

IRON OR STEEL SHIP.

(Received at London Office,)

No. 618 Survey held at Kingston & Bilama Date, First Survey 11th March 1889 Last Survey 15th May 1890
 On the Steel Screw Steamer "Buccaneer" Rig Single Mast Schooner
 Date of writing Report 18th May 1890 Port of Little FRI 18 MAY 1890

Tonnage under Tonnage Deck 740.40
 Do. between Tonnage 1 and 3rd, 4th, Spar or Awning Dk. Nil
 Total under Upper Dk. 740.40
 No. of Poop 4.97
 No. Raised for or Break 0.11
 of Bridge House 10.04
 of Houses on Deck 41.19
 excess of Hat of Forecastle 22.01
 as Tonnage 038.72
 Less Crew S. & 19
19
39
39
75

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

Half Breadth (moulded) 16 Feet.
 Depth from upper part of Keel to top of Upper Deck Beams 17
 Girth of Half Midship Frame (as per Rule) 28.12
 1st Number 60.42
 1st Number, if a 3-Decked Vessel .. deduct 7 feet ✓
 Length 216.34
 2nd Number 13071.26
 Proportions— Breadths to Length .. 7.21
 Depths to Length—Upper Deck to Keel .. 12.72
 Main Deck ditto .. —

Master G. Avery
 Year of appointment 1890
 Built at Kingston
 When built 1890 Launched 6th May
 By whom built John Scott & Co.
 Owners Buccaneer Steamship Co. Ltd.
 Managers J. E. Bromage & Co.
 (If desired to be entered in Reg. Book.)
 Residence London
 Port belonging to London
 Destined Voyage Red Sea
 If Surveyed while Building, Afloat, or in Dry Dock.
While building and afloat.

LENGTH	Feet.	BREADTH	Inches.	DEPTH	Feet.	Inches.	Power of	Horse.	No. of Decks with flat laid	No. of Tiers of Beams
on deck as per Rule	<u>216</u>	Moulded	<u>30</u>	top of Floors to Upper Deck Beams	<u>14</u>	<u>2</u>	Engines	<u>180</u>	<u>One</u>	<u>Two</u>
Do. do. Main Deck Beams										
Dimensions of Ship per Register, length, <u>217.5</u> breadth, <u>30.15</u> depth, <u>14.0</u>										
KEEL, depth and thickness		Inches in ship.	Inches per Rule.							
STEM, moulded thickness		<u>7 x 2 3/8</u>	<u>7 x 2 3/8</u>							
STERN POST, thickness		<u>7 x 4 3/8</u>	<u>7 x 4 3/8</u>							
Distance from moulding edge to keel		<u>22</u>	<u>22</u>							
Do. for 1/2 length amidships		<u>3 1/2</u>	<u>7</u>							
Do. for 1/4 length		<u>3 1/2</u>	<u>6</u>							
VERSED FRAMES, Angle Iron		<u>3 1/2</u>	<u>6</u>							
POORS, depth and thickness of Floor Plate at mid line for half length amidships		<u>3 1/2</u>	<u>6</u>							
thickness at the ends of vessel		<u>Cellular double bottom</u>								
depth at 1/2 the half length as per Rule		<u>3 1/2</u>	<u>6</u>							
height extended to the Bilge		<u>3 1/2</u>	<u>6</u>							
AMS, Upper, on or between Deck		<u>3 1/2</u>	<u>7</u>							
do. or double Ang. Iron, Plate or Tee Bulb Iron		<u>3 1/2</u>	<u>7</u>							
do. or double Ang. Iron, on Upper edge		<u>22</u>	<u>22</u>							
do. Main, or Middle Deck		<u>3 1/2</u>	<u>6</u>							
do. or double Ang. Iron, Plate or Tee Bulb Iron		<u>3 1/2</u>	<u>6</u>							
do. or double Angle Iron, on Upper Edge		<u>3 1/2</u>	<u>6</u>							
average space		<u>3 1/2</u>	<u>6</u>							
AMS, Lower Deck		<u>3 1/2</u>	<u>6</u>							
do. or double Ang. Iron, Plate or Tee Bulb Iron		<u>3 1/2</u>	<u>6</u>							
do. or double Angle Iron on Upper Edge		<u>3 1/2</u>	<u>6</u>							
average space		<u>3 1/2</u>	<u>6</u>							
AMS, Hold, or Orlop		<u>3 1/2</u>	<u>6</u>							
do. or double Ang. Iron, Plate or Tee Bulb Iron		<u>3 1/2</u>	<u>6</u>							
do. or double Angle Iron on Upper Edge		<u>3 1/2</u>	<u>6</u>							
average space		<u>3 1/2</u>	<u>6</u>							
ELSONS Centre line, single or double plate, box, or Intercoastal, Plates		<u>Cellular double bottom</u>								
Rider Plate		<u>as per section</u>								
Bulb Plate to Intercoastal Keelson		<u>3 1/2</u>	<u>6</u>							
Angle Irons		<u>3 1/2</u>	<u>6</u>							
Double Angle Iron Side Keelson		<u>3 1/2</u>	<u>6</u>							
Side Intercoastal Plate		<u>3 1/2</u>	<u>6</u>							
do. Angle Irons		<u>3 1/2</u>	<u>6</u>							
Attached to outside plating with angle iron		<u>3 1/2</u>	<u>6</u>							
Angle Irons		<u>3 1/2</u>	<u>6</u>							
do. Bulb Iron		<u>3 1/2</u>	<u>6</u>							
do. Intercoastal plates riveted to plating for length		<u>3 1/2</u>	<u>6</u>							
MAIN STRINGER Angle Irons		<u>5 3/2</u>	<u>7</u>							
Intercoastal plates riveted to plating for length		<u>5 3/2</u>	<u>7</u>							
DE STRINGER Angle Irons		<u>5 3/2</u>	<u>7</u>							
FRAMES extend in one length from <u>Centre to tank side</u> <u>to tank side to deck</u> Riveted through plates with <u>3/4</u> in. Rivets, about <u>6</u> apart.										
REVERSED ANGLE IRONS on floors and frames extend <u>from</u> middle line to <u>tank side to deck</u> and to <u>deck</u> alternately										
ELSONS. Are the various lengths of Plates and Angle Irons properly connected? <u>yes</u> And butts properly shifted? <u>yes</u>										
TING. Garboard, double riveted to Keel, with rivets <u>3/4</u> in. diameter, averaging <u>3/4</u> ins. from centre to centre. <u>See plate</u>										
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets <u>3/4</u> in. diameter, averaging <u>3/4</u> ins. from centre to centre.										
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets <u>3/4</u> in. diameter averaging <u>3/4</u> ins. from centre to centre.										
Butts of <u>3</u> Strakes at Bilge for <u>1/2</u> length, treble riveted with Butt Straps <u>thicker than the plates they connect</u> <u>See joint</u>										
Edges from Bilge to Main Sheerstrake, worked clencher, double <u>or single</u> riveted; with rivets <u>3/4</u> in. diameter, averaging <u>3/4</u> ins. from cr. to cr.										
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets <u>3/4</u> in. diameter, averaging <u>2 7/8</u> ins. from cr. to cr.										
Edges of Main Sheerstrake, double <u>or single</u> riveted. <u>Upper Sheerstrake, double or single riveted.</u>										
Butts of Main Sheerstrake, treble riveted for <u>1/2</u> length amidships. Butts of Upper or Spar Sheerstrake, treble riveted <u>length amidships.</u>										
Butts of Main Stringer Plate, treble riveted for <u>1/2</u> length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for <u>length.</u>										
Breadth of laps of plating in double riveting <u>6 1/2</u> Breadth of laps of plating in single riveting <u>—</u>										
Straps of Keelsons, Stringer and Tie Plates, treble, double <u>or single</u> Riveted? <u>yes</u> No. of Breasthooks, <u>4</u> Crutches, <u>2</u>										
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? <u>Steel</u>										
Manufacturer's name or trade mark, <u>Dalgell Messrs. & Co.</u>										
The above is a correct description.										
Owner's Signature, <u>John Scott & Co.</u> Surveyor's Signature, <u>W. J. Darling</u>										

