

IRON OR STEEL SHIP.

(Received at London Office,

69

Date of writing Report

Port of

Middleburgh

WED 21 MAY 1890

1890

No. 69

Survey held at

Middleburgh

Date, First Survey

May 22nd 1889

Last Survey

May 14th

On the

Steel Screw Steamer

STORM KING

Rig Schooner 2 masts

Master

Crosby

Year of appointment

(1) As master in service of owner of present vessel:—18

(2) As master of this vessel:—18

Built at

Middleburgh

When built

1889-90

Launched Feb 18 1890

By whom built

Raylton Dixon & Co

Owners

H. Ross & Co

Managers

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

Residence 3 East India Avenue London

Port belonging to

London

Destined Voyage

Surveyed while Building, Afloat, or in Dry Dock.

TONNAGE under 3039.95
Tonnage Deck
Do. between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk.
Total under Upper Dk.
Do. of Poop 113.95
Do. of Raised Qr. Dk. or Break
Do. of Bridge House 48.25
Do. of Houses on Deck 7.20
Do. of excess of Hatchways 4.84
Do. of Forecastle 65.21
Gross Tonnage 3279.40
Less Crew Space 90.98 106.53
Master 15.55
Less Engine Room 1049.41
Register Tonnage 2123.46
as cut on Beam

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

Half Breadth (moulded) 21.16
Depth from upper part of Keel to top of Upper Deck Beams 30.41
Girth of Half Midship Frame (as per Rule) 46.75
1st Number 98.32
1st Number, if a 3-Decked Vessel deduct 7 feet 7.00
Length 91.32
2nd Number 30880
Proportions—Breadths to Length 7.98
Depths to Length—Upper Deck to Keel 11.12
Main Deck ditto 14.76

LENGTH on deck as 338 2 Feet. Inches. BREADTH—Moulded 42 4 Feet. Inches. DEPTH top of Floors to Upper Deck Beams 28 3 Feet. Inches. Do. do. Main Deck Beams 20 9
Dimensions of Ship per Register, length, 340.0 breadth, 42.7 depth, 26.25 Moulded depth 29.6
Power of Engines 450 Horse. N^o. of Decks with flat laid 2 N^o. of Tiers of Beams 3

KEEL, depth and thickness 11x2 3/4
STEM, moulding and thickness 11x2 3/4
STERN-POST for Rudder do. do. 11x6 1/2
" " for Propeller 11x6 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft 24
FRAMES, Angle Iron, for 2/3 length amidships 5 1/2 3 1/2 8
Do. for 1/3 at each end 5 1/2 3 1/2 7
REVERSED FRAMES, Angle Iron 3 1/2 3 1/2 8
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 26 10
thickness at the ends of vessel 9-8
depth at 3/4 the half-bdth. as per Rule 9-8
height extended at the Bilges 3 as per plan
BEAMS, Upper, Spar or Awning Deck Single or double Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper edge 8 1/2 5 1/2 8
Average space 48
BEAMS, Main, Middle Deck Single or double Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper edge 8 3 10
Average space 24
BEAMS, Lower Deck Single or double Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper edge 12 6 1/2 12
Average space 9 9
KEELSONS Centre line, single or double plate, 22 12 22
" Bilge Plate 4 4 9
" Bilge Plate to Intercoastal Keelson 4 4 9
" Double Angle Iron Side Keelson 4 4 9
" Side Intercoastal Plate 4 4 9
" do. Angle Irons 4 4 9
" Attached to outside plating with angle iron tank, as per plan
BILGE Angle Irons 6 1/2 4 9
" do. Bulb Iron 6 1/2 4 9
" do. Intercoastal plates riveted to plating for length 9
BILGE STRINGER Angle Irons 6 1/2 4 9
Intercoastal plates riveted to plating for 3/8 length 9
SIDE STRINGER Angle Irons 6 1/2 4 9
The FRAMES extend in one length from bilge to bilge, & bilge to top height.
The REVERSED ANGLE IRONS on floors and frames extend across middle line to bilges & bilge to main dk. and to upper dk. alternately all 6 upper dk. in 2 1/2 spaces & at strakes peak bulkhead. Alternately to main & upper dk.
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 1/8 ins. from centre to centre.
" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from centre to centre.
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 1/8 ins. from centre to centre.
" Butts of all Strakes at Bilge for whole length, treble riveted with Butt Straps 4/10 thicker than the plates they connect. unless lapped
" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from cr. to cr.
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 1/8 ins. from cr. to cr.
" Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted. outside
" Butts of Main Sheerstrake, treble riveted for length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 1/2 length amidships.
" Butts of Main Stringer Plate, treble riveted for length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for whole length. double lapped 1/2 length.
" Breadth of laps of plating in double riveting 6 diam. Breadth of laps of plating in single riveting 4 diam.
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? No. of Breasthooks, 4 Crutches, deep flange
What description of iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Siemens Martin
Manufacturer's name or trade mark, Bolton & Co. Donnan & Co. Consett. New Dr. Co. W. J. & Co. S. S. Co.
The above is a correct description.
Builder's Signature, RAYLTON DIXON & CO. Surveyor's Signature, W. M. Williams
Surveyor to Lloyd's Register of British and Foreign Shipping.

