

COMPOSITE SHIP.

No. 40786 Survey held at London Date, first Survey June 8th Last Survey Sept 6th 1881Screw Steamer
on the
Suez CanalScrew Steamer James SearleMaster J. StaddenTonnage under Tonnage Deck 56.29

Ditto of Spar Deck, or Awning Deck

Ditto of Poop, or Raised Qr. Dk.

Ditto of Houses on Deck

Ditto of Forecastle

Gross Tonnage 56.29Crew Space, as per Rule 9.42

Register Tonnage, cut on Beam

Engine Room 18.01Register Tonnage, as a Steamer, 28.86

cut on the Beam

Built at LondonWhen built 1881 Launched Aug 18, 1881By whom built R. B. GreenOwners Sinclair Hamilton & CoPort belonging to LondonDestined Voyage Algera BayIf Surveyed while Building, Afloat, or in Dry Dock Whilst Building under Special Survey

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet.	Inches.	Power of Engines	Nº. of Decks
(Dimensions of Ship per Register, length <u>70</u> breadth <u>16</u> depth <u>8.6</u>)	<u>70</u>		<u>16</u>							<u>one</u>
Keel, siding and moulding			Inches in Ship.			Inches required per Rule.			Outside Plank.	Inches in Ship.
„ plate, breadth and thickness			<u>9 1/2 x 11</u>			<u>9 1/2 x 11</u>			Garboard Strakes, thickness	<u>5 1/4</u>
Stem, siding and moulding			<u>19 x 8 1/6</u>			<u>19 x 8 1/6</u>			Garboard to Topsides ditto	<u>3 1/2</u>
Fore deadwood plate, breadth and thickness			<u>9 1/2 x 21</u>			<u>9 1/2 x 11</u>			Topsides ditto	<u>3 3/2</u>
Stern-post, siding and moulding			<u>9 1/2 x 8 1/6</u>			<u>9 x 8 1/6</u>			Sheerstrakes ditto	<u>2 1/2</u>
After deadwood plate, breadth and thickness			<u>9 1/2 x 10 1/2</u>			<u>9 1/2 x 10 1/2</u>			Planksheers ditto	<u>2 3/4</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft			<u>10 x 8 1/6</u>			<u>10 x 8 1/6</u>			Water - Upper Deck	<u>2 3/4</u>
			<u>5 x 3 1/4</u>			<u>5 x 3 1/4</u>			Ways - Lower Deck	<u>2 3/4</u>
Frames, Size of Angle Iron, single or double			<u>3 2 1/2 5</u>			<u>3 2 1/2 5</u>			Iron Sheerstrake, breadth and thickness	<u>12 5</u>
„ „ Reversed Iron, if to every frame or every frame			<u>2 1/4 2 1/4 4</u>			<u>2 1/4 2 1/4 4</u>			„ Bilge Plate ditto ditto	<u>8 5</u>
Floors, depth and thickness of Floor Plate at Mid line			<u>10 1/2 - 5</u>			<u>10 1/2 - 5</u>			Diagonal Plates on Frames	
„ Ditto ditto at Bilge Keelson			<u>4 - 5</u>			<u>4 - 5</u>			Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	<u>10 5</u>
„ Size of Reversed Angle Iron, and Nº. at top of Floor Plate			<u>2 1/4 2 1/4 4</u>			<u>2 1/4 2 1/4 4</u>			Angle Iron on ditto	<u>3 x 2 1/2 x 5</u>
„ If of Wood, siding & moulding, at Mid. line									Fore and aft Tie Plates on Upper Deck Beams, outside Hatchways	
Beams, Deck (Nº. 23) double Angle Iron, Plate, Tee, or Bulb Iron			<u>4 3 6</u>			<u>4 3 6</u>			Diagonal Tie Plates on ditto	
„ double or single Angle Iron, on edge									Flat of Upper Deck, thickness	<u>2 1/4</u>
„ „ average space between			<u>3 feet 6</u>			<u>alternate frames</u>			Ceiling betwixt Decks, thickness	
„ Hold, or Lower Deck (Nº. double Angle, Tee, Plate, or Bulb Iron)									„ in Hold, thickness	
„ „ double or single Angle Iron, on edge									Clamps or Spirketting ditto	
„ „ average space between									Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness	
Keelson, single or double plate, box, or intercostal									Fore and aft Tie Plates outside Hatchways, on Hold or Lower Deck Beams	
„ Size of Plates			<u>7 - 8</u>			<u>7 - 8</u>			Stringers in Hold	<u>3 x 3 x 5</u>
„ Size of Angle Irons			<u>3 3 5</u>			<u>3 3 5</u>			State if all Butts of the foregoing are shifted properly from each other	<u>yes</u>
„ If of Wood, siding and moulding			<u>6 1/2 - 5</u>			<u>6 1/2 - 5</u>			Flat of Lower Deck, thickness	
„ Side, single or double, plate, box, or intercostal			<u>3 3 5</u>			<u>3 3 5</u>			Diameter of Hold Pillars	<u>2</u>
„ Bilge (Nº.) at each Bilge, single, or double, plate or box			<u>3 3 5</u>			<u>3 3 5</u>			Main piece of Rudder, diameter at head	<u>10</u>
									(Can the Rudder be unshipped afloat <u>yes</u>)	

