

IRON OR STEEL SHIP.

(Received at London Office, ...)

MON 19 MAY 1890

No. **64** Survey held at **Middleborough** Date, First Survey **July 17th 1889** Last Survey **May 14th 1890**
On the **Steel Screw Steamer INGLEBY** Rig **Schooner 2masted**

TONNAGE under Tonnage Deck **1286.03**
Do. between Tonnage Dk. and 2nd. 4th. Spar or Awning Dk. **293.70**
Total under Upper Dk. **1579.73**
Do. of Poop **61.44**
Do. of Raised Qr. Dk. **114.27**
Do. of Bridge House **6.32**
Do. of Houses on Deck of excess of Hatchways **24.05**
Tonnage **1785.81**
No Space **82.41**
as Engine Room **571.46**
Register Tonnage **1131.94**
as cut on Beam

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

Half Breadth (moulded) ... **18.16**
Depth from upper part of Keel to top of Upper Deck Beams **19.79**
Girth of Half Midship Frame (as per Rule) ... **34.38**
1st Number ... **72.33**
1st Number, if a 3-Decked Vessel .. deduct 7 feet ✓
Length ... **258.5**
2nd Number ... **18697**
Proportions— Breadths to Length... **7.1**
Depths to Length—Upper Deck to Keel... **13.06**
Main Deck ditto ...

Master **Hall**
Year of appointment (1) As master in service of owner of present vessel:—18 **82**
(2) As master of this vessel18 **90**
Built at **Middleborough**
When built **1889-90** **Launched** **April 5th 1890**
By whom built **R. Crapp Sons**
Owners **Ingleby, J. & Co. Ltd.**
Managers **Edmond Harris & Co.**
(If desired to be entered in Reg. Book.)
Residence **Middleborough**
Port belonging to **Middleborough**
Destined Voyage **Alexandria**
Surveyed while Building **Afloat, or in Dry Dock.**

LENGTH on deck as per Rule ... **258 6** **BREADTH** Moulded... **36 4** **DEPTH** top of Floors to Upper Deck Beams ... **16 9 1/2** **Power of Engines** ... **175** **Nº. of Decks with flat laid** **1** **Nº. of Tiers of Beams** **1 web.**

Dimensions of Ship per Register, length, **260'** breadth, **36.6'** depth, **16.6'**

KEEL, depth and thickness **Slabs** ... **9 x 13 1/2**
STEM, moulding and thickness... **8 1/2 x 2 1/2**
STERN-POST for Rudder do. do. ... **8 1/2 x 5**
" " for Propeller ... **24**
Distance of Frames from moulding edge to moulding edge, all fore and aft ...

FRAMES, Angle **Iron**, for 1/2 length amidships ... **4 1/2 3 8**
Do. for 1/4 at each end ... **4 1/2 3 7**
REVERSED FRAMES, Angle **Iron** ... **3 3 7**
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships ... **Cellular double bottom**
" thickness at the ends of vessel ... **36 in deep**
" depth at 3/4 the half-bdth. as per Rule ... **as per plans**
" height extended at the Bilges... **as per plans**

BEAMS, Upper Spar, or Awning Deck Single or double Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper edge ... **5 3 7 5 3 6**
Average space... **24**
BEAMS, Main, or Middle Deck Single or double Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge ... **7 3 8 7 3 8**
Average space... **24**

BEAMS, Lower Deck Single or double Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge ... **9 1/2 9 9 1/2 9**
Average space... **24**
BEAMS, Hold, or Orlop under R.D. Single or double Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge ... **4 4 8 4 4 8**
Average space... **see elevation**

KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates ... **Cellular double bottom 36" deep**
" Rider Plate ... **Centre plate 3" thick**
" Bulb Plate to Intercoastal Keelson ... **as per plans**
" Angle Irons ...
" Double Angle Iron Side Keelson ...
" Side Intercoastal Plate ...
" do. Angle Irons ...

BILGE Angle Irons ... **5 4 9 5 4 9**
" do. Bulb Iron... **9 9 9 9**
" do. Intercoastal plates riveted to plating for length ...