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.

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

Do the edges of the carvel work and of 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*

to plate, &c., conform well to each other? *Yes*

from the faying surfaces? *Yes*

Do the holes for riveting plate to frames, butt straps, or plate

Are the rivet holes well and sufficiently countersunk in the plate and punched

Do any rivets break into or through the seams or butts of the plating? *a few*

Masts, Bowsprit, Yards, &c., are *Iron 18 Pin in good* condition, and sufficient in size and length. If of Iron or Steel give Seantlings of

State also Length and Diameter of Lower Masts and Bowsprit

Fore Mast 76' x 22" diam. Made in 2 plates in the round 5/16 thick. Seam single
Main " 67' x 20 1/2 " Butts double rivetted. Plates tested.
Topmasts of wood, telescopic.

Number for Equip- ment <i>35301</i>	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.	W't req'd per Rule.	Machine where Tested and Superintendent, also Name of Anchor Maker.
	Number of Certificate.	Fathoms.	Inches.								
Letter for do. <i>V</i>	<i>8082</i>	<i>300</i>	<i>2"</i>	<i>72</i>	<i>300 2"</i>	<i>Riv. Near Com.</i>	<i>27527</i>	<i>50. 2. 14</i>	<i>42. 15. 1. 7</i>	<i>38 cwt</i>	<i>Heathorn. & J. J. J.</i>
SAILS. Fore Sails, Fore Top Sails, Fore Topmast Stay Sails, Main Sails, Main Top Sails, and quality <i>good</i>	<i>5 Hartshorne</i>	<i>16</i>	<i>Makers</i>			<i>J. Hartshorne</i>	<i>27528</i>	<i>49. 3. 0</i>	<i>42. 4. 1. 14</i>		<i>"</i>
	<i>Caliph correct.</i>					<i>Supl.</i>	<i>27223</i>	<i>40. 3. 0</i>	<i>36. 6. 1. 0</i>		<i>"</i>
	<i>Iron Stream Caain</i>	<i>91</i>	<i>1 3/16</i>	<i>25 3/8</i>	<i>90. 1 3/16</i>	<i>do</i>	<i>Hartshorne</i>	<i>Stockless</i>	<i>42. 15. 1. 7</i>	<i>108. 1. 0</i>	<i>Supl. & J. J. J.</i>
	<i>Hampden & Co. Cable</i>						<i>Hartshorne</i>	<i>Makers</i>	<i>heads. 25%</i>	<i>27. 0. 7</i>	<i>produced</i>
	<i>TOWLINE - Hemp or Steel Wire.</i>	<i>120</i>	<i>4</i>	<i>33</i>	<i>120. 4</i>	<i>Test certifi-</i>	<i>Collective Weights</i>	<i>141. 0. 14</i>		<i>135. 1. 7</i>	
	<i>Hawser</i>	<i>90</i>	<i>3 1/2</i>	<i>22</i>	<i>90. 3 1/2</i>	<i>produced</i>	<i>Stream</i>	<i>12. 0. 0</i>	<i>13. 17. 2. 0</i>	<i>11. 2. 0</i>	<i>Riv. Near Com.</i>
	<i>Warp</i>	<i>90</i>	<i>8 1/2</i>		<i>90. 8 1/2</i>		<i>Kedge</i>	<i>5. 3. 14</i>	<i>8. 2. 3. 7</i>	<i>5. 3. 0</i>	<i>J. Hartshorne</i>
							<i>2nd Kedge</i>	<i>2. 2. 0</i>	<i>5. 0. 0. 0</i>	<i>2. 3. 0</i>	<i>Supl.</i>

