Number of Certificate.	Fathoms.	Inches.								
N ^o . SAILS.		10042	60	7/8	13 3/4	20 1/2	60 1/2		3.1.24		4.0.0	
Fore Sails,									3.0.17		4.0.0	
Fore Top Sails,												
Fore Topmast Stay Sails,												
Main Sails,												
Main Top Sails, and quality												
Warp												

Standing and Running Rigging *Iron & 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? *Iron framing* How secured in ordinary weather? *Riveted to iron casings*
What arrangements for deadlights in bad weather? *Plate shutters with glass bullseyes in same.*
Coal Bunker Openings. How constructed? *Cast iron* How are lids secured? *Straps* Height above deck? *Flush*
Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Three ports and six scuppers on each side.*
Cargo Hatchways. How formed? *Iron casings* Hatches, If strong and efficient? *3 1/2 in*
State size Main Hatch *3'6" x 3'6"* Forehatch *3'6" x 3'6"* Quarterhatch *✓*
If of extraordinary size, state how framed and secured.... What arrangement for shifting beams? *✓*

Order for Special Survey No. *434*
Date *13/1/88*
Order for Ordinary Survey No. *323*
Date *8/11/88*
No. *323* in builder's yard.
State dates of letters respecting this case *8/11/88 & 14/11/88.*

General Remarks (State quality of workmanship, &c.) *This one decked vessel for fishing purposes has been built in accordance with the approved sketch of midship section and other respects in conformity with the Rules and the Secretary's letters of the above named date. The workmanship throughout is good. The anchors being of less weight than required by Table 22 of the Rules, it is the owner's intention to replace the same with heavier one on the vessel's return from her present voyage.*

The approved sketch of midship section sent to London on the 29/4/89.

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* If spar, awn. dk., &c. *✓* Material of spar, awn. dk., &c. *✓*; No. of tiers of beams (with and without dks. laid) *one*
Official No. *✓*; Signal Letters *✓*
I am of opinion this Vessel should be Classed ** 100A For fishing purposes* Eligible for the Flag *I when the anchors are replaced by new ones in accordance with Table 22 of the Rules.*
The amount of the Entry Fee *£ 1 : - -* is received by me, *✓*
Special *£ 8 : 8 : -* 22/5/1889
(to be sent as per margin) Certificate ...
(Travelling Expenses, if any, £) *✓*
Committee's Minute *TUESDAY 7 MAY 1889*
Character assigned *100A - see other Report For Fishing Purposes*
Surveyor to Lloyd's Register of British and Foreign Shipping, *R. Williamson*
It is submitted that this vessel appears eligible to be classed *100A* For Fishing Purposes as recommended when the anchors are replaced by new ones in accordance with Table 22 of the Rules.