BILGE STRINGER Angle Irons ... **5 4 9 5 4 9**
Intercoastal plates riveted to plating for Bulb under R.D. length ... **9 9 9 9**
SIDE STRINGER Angle Irons under R.D. ... **5 4 9 5 4 9**

The **FRAMES** extend in one length from **bilge to bilge, & bilge to top height**

The **REVERSED ANGLES** on floors and frames extend across middle line to **bilge, the ceiling & Mr + 25 and to decks on all frames**

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 **18** in. diameter, averaging **5 1/4** ins. from centre to centre.
" Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets **3/8** in. diameter, averaging **3 1/2** ins. from centre to centre.
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets **3/8** in. diameter averaging **3 1/8** ins. from centre to centre.
" Butts of Strakes at Bilge for **1/2** length, treble riveted with Butt Straps **20** thicker than the plates they connect. **2 lapped + 306**
" Edges from Bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets **3/8** in. diameter, averaging **3 1/2** ins. from cr. to cr.
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets **3/8** in. diameter, averaging **3 1/8** ins. from cr. to cr.
" Edges of Main Sheerstrake, double or single riveted.
" Butts of Main Sheerstrake, treble riveted for **1/2** 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 length.
" Breadth of laps of plating in double riveting **6 diam** Breadth of laps of plating in single riveting ✓

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

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? **See notes**

Manufacturer's name or trade mark, **Bolckow Vaughan & Co. Consett.**

The above is a correct description.

Builder's Signature, **John G. P. Jones** Surveyor's Signature, **N. M. Williams**

PLATES in Garboard Strakes, br'dth & thickness **36 11 36 11**
" From Garboard to upper part of Bilges... **10 10**
" Of d'bling at Bilge, increased thickness, and length applied **1/2 length** **11 11**
" From up. prt of Bilge to l. edge of Sh'rstrake... **10 10**
" Main Sheerstrake, breadth and thickness... **40 14 40 14**
" Of d'bling at Sh'rstrake & lng. applied **2 1/2 ft at breadth** **10 10**
" From M'n. to Upper or Spar Dk. Sh'rstrake... **9 9**
" Upper or Spar Dk Sh'rstrake, br'dth & thicken'ss... **10 10**
Butt Straps to outside plating, breadth & thickness **1 1/2 x 9 1/2 1 1/2 x 8 1/2 1 1/2 x 9 1/2 1 1/2 x 8 1/2**
Lengths of Plating **8 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... **38 10 38 10**
Angle Iron on ditto ... **see flange**
Tie Plates fore and aft, outside Hatchways
Diagonal Tie Plates on Beams No. of Pairs
Flat of Up. Spar or Awning Dk. * **Iron** **5 1/6 5 1/6**
How fastened to Beams **as riveted**
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness **37 10 37 10**
Is the Stringer Plate attached to the outside plating? **Yes**
Angle Irons on ditto, No. **2** **4 x 4 9 4 x 4 9**
Tie Plates, outside Hatchways ... **see flange**
Diagonal Tie Plates on Beams, No. of pairs
Flat of Middle Deck * do. do. **Steel** **6 6**
How fastened to Beams **as riveted**
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams ... **30 10 30 10**
Is the Stringer Plate attached to the outside plating? **Yes**
Angle Irons on ditto, No. **2** **4 x 4 9 4 x 4 9**
Stringer or Tie Plates, outside Hatchways
Flat of Lower Deck *
Ceiling betwixt Decks, thickness and material ... **2 1/2 Pine 2 1/2**
" in hold do. do. **2 1/2 2 1/2**
Main piece of Rudder, diameter at head ... **6 1/2 6 1/2**
" do. at heel ... **3 1/2 3 1/2**
Can the Rudder be unshipped afloat? **Yes**
Bulkheads No. **4** No. per Rule **4**
" Thickness of **9/16 to 7/16**
" Height up **Pt. Orlop Dk. Mr + 25 d'ks**
" How secured to sides of ship **double frames**
" Size of Vertical Angles **4 1/2 x 3 x 8/10** and distance apart **30 ins.**
" Are the outside Plates doubled two spaces of Frames in length? **Yes**

State clearly where plating is of alternate thickness—as distinguished from distinguished thickness at ends of vessel.
* If Iron Deck, state if whole or part, and if wood deck is laid thereon.

Do the edges of the carvel work and 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 *Steel & P. Pine* in *good* condition, and sufficient in size and length. If of Iron or Steel give scantlings of Plates, 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

*The Mast 74.5 x 22 1/2 plates 3/8" } see plans herewith. 2 plates in the round
Main " 68.1 x 20 1/8 " " } dble rivetted seams, 3ble rivetted butts.*

