18

~~IRON or~~ STEEL SHIP.

(Received at London Office) 25 MARCH 1890

Date of writing Report ___ Port of Middlesbrough

No. 18 Survey held at Middlesbrough Date, First Survey Sept 17th 89 Last Survey March 15th 1890

On the Steel Screw Steamer AMERICA Rig Schooner 2 masts.

Tonnage under Tonnage Deck	773.73
Do. between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk.	
Total under Upper Dk.	
Do. of Poop	
Do. of Raised Qr. Dk. or Break	
Do. of Bridge House	
Do. of Houses on Deck	55.93
Do. of excess of Hatchways	7.28
Do. of Forecastle	
Gross Tonnage	836.94
Less Crew Space	38.15
Less Engine Room	293.27
Register Tonnage as cut on Beam	505.52

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

	Feet.
Half Breadth (moulded)	13.91
Depth from upper part of Keel to top of Upper Deck Beams	14.93
Girth of Half Midship Frame (as per Rule)	25.30
1st Number	54.14
1st Number, if a 3-Decked Vessel deduct 7 feet	✓
Length	193.87
2nd Number	10496
Proportions— Breadths to Length	6.9
Depths to Length— ~~Upper~~ Deck to Keel	12.98
~~Main Deck ditto~~	

Master Hvosfel

Year of appointment (1) As master in service of owner of present vessel:—1890 (2) As master of this vessel 1890

Built at Middlesbrough

When built 1889.90 Launched Dec 27th 89

By whom built Raylton Dixon & Co

Owners S. M. Kuhnle

Managers (If desired to be entered in Reg. Book.) Residence Bergen

Port belonging to Bergen

Destined Voyage West Indies

X Surveyed while Building, Afloat, ~~or in Dry Dock~~.

LENGTH on deck as per Rule ... Feet 193 Inches 10½ BREADTH— Moulded ... Feet 27 Inches 10 DEPTH top of Floors to Upper Deck Beams ... Feet 21 Inches 1½; Do. do. Main Deck Beams ... Feet 13 Inches 7½ Power of Engines ... Horse 120

N°. of Decks with flat laid 2 N°. of Tiers of Beams 2

*Dimensions of Ship per Register, length, 197.0' breadth, 27.9' depth, 21.0' Moulded depth 14.4¼

	Inches in Ship	Inches per Rule
KEEL, depth and thickness	7½ × 2⅜	7½ × 2⅛
STEM, moulding and thickness	6¾ × 2⅛	6¾ × 2⅛
STERN-POST for Rudder do. do. / for Propeller	7 × 4½	6¾ × 4¼
Distance of Frames from moulding edge to moulding edge, all fore and aft	22	22

(Class 100A Spar dk.)

	Inches. In Ship.	Inches. In Ship	~~16ths or~~ 20ths In Ship	Inches per Rule	Inches per Rule	~~16ths or~~ 20ths per Rule
FRAMES, Angle ~~Iron~~, for ⅗ length amidships	3½	3	6	3½	3	7
Do. for ⅕ at each end ... See back of Rept	3½	3	5	3½	3	6
REVERSED FRAMES, Angle ~~Iron~~	3	2½	5	3	2½	6
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	15½		6	15½		6
			5			5
" thickness at the ends of vessel	8			7¾		
" depth at ¾ the half-bdth. as per Rule	31			31		
" height extended at the Bilges						
BEAMS, ~~Upper~~, Spar, ~~or Awning~~ Deck Single ~~or d'ble~~ Ang. ~~Iron, Plate or Tee~~ Bulb ~~Iron~~	6	3	6	6	3	6
~~Single or double Angle Iron on Upper edge~~	44			44		
Average space						
BEAMS, Main, ~~or Middle~~ Deck Single ~~or d'ble Ang. Iron, Plate or~~ Tee Bulb ~~Iron~~	7	5	6	7	5	6
~~Single, or double Angle Iron, on Upper Edge~~	44			44		
Average space						
~~BEAMS, Lower Deck— Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge~~ Average space						
~~BEAMS, Hold, or Orlop— Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge~~ Average space						
KEELSONS Centre line, single ~~or double~~ plate,	12 in Eng & Br. Room		10	12		10
~~box, or Intercostal, Plates~~	9½		10	9½		10
" Rider Plate						
" ~~Bulb Plate to Intercostal Keelson~~	4½	3	7	4½	3	7
" Angles ~~Irons~~	4½	3	7	4½	3	7
" Double Angle ~~Iron~~ Side Keelson			7			7
" Side Intercostal Plate			7			
" do. ~~Angles Irons~~	3	3	8	3	3	8
" Attached to outside plating with angle iron	4½	3	7	4½	3	7
BILGE Angles ~~Irons~~	6½		6	6½		6
" do. Bulb ~~Iron~~						
" 4 ~~Intercostal plates riveted to plating for length~~						
BILGE STRINGER Angle Irons	4½	3	7	4½	3	7
~~Intercostal plates riveted to plating for length~~						
SIDE STRINGER Angle Irons	Web frame 14" wide 15 Stringer.					