The Keel consists of Am R Elm The Stem Eng Oak Stern Post Eng Oak Apron Iron Plate with 2 angle Irons on the Edges.
 Inner Stern Post Eng Oak Deadwood Eng Oak Knight-heads, and Hawse Timbers —
 The Floors Iron Plates Wood Frames and Ceiling upon them —
 Beams Single Angle Iron and Keelsons Iron Plate with Angle Iron and are quite free from all defects.

Planking Outside.—From the Keel to the Height of one-fifth the depth of Hold as per Table I Am R Elm
 Ditto ditto from Keel to the Height of two-fifths the depth of Hold ditto Am R Elm & E I Teak, as per Sketch—attached
 Ditto ditto from two-fifths the depth of Hold to Gunwale E I Teak
 The Upper Deck Waterway E I Teak Spirketting none Planksheer E I Teak and Roughtree Timbers E I Teak
 The Main Piece of Rudder Windlass Double Iron Wrench and Bull Bitts E I Teak
 The Decks E I Teak State of Good How fastened to Beams Galvanized Screw Bolts & nuts
 The Shifts of the Planking are not less than 6 Feet Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought 3 between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are — Iron Keelsons
 The Ceiling, Lower Hold, and between Decks 1/8" Deals in Cabins, not barked Shelf pieces and Clamps —
 Butt Straps of Keel Plates, Keelsons, Stringer and Tie Plates, of every description, are they of proper dimensions, and Rivetted in accordance with the Rules? Yes State where treble all double — or single rivetting exists.
 Planksheer, how secured to the plating of the sides? Explain by sketch Galvanized Screw Bolts with nuts cutts
 Waterway „ „ planksheer and to the Beams? if necessary.
 Deck Beams, how secured to the side? Rivetted to frames & stringer plate
 Hold or Lower Deck Beams ditto? None
 General Quality of Workmanship Good No. of breasthooks, frames, crutches deep plate & bottom bulkhead, frames connected & deep plate
 What description of Iron is used for the Frames, Beams, Keelsons, Stringer and Tie Plates, Outside Plating, Rivets, &c.
 Manufacturer's name or trade mark Stearns Iron Works, New Darlington

We certify that the above is a correct description of the several particulars therein given.
 Builder's Signature _____ Surveyor's Signature Lenshouse Martindale

LON 666 0495

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, Galvanized Iron, or Iron, and Rivets.