Number for Equip- ment	Letter for do.	CABLES, &c.			Test per Certificate, Tons.	Fathoms & Inches per Rule.	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS. Number of Certificate (State if any and which Anchors are Stockless.)	Weight, Ex. Stock.	Test per Certificate	Wght req'd per Rule.	Machine where Tested and Superintendent, also Name of Anchor Maker.
		Number of Certificate.	Fathoms.	Inches.								
21034	9	8343	270	1 1/8	51.4	270.1 1/8	<i>Riv. Near Com.</i>	12323	34.3.14	32.5.2.14	27.3.0	<i>2 1/2 ton</i>
		<i>No Parker & Co. Makers</i>					<i>I. Hartman</i>	12324	34.2.0	32.0.0.0		<i>H. Brien</i>
		<i>Calif. correct</i>					<i>Supt</i>	12322	29.3.18	28.12.2.0		<i>Asst Supt</i>
		<i>Iron Stream Casing</i>	75	1 1/8	20 2/3	75.1 1/8	<i>do</i>	<i>Parker & Co. Makers</i>			79.0.0	<i>Doyle & Co.</i>
		<i>Steel Wire</i>						<i>Cast Steel Head</i>		25%	19.3.0	<i>Certificate</i>
		<i>Hamper Bar in Cabin</i>						Collective Weights	79.1.4		28.3.0	<i>produced</i>
		<i>TOWLINE—</i>	90	4	33.2ms	32 90 fms	<i>Certificate</i>	Stream	9.1.7	11.9.0.7	8.3.0	<i>Riv. Near Com.</i>
		<i>Hamper Steel Wire</i>					<i>produced</i>	Kedge	4.3.0	7.2.2.0	4.2.0	<i>I. Hartman</i>
		<i>Hawser</i>	90	9		9"		2nd Kedge	2.1.21	5.0.0.0	2.1.0	<i>Supt</i>
		<i>Warp</i>	90	7		7"						

Standing and Running Rigging *Wire Ropes* sufficient in size and *good* in quality. She has *2* Life Boats and *2* others

The Windlass is *Iron* Capstan *✓* and Rudder *Iron* Pumps *Iron*

Engine Room Skylights.—How constructed? *Plate Cornings & Wp* How secured in ordinary weather? *Plate flaps & thick*
What arrangements for deadlights in bad weather? *convex glass lights.*

Coal Bunker Openings.—How constructed? *plate cornings* How are lids secured? *cleats & battens* Height above deck? *57" 24" 12"*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Open rails forward*

Cargo Hatchways.—How formed? *plate cornings* No 1 25 No 2 24 No 3 33 No 4 34
State size *No 1 Hatch 15' 8" x 14' 0" No 2 21' 9" x 14' 0" No 3 24' 0" x 14' 0" No 4 23' 11" x 14' 2"*
Hatches, If strong and efficient? *Yes 3' solid pine*

If of extraordinary size, state how framed and secured... *No 1 1 web 3 free rafters No 2 3 web 2 free rafters No 3 2 web 3 free rafters*

Order for Special Survey No. *1380* Date *July 19-89*
Order for Ordinary Survey No. *✓* Date *85*
No. *85* 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 } *1st Survey July 17-1889*
3rd. When the beams were in and fastened, and before the decks were laid... } *last May 14-1890*
4th. When the ship was complete, and before the plating was finally coated or cemented.. }
5th. After the ship was launched and equipped

State dates of letters respecting this case *May 2nd Nov 7-11-89 M Jan 10-90 P* Total No. of Visits *70*

General Remarks (State quality of workmanship, &c.) *Built under Special Survey in accordance with the approved plans & the rules for steel vessels. The workmanship & materials are good, Steel tested as per rule.*

The freeboard has been marked on the vessel side in accordance with that assigned in the Secy's ltr of May 8th 90 M. as follows. To part awning deck Summer 7' 2", Winter 7' 5". Fresh water allowance 4 1/2". The freeboard has been recorded in the Register Book and on the certificate of classification

How are the surfaces preserved from oxidation? Inside *Black enamel Cement, Paint* Outside *Paint*

Particulars for Record in R.B.—Length of Poop *24 1/2* ft., R.Q.D. *82* ft., Bridge Dk., *15 1/4* ft., E. *14* ft.; No. of Dks. (excluding spar, awn., &c.) *1*
Material of dks. *Iron* awn. dk., *Iron* Material of *Iron* dk., *Iron*; No. of tiers of beams (with and without dks. laid) *1*
Official No. *89728*; Signal Letters
If double bottom, state particulars on separate form.

Amount of opinion this Vessel should be Classed *+100 A1 Part dunn dk. Steel*
The amount of the Entry Fee£ *4*: is received by me, *H. M. Williams*
Special£ *64*: 18: 6 *10-5-1890*

(to be sent as per margin). Certificate ...
Committee's Minute *TUES 20 MAY 1890*
Character assigned *100 A1 Steel Plawngsk*
+ Lmb 5790 salged to fods 7258.2
axcp 10k/pt pt 8on + 75W85
web frames 7.9W8.9
Surveyor to Lloyd's Register of British and Foreign Shipping.
It is submitted that this vessel appears eligible to be Classed 100 A1 (Steel) 1st Avenue. As recommended. The first and 2nd surveys as recommended by the Committee and the vessel is to be included in the Class Certificate & entered in the Register Book. The vessel is to be included in the Class Certificate & entered in the Register Book. The vessel is to be included in the Class Certificate & entered in the Register Book.