~~IRON~~ OR STEEL SHIP.

68

No. 68 Survey held at Stockton Date of writing Report 19th May 1890 Port of Middlesbro' (Received at London Office, TUES 20 MAY 1890)

Date, First Survey 26th Nov 1889 Last Survey 19th May 1890

On the S. S. "Therese Heymann" Rig Schooner

TONNAGE under Tonnage Deck	1817.40
Do. between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk.	
Total under Upper Dk.	
Do. of Poop	75.25
Do. of Raised Qr. Dk. or Break	133.18
Do. of Bridge House	300.60
Do. of Houses on Deck	4.69
Do. of excess of Hatchways	19.59
Do. of Forecastle	41.85
Gross Tonnage	~~56~~ 2392.56
Less Crew Space	76.59
Less Engine Room	2315.97
Register Tonnage	765.62
as cut on Beam	1550.35

~~ONE, OR~~ TWO DECKED, ~~THREE DECKED~~ VESSEL, + ~~SPAR, OR AWNING-DECKED VESSEL~~. R. Q. D.

	Feet.
Half Breadth (moulded)	19.40
Depth from upper part of Keel to top of Upper Deck Beams (assumed)	23.33
Girth of Half Midship Frame (as per Rule)	38.66
1st Number	81.39
~~1st Number, if a 3 Decked Vessel ... deduct 7 feet~~	
Length	288.33
2nd Number	23.467
Proportions—Breadths to Length	7.4
Depths to Length—Upper Deck to Keel	12.35
~~Main Deck ditto~~	

Master R. McNatt

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

Built at Stockton

When built 1890 Launched 21st April 1890

By whom built R. Ropner & Son

Owners The Therese Heymann

Managers Steam Ship Co. Lim.

(If desired to be entered in Reg. Book.)

Residence

Port belonging to London

Destined Voyage

~~If~~ Surveyed while Building, + Afloat, ~~or in Dry Dock~~.

LENGTH on deck as per Rule ... Feet 288 Inches 4 | BREADTH Moulded... Feet 38 Inches 10 | DEPTH top of Floors to Upper Deck Beams / Do. do. Main Deck Beams ... Feet 19 Inches 4 | Power of Engines ... Horse 200 | No. of Decks with flat laid 1 | No. of Tiers of Beams 1 + 2 under R. Q. D.

Dimensions of Ship per Register, length, 290 breadth, 39 depth, 19.3 Moulded depth 22/6

	Inches in Ship.			Inches per Rule.		
KEEL, (Plate) depth and thickness	10 × 1 1/16			10 × 1 1/16		
STEM, moulding and thickness	10 × 2 5/8			10 × 2 5/8		
STERN-POST for Rudder do. do.	10 × 6			10 × 6		
" " for Propeller	10 × 6			10 × 6		
Distance of Frames from moulding edge to moulding edge, all fore and aft	24			24		
(Class 100 A)	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 3/5 length amidships	5	3 1/2	8	5	3 1/2	8
Do. for 1/5 at each end	5	3 1/2	7	5	3 1/2	7
REVERSED FRAMES, Angle Iron	3 1/2	3 1/2	8	3 1/2	3 1/2	8
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	38		6/16	38		6/16
thickness at the ends of vessel; depth at 3/4 the half-bdth. as per Rule; height extended at the Bilges...	Cellular Bottom as per approved midship section					
BEAMS, Upper, ~~Spar, or Awning~~ Deck; ...e or d'ble Ang. ~~Iron, Plate or Tee~~ Bulb ~~Iron~~; ~~Single or double Angle Iron on Upper edge~~	6 1/2	3	9	6 1/2	3	9
Average space	24			24		
BEAMS, Main, or Middle Deck and R. Q. D.; Single ~~or d'ble Ang. Iron~~, Plate ~~or Tee~~ Bulb ~~Iron~~	9		9	9		9
Single, ~~or~~ double Angle ~~Iron~~, on Upper Edge	3 1/2	3	7	3 1/2	3	7
Average space... As per Profile						
~~BEAMS, Lower Deck— Single or d'ble Ang. Iron, Plate or Tee Bulb Iron; Single or double Angle Iron on Upper Edge; Average space~~	Web frames + Intercostal Stringers as per Plans					
~~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, box, or Intercostal, Plates	38		10	38		10
Rider Plate; Bulb Plate to Intercostal Keelson; Angle Irons; Double Angle Iron Side Keelson; Side Intercostal Plate; do. Angle Irons; Attached to outside plating with angle iron; ...GE Angle Irons; do. Bulb Iron; do. Intercostal plates riveted to plating for ... length; ...GE STRINGER Angle Irons; Intercostal plates riveted to plating for ... length; ...E STRINGER Angle Irons	Cellular Double Bottom as per the Approved Plans					