	Inches In Ship.	~~16ths or~~ 20ths In Ship.	Inches per Rule	~~16ths or~~ 20ths per Rule
~~Flat Keel Plates, breadth and thickness~~				
PLATES in Garboard Strakes, br'dth & thickness	32	9	32	9
		8		8
" From Garboard to ~~upper~~ lower part of Bilges		9		9
" Of ~~d'blng~~ at Bilge, ~~or~~ increased thickness, and length applied ½ length		8		8
" From up. prt of Bilge to lr. edge of Sh'rstrake	34	10	34	10
" Main Sheerstrake, breadth and thickness				
" Of d'blng at Sh'stk. & lng. applied ✓				
" From M'n. to ~~Upr or~~ Spar Dk. Sh'rstrake		7		7
" ~~Upper~~ Spar Dk Sh'rstrake, brdth & thickn'ss	36	9	36	9
Butt Straps to outside plating, breadth & thickness	16¼ 9¾	12 7	16¾ 9¾	12 7
Lengths of Plating 7 spaces of frames				
Shifts of Plating, and Stringers as per rule				
Gunwale Plate on ends of ~~Awning~~, Spar, ~~or Upper~~ Deck Beams, breadth and thickness	32	7	32	7
Angle ~~Iron~~ on ditto	3½×3½	7	3½×3½	7
Tie Plates fore and aft, outside Hatchways	9	7	9	7
~~Diagonal Tie Plates on Beams No. of Pairs~~				
Flat of ~~Up.~~, Spar, ~~or Awning~~ Dk.* P. Pine	3½		3½	
How fastened to Beams	bolted			
Stringer Plate on ends of Main ~~or Middle~~ Deck Beams, breadth and thickness	36	8	36	8
Is the Stringer Plate attached to the outside plating? No				
Angles ~~Irons~~ on ditto, No. 2	3½×3½	7	3½×3½	7
Tie Plates, outside Hatchways	9	8	9	8
~~Diagonal Tie Plates on Beams, No. of pairs~~				
Flat of ~~Middle~~ Main Deck* do. do. P. Pine	3½		3½	
How fastened to Beams bolted				
~~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	dble 1 inch boards tongued & grooved			
" in hold do. do.	2½ in flat		2½	
Main piece of Rudder, diameter at head	4¾		4¾	
do. at heel	3½×3		2¾	

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

** If Iron Deck state if whole or part, and if wood deck is laid thereon.*

State whether Rivets are of Iron or Steel.

Can the Rudder be unshipped afloat? Yes

Bulkheads No. 4 No. per Rule 4

" Thickness of 6/20 to 5/20

" Height up Spar dk.

" How secured to sides of ship double frames

" Size of Vertical Angles ~~Irons~~ 3½ × 3 × 7/20 and distance apart 30 ins.

Are the outside Plates doubled two spaces of Frames in length? Yes

SIDE STRINGER Angle Irons Web frame 14" wide 15 Stringer. Riveted through plates with ¾ in. Rivets, about 5¼" apart.