	Copper or Y.M. in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Inches required per Rule
Deadwood forward and aft ..	7/8 x 3/4	7/8 x 3/4	Transoms and throats of Hooks	—	—	Pintles of the Rudder	2	2
Scarp of Keel, N° 6	3/4	3/4	Arms of Hooks	—	—	Hold Beam { Waterway		
Keelson Bolts through Keel at each Floor	—	—	Thro' Frames and Planking....	3/4 x 7/8	3/4 x 7/8	Bolts in { Knees		
Bolts through Iron Keel Plate and Wood Keel	7/8	7/8	Butt End Bolts ..	3/4 x 7/8	3/4 x 7/8	Deck Beam { Waterway		
Garboard Bolts Athwartship..	3/4	3/4	Rivets	10.8	10.8	Bolts in { Knees		
				16	16	Shelf or Clamp		
						Nails or Bolts in Flat of Deck	3/16	3/8

Her Masts, Bowsprit, Yards, &c., are in _____ condition, and sufficient in size and length. If they are of Iron or Steel give the Scanlings 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 rivetting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit

She is Schooner Rigged, Two Masts & one lower Yard in the Fore Mast, all of Wood.

N°.	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, N°.	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain	195	7/8	13-15-0-0	105 1/2	8 1/2	2	3-026	5-16-1-14	23 1/4	5 1/2
	Fore Top Sails,	(State Machine where Tested, and name of Superintendent).	20-12-2-0	2-0	Breaking		12 3/4		3-019	5-14-1-14	2 1/2	5 1/2
	Fore Topmast Stay Sails,	Hempen Stream Cable	40	6	Sign 8 Sealings		5 1/2		Sign 8 Sealings			
	Main Sails,	Hawser	90	3 1/2	As per Certificate				1 1/2			
	Main Top Sails, and	Towlines	30	2								
		Warp										
		All of good quality										

Her standing and Running Rigging *Good* sufficient in size and *Good* in quality. She has *one* Long Boat and

The present state of the *Windlass* is *Good* Capstan *Good* and Rudder *Good* Pumps *Good*

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board? *Side Ports*

Cargo Hatchways.—How formed? *No Cargo Hatchways* State size *—*

If of extraordinary size, state how framed and secured? *—*

What arrangement for shifting beams? *—*

Hatches, themselves, whether strong and efficient? *—*

Main Hatchways.—State size *—*

Order for Special Survey No. _____ Date _____	DATES of Surveys held while building as per Section No. 2.	1st. On the wood keel, stem, sternpost, deadwood, and frames before painting or coating
Order for Ordinary Survey No. _____ Date _____		2nd. On all the beams, stringers, plates, &c., when in place, rivetted-up ready to receive the planking
		3rd. When the vessel was planked outside, dubbed fair, and all the fastenings completed, but before she was either caulked, coated, or cemented
		4th. When the vessel was caulked, but before the bolt-heads were cemented or had dowells fitted over them
		5th. When the vessel was completed, launched, and equipped

General Remarks,

This vessel is intended for a Tug Boat and has no hold room for any cargo, being fitted up with cabins. She is built in accordance with the Rules, and the attached sketch of the Midship Section approved by the Committee.
She has 5 broad Stakes of East India Teak from the Sheerstake downwards, and the Planksheer Waterways and the Main Deck is of East India Teak, and is fastened with Yellow Metal Screw Bolts & Nuts from the Keel to Planksheer.
She has a Watertight collision Bulkhead & 2 Engine Room Bulkheads. Watertight.
Her Chain Cables & Bower anchors are much in excess of the Rules.

In what manner are the surfaces of Iron Work preserved from oxidation inside and outside *Bottom inside cemented, rest Painted*

Present condition of Caulking of Bottom *Good* Deck, *Good* and Waterways *Good*

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled *Yellow Metalled to land line* When last done *now*

I am of opinion this Vessel should be Classed **19A1*

The Amount of the Fee.....£ 1 : : : is received by me, *12/9/81*
 Special£ 5 : 5 : : *14/9/81*
 Certificate ... £ *Gratis*

Committee's Minute *Tuesday, September, 13th 18 81.*

Character assigned *A for 19 years*

Senhouse Martindale
This Composite Tug screw steamer has been built in accordance with the approved sketch of Midship Section appended and it is submitted she appears to be worthy of the favorable consideration of the Committee to be classed 19A1
16 yrs under Table I
3 yrs metal fastenings
13/9/81