	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	36	12	36	12
" From Garboard to upper part of Bilges...		11.12		11.12
" Of d'bling at Bilge, or increased thickness, and length applied 3 Strakes		1		1
" From up. prt of Bilge to lr. edge of Sh'rstrake...		11.12		11.12
" Main Sheerstrake, breadth and thickness	42	15	42	15
" Of d'blng at Sh'stk. & lng. applied 20 ft at Breaks				
" From M'n. to Upr or ~~Spar~~ Bridge Dk. Sh'rstrake...	Iron	9/16		9/16
" Up. or ~~Spar~~ Bridge Dk Sh'rstrake, brdth & thickn'ss	36 1/2	10/16	36 1/2	10/16
Butt Straps to outside plating, breadth & thickness	9 3/4. 16 3/4	14.18	9 3/4. 16 3/4	14.18
Lengths of Plating	18 ft		12 ft	
Shifts of Plating, and Stringers	48		48	
Gunwale Plate on ends of ~~Awning, Spar, or~~ Upper Deck Beams, breadth and thickness	41	10	41	10
Angle Iron on ditto	4 1/2 × 4 1/2 × 9		4 1/2 × 4 1/2 × 9	
~~Tie Plates fore and aft, outside Hatchways~~	Increased thickness			
~~Diagonal Tie Plates on Beams No. of Pairs~~				
Flat of Up., ~~Spar, or Awning~~ Dk.* Iron				
How fastened to Beams Riveted		7/16		7/16
Stringer Plate on ends of ~~Main or~~ Middle Deck Beams, breadth and thickness R. Q. D.	39	9	39	9
Is the Stringer Plate attached to the outside plating?	Yes			
Angle Irons on ditto, No. 2	4 × 4 × 9		4 × 4 × 9	
Tie Plates, outside Hatchways Angles	4 × 4 × 8		4 × 4 × 8	
~~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	2 1/2			2 1/2
" in hold do. do.	"			"
Main piece of Rudder, diameter at head	7 3/4		7 3/4	
do. at heel	3 3/4		3 3/4	

Can the Rudder be unshipped afloat? Yes

Bulkheads No. 5 No. per Rule 5

" Thickness of 7/20 – 6/20

" Height up Upper Deck

" How secured to sides of ship between double frames

" Size of Vertical Angle Irons 5 × 3 1/2 × 8 and distance apart 30 ins.

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

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.*

FRAMES extend in one length from tank side to tank side & from tank side to Gunwale Riveted through plates with 7/8 in. Rivets, about 6" apart.

REVERSED ANGLE IRONS on floors and frames extend from middle line to Lower Dk. Stringer and to Up. Dk. Stringer alternately

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 1 1/8 in. diameter, averaging 5 5/8 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, + with double riveted; with rivets 7/8 in. diameter averaging 3 1/16 ins. from centre to centre.

Butts of all Strakes ~~at Bilge~~ for 1/2 length, treble riveted with Butt Straps 3/20 thicker than the plates they connect. except where lapped as per section

Edges from Bilge to Main Sheerstrake, worked clencher, double ~~or single~~ riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, + with double riveted; with rivets 7/8 in. diameter, averaging 3 1/16 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 1/2 length amidships. Butts of Upper or ~~Spar~~ Bridge Sheerstrake, treble riveted whole 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 5 1/2 ~~Breadth of laps of plating in single riveting~~

Straps of Keelsons, Stringer and Tie Plates, treble, double ~~or single~~ Riveted? No. of Breasthooks, 6 Crutches, 4

State whether Rivets are of Iron or Steel.

...t description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Frames & Beams, Dorman Long & Co.

...nufacturer's name or trade mark, Steel Plates, Consett, Moor & Stockton Ingleathy. Iron West. Stockton

...he above is a correct description,

...ilder's Signature, R. Ropner & Son (signature) Surveyor's Signature, (signature)

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

ROBERT EDMUND TAYLOR & SON, Commercial and General Steam Printers, 19, Old Street, Goswell Road, London, E.C.

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed*

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? *only a few.*

Masts, ~~Bowsprit~~, Yards, &c., are *Iron & 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 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~~ *Foremast 74'. 5" × 19¼ dia. Mainmast 73'. 6" × 19" ¼ dia. Plates 6/16 to 5/16 at Head & Heel. Seams single riveted. Butts treble & double, Straps 7/16 thicker. Material tested in accordance with the Rules.*