The **FRAMES** extend in one length from Keel to Sp. dk; bilge to bilge thiffs to Sp. dk in tanks ~~and to~~ alternately

The **REVERSED ANGLE IRONS** on floors and frames extend across middle line to Mn & Spar dks

KEELSONS. Are the various lengths of Plates and Angles ~~Irons~~ properly connected? Yes And butts properly shifted? Yes

PLATING. Garboard, double riveted to Keel, with rivets 1 in. diameter, averaging 5 ins. from centre to centre.

" **Edges of Garboards** and to upper part of Bilge, worked clencher, double riveted; with rivets ¾ in. diameter, averaging 3⅜ ins. from centre to centre.

" **Butts from Keel to turn of Bilge,** worked carvel, double riveted; with rivets ¾ in. diameter averaging 2⅝ ins. from centre to centre.

" **Butts** of 2 Strakes at Bilge for ½ length, treble riveted with Butt Straps 2/20 thicker than the plates they connect. 1 Str lapped 3 ble

" **Edges from Bilge to Main Sheerstrake,** worked clencher, ~~double or~~ single riveted; with rivets ¾ in. diameter, averaging 3⅜ ins. from cr. to cr.

" **Butts from Bilge to Main Sheerstrake,** worked carvel, double riveted; with rivets ¾ in. diameter, averaging 2⅝ 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 ½ length amidships. Butts of ~~Upper or~~ Spar Sheerstrake, treble riveted ½ length amidships.

" **Butts of Main Stringer Plate,** treble riveted for ½ length amidships. **Butts of ~~Upper or~~ Spar Stringer Plate,** treble riveted for ½ length.

" Breadth of laps of plating in double riveting 6 diam Breadth of laps of plating in single riveting 3½ diam

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double ~~or single~~ Riveted? No. of Breasthooks, 3 Crutches, deep floors

What description of ~~Iron~~ Steel is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Siemens-Martin.

Manufacturer's name or trade mark, Bolckow Vaughan & Co. Moor I & S Co. W. Hpl I & S Co Consett. Dorman Long & Co

The above is a correct description.

Builder's Signature, Raylton Dixon

Surveyor's Signature, H. M. Williams.

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

(Form No. 1 for Iron or Steel Ships—250—Transfer Ink.)

Do the edges of the carvel work and of the butts fay 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 P. Pine &c 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

Fore Mast 61' x 16½"

Main " 54' x "

Number for Equipment 13404

Letter for do. L

CABLES, &c. Number of Certificate.	Fathoms.	Inches.	Test per Certificate. Tons.	Fathoms & Inches per Rule.	Machine where Tested and Superintendent, also Name of Chain Maker.
5922	90	1 6/16	34	} 240	Low Walker
5938	150	"	"	} 1 6/16	R Burnell
I. Abbot & Co Limd. Makers					
Iron Stream Chain ~~or Steel Wire~~	60	7/8	13¾	60, 7/8	do
~~Hempen Str'm Cabl~~					
TOWLINE— ~~Hemp or~~ Steel Wire	90	3¼	22	90. 9" hemp	
Hawser	90	7		" 7	
Warp	90	5		" 5	

No. SAILS. Fore Sails, Fore Top Sails, Fore Topmast Stay Sails, Main Sails, Main Top Sails, and quality — One Suit — good

ANCHORS. Number of Certificate (State if any and which Anchors are Stockless.)	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested and Superintendent, also Name of Anchor Maker.
19868	20.3.14	21.10.1.7	16¾	Riv Wear Comm
19869	20.3.22	21.12.2.0		I. Hartness
19867	18.3.16	19.17.2.0		Supt
Smiths Pat	Stockless	Coll	47.3.0	Drop &c Certif
I Spencer	Son Makers	25%	11.3.21	produced
Collective Weights	59.2.24		59.2.21	
Stream	5.2.14	7.18.1.21	5.2.0	Low Walker
Kedge	2.3.21	5.10.0.0	2.3.0	I Burnell
2nd Kedge	1.2.7	4.1.2.7	1.2.0	Supt.