Standing and Running Rigging *Riv. Hemp* sufficient in size and *good* in quality. She has *2* Life Boats and *20* others

The Windlass is *Iron, Steam* Capstan *✓* and Rudder *iron* Pumps *iron*

Engine Room Skylights.—How constructed? *Plate coming, teak 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 coming* How are lids secured? *Clats & chatters* Height above deck? *18"*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Forward 4 ports 36" x 21", and aft 4 ports 36" x 21" each side 15 scuppers.*

Cargo Hatchways.—How formed? *Plate coming* No 1 *13. 21"*, No 2 *23" high* Hatches, If strong and efficient? *3 solid pine*

State size *Main Hatch 11. 11" x 10. 0"* No 2 *19. 11" x 12"* No 3 *8. 0" x 10. 0"* No 4 *19. 11" x 12. 0"* No 5 *19. 8" x 12. 0"*

If of extraordinary size, state how framed and secured... *No 1 & 3. 3 pre & after. No 2. 4 & 5. 1 pre beam & 3 pre & after* What arrangement for shifting beams?

Order for Special Survey No. *1339* Date *Jan 15th 89* Order for Ordinary Survey No. *✓* Date *✓* No. *304* 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 visit May 22nd 1889*
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... } *last " May 14th 1890*
5th. After the ship was launched and equipped } *Total No. of Visits 64*

State dates of letters respecting this case *Jan 3rd 1889 M. May 9th 1890 M.*

General Remarks (State quality of workmanship, &c.) *Built under Special Survey in accordance with the approved plans, and the rules for steel vessels. The workmanship and materials are good, & the steel has been tested as per rule. Sheer strake (upper deck) doubled for 1/2 length amidships, & double rivetted in butts. All butts (strapped or lapped) 3ble rivetted, with 3 complete rows.*

The freeboard has been marked on the vessel's sides, as assigned in the Secy's ltr of May 9th 1890, as follows. From top of main upper decks, Summer. 6. 0", Winter 6. 4 1/2", Allowance for fresh water 5 1/2 inches. The freeboard was recorded in the Register Book.

RAE & CO. LONDON
H. J. J.

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

Particulars for Record in R.B.—Length of Poop *41* ft., R.Q.D. *✓* ft., Bridge Dk., *78* ft., F'castle *45* ft.; No. of Dks. (excluding spar, awn, &c.) *2*
Material of dks. *Steel & Pine* spar, awn, dk., &c. *✓* Material of spar, awn, dk., &c. *✓*; No. of tiers of beams (with and without dks. laid) *3*
Official No. *98094*; Signal Letters

I am of opinion this Vessel should be Classed *+ 100 A 1, Hull 3 dk.*

The amount of the Entry Fee£ *5* : : is received by me, *RND*
Special£ *104* : *14* : *6* *20. 5 1890*

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

Travelling Expenses, if any, £ ...

Committee's Minute

Character assigned

a x c p
H. J. J. 24/90

FRI 23 MAY 1890

100 A 1 Steel
2 dks. S.H. 3 dks. B
Record free board

N. M. Williams.
Surveyor to Lloyd's Register of British and Foreign Shipping.
From the further information now received it is submitted that this vessel appears eligible to be classed 100. A 1 (Steel) as recommended.
2 dks. (Steel U.M.S.) 3 dks. beams.
H.B. particulars appended.