Number for Equipment *26136* Letter for do. *5*	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.	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.
	10958. 10964	*270*	*1 13/16*	*59¼. 82¾*	*270. 1 13/16*	*Tested at Newcastle & Tipton 16. 22 & 24 April 1890. Bayliss, Jones & Bayliss. Sparkes & Dj.*	*27749*	*40. 2. 6*	*36. 4. 1. 14*	*40. 0. 0*	*Tested at Netherton & Tipton 25 & 30 April 1890. Hingley & Sons & Dj.*
SAILS.							*27750*	*39. 2. 24*	*35. 11. 3. 14*	*40. 0. 0*	
Fore Sails,							*27751*	*34. 3. 24*	*32. 7. 2. 0*	*34. 0. 0*	
Fore Top Sails,							*Hingleys Stockless*				
Fore Topmast Stay Sails,	Iron Stream Chain or ~~Steel Wire~~ *19200*	*75*	*1 7/16*	*22¾. 34⅛*	*75. 1 7/16*						
Main Sails,	or Hempen Str'm Cable	*90*	*4"*	*33 ton*	*90. 4"*		Collective Weights	*115. 0. 26*		*114. 0. 0*	
Main Top Sails, and quality	TOWLINE— Hemp or Steel Wire	*90*	*3⅛*	*20 "*	*90. 3⅛*		Stream *27661*	*10. 2. 4*	*12. 6. 27*	*10. 2. 0*	
1 Suit Complete	Hawser	*90*	*2½*	*12 "*	*90. 2½*		Kedge *27653*	*5. 1. 0*	*7. 11. 3. 14*	*5. 1. 0*	
Good	Warp	*90*	*6*		*90. 6*		2nd Kedge *27293*	*2. 2. 2*	*5. 2. 2. 0*	*2. 2. 0*	

Standing and Running Rigging *W. H. & Manilla* sufficient in size and *Good* in quality. She has *2 lifeb.* ~~Long~~ Boats and *2 others*

The Windlass is *Iron Patent* Capstan *Good* and Rudder *Good* Pumps *Good*

Engine Room Skylights.—How constructed? *Iron* How secured in ordinary weather? *Bolted*

What arrangements for deadlights in bad weather? *Dead lights*

Coal Bunker Openings.—How constructed? *Iron* How are lids secured? *Hatch Bars* Height above deck? *18"*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *6 Ports each side & Bulwark*

Cargo Hatchways.—How formed? *All Iron* **Hatches,** If strong and efficient? *Solid 2½*

State size **Main Hatch** *24 ft × 14 ft* Forehatch *16 ft × 14 ft.* *2* Quarterhatches *24 ft × 14 ft + 22 ft × 14 ft*

If of extraordinary size, state how framed and secured *Ordinary* What arrangement for shifting beams? *Web plates & Iron & ...*

Order for Special Survey No. *1420* Date *6th Dec 1889*

Order for Ordinary Survey No. ...... Date ......

No. *246* 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
2nd. On the plating during the process of riveting
3rd. When the beams were in and fastened, and before the decks were laid
4th. When the ship was complete, and before the plating was finally coated or cemented
5th. After the ship was launched and equipped

1st Survey 26th Nov 1889.
Last " 19th May 1890.

Total No. of Visits *40*

State dates of letters respecting this case *9th Oct, 2nd, 7th & 19th Nov 1889*

Reference should be made to any correspondence connected with the case.

General Remarks (State quality of workmanship, &c.)

✣ *Built under Special Survey in accordance with the Rules & the general arrangement in conformity with the Plans submitted & approved by the Committee & the materials & workmanship are good.*

Double bottom tested by a head of water equal to the height of the load line & found satisfactory, Peaks tested by filling.

The Freeboard measurement given by the Builders as per West Hartlepool Report 7787 having been verified, the Freeboard assigned by the Committee as per the Secretary's letter of the 14th Nov 1889 has been marked upon the vessels' sides as follows.

Summer 2 ft 1. Winter 2 ft 4½. Height of Fresh Water mark above centre of Disc 5".

How are the surfaces preserved from oxidation? Inside *Portland Cement* Outside *Paint*

Particulars for Record in R.B.—Length of Poop *26. 10* ft., R.Q.D. *90.* ft, Bridge Dk., *114* ft., F'castle *31. 6* ft.; No. of Dks. (excluding spar, awn, &c.) *1*

Material of dks. *Iron* If spar, awn. dk., &c. *✓* Material of spar, awn. dk., &c. *✓*; No. of tiers of beams (with and without dks. laid) *1 & 2*

Official No. *98097*; Signal Letters ...... If double bottom, state particulars on separate form.

I am of opinion this Vessel should be Classed *100 A. Main, R. Q. D & Bridge Decks Iron.*

The amount of the Entry Fee ......£ *5* : : is received by me, } *R. H. D*
Special ......£ *83* : *6* : *19. 5 1890*
(to be sent as per margin). Certificate ... : :
Travelling Expenses, if any, £).

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

It is submitted that this vessel appears eligible to be classed 100. A. (Steel) as recommended. 1 Dk (Iron) & web frames. Cell D.B. (particulars appended) Well Dk. *H. J.* *21/5/90*

Committee's Minute FRI 23 MAY 1890

Character assigned *100 A] Steel 1 Dk Iron & web frames Well Dk Record freeboard*

Large
+ LMC 5/90

(Certificate to be sent to)
(The Surveyors are requested not to write on or below the space for Committee's Minute.)