Standing and Running Rigging Wire & hemp sufficient in size and good in quality. She has 2 ~~Life~~ Boats and one other.

The Windlass is Iron Capstan ✓ and Rudder Iron Pumps good

Engine Room Skylights.—How constructed? Teak coaming & top How secured in ordinary weather } Thick teak top & strong glass lights

What arrangements for deadlights in bad weather?

Coal Bunker Openings.—How constructed? Plate casings w/ hinge How are lids secured? Cleats & battens Height above deck? 7'1"

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? open rails, scuppers in sheerstrake

Cargo Hatchways.—How formed? plate coaming 26" high

State size No1 ~~Main~~ Hatch 7'4" x 6'10" No2 ~~Fore~~ hatch 14'6" x 10'0" **Hatches,** If strong and efficient? 3" Solid pine

No3 ~~Quarter~~ hatch 18'4" x 10'0"

If of extraordinary size, state how framed and secured... No1. 1 fore & after. No2. 1 beam + 1 fore & after. No3 ~~[illegible]~~ ~~What arrangements~~ ?

Order for Special Survey No. 11454

Date Jany 15th 1890

Order for Ordinary Survey No. ✓

Date ✓

No. 312 in builder's yard.

DATES of Surveys held while building as per Section 18.

1st. On the several parts of the frame, when in place, and before the plating was wrought — Built under Special Survey

2nd. On the plating during the process of riveting

3rd. When the beams were in and fastened, and before the decks were laid — 1st Visit Sept 19th 1889

4th. When the ship was complete, and before the plating was finally coated or cemented

5th. After the ship was launched and equipped — last visit March 15th 1890

State dates of letters respecting this case Sept 5, 7th 19th 26th Dec 16th 89 M. Dec 16th 89 P Dec 17th 21st 27th 31st 89 Jany 25th 90 Total No. of Visits 40

General Remarks (State quality of workmanship, &c.) Built under special Survey, in accordance with the plans approved, the rules applicable to the vessel, and the letters named above. The frames & reverse bars being 1/20" under the required thickness, compensation has been given by web frames, as shown on the midship section and elevation and approved. Spar deck Steel in way of engine & boiler openings, covered with wood. Large main deck cargo ports, constructed to approved plans.

The freeboard has been marked on the vessel sides in accordance with Secy's letter dated Jany 30th/90 as follows. To top of wooden spar deck Summer 8'3½" Winter 8'6" allowance for fresh water 3½ inches. The freeboard to be recorded on the certificate of classification and in the Register Book

[signature]

How are the surfaces preserved from oxidation? Inside Portland Cement & Paint above 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.) 1

Material of dks. P. Pine If spar, awn. dk., &c. Spar dk Material of spar, ~~awn. dk.~~, &c. P. Pine; No. of tiers of beams (with and without dks. laid) 2;

Official No. ✓ ; Signal Letters

I am of opinion this Vessel should be Classed + 100 A1 Spar dk Steel If double bottom, state particulars on separate form.

(see above re freeboard)

The amount of the Entry Fee ......£ 3 : is received by me, } RHD

Special ......£ 39 : 19 : 24 3 1890

(to be sent as per margin). Certificate ... :

(Travelling Expenses, if any. £).

H. M. Williams.

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

FRI. 22 SEP 1893

WED. 27 DEC 1893

Committee's Minute FRIDAY 28 MARCH 1890

Character assigned 100 A1 Steel Spar dk

subject to freeboard 8"3½ S

1 dk & Spar dk 8"6 W

& web frames 8"9 WNA

+ Lmb 3/90

LA & Cp

It is submitted that this vessel appears eligible to be Classed 100 A1 (Steel) Spar Dk as recommended. The freeboard of 8.3½ S. 8.6 W. } as approved by the Committee and now marked on the vessel's sides to be inserted in the Classification Certificate and recorded in the Register Book and further the Winter N. A. freeboard of 8'9" be inserted in the Classification Certificate.

1 Dk & Spar Dk & Web frames [illegible]

MDC 73/156