State clearly where plating is of alternate thickness—of distinguished from distinguished thickness at ends of vessel.

If Iron Deck, state if whole or part, and if wood deck to suit thereon.

Planned

yes

yes

Geo
Geo

Yes
eat

very few

Paris

Four mast steel. 71 feet long beam. 18 1/2 dia 7/16 thick

the first

sufficient in size and good in quality. She has 1 life Long Boat and 1 cutter

and Rudder *good* Pumps *good*

How secured in ordinary weather? *In adriatic*

Bull eyes

How are lids secured? *Tarpauline Shattuck* Height above deck? *15'*

k of water, in case of shipping a sea? 3 scupper & 3 firing ports 36" x 24" on

92

Forehatch 3'-9" x 14'-0"

as per plans.

Hatches, If strong and efficient? *Solid 3" thick*

Quarterhatch $12-10'' \times 15-0''$

What arrangement for shifting beams? See plans

DATES of Surveys
held while building
as per Section 18.

This vessel has been built under special survey

and Raman Ship Materials 8000

The approved drawings & double bottom form are sent herewith

To complete Equipments I have anchor and light bidge have the put on board at

To complete equipment I have anchored, and upon
Boston, for which port the vessel has now sailed.

Inside Cement & Sand

Outside *Paint*

ft., F'castle 26 ft.; No. of Dks. (excluding spar, awn., &c.) 02

Material of spar, awn. dk., &c.

.....; No. of tiers of beams (with and without dks. laid) 87

If double bottom, state particulars on separate form.

I am of opinion this Vessel should be Classed *100A1 "Std." Subject to completion of Equipment and

is received by me,

17.5 18 90

1892

on MA

20 MAY 189

100A

100

Mr. Webb

1871

12

W. F. Dapling.
Surveyor to Lloyd's Register of British and Foreign Ships.
It is submitted that this document
appears eligible to be Classed 100
3442, in accordance with the
of House & Judge accompanying
of the Court of Appeal
of the Court of Appeal
of the Court of Appeal

Lloyd's Register