

# IRON OR STEEL SHIP.

(Received at London Office, 23 MAY 1890.)

No. 43 Date of writing Report Port of Middlesbrough  
 Survey held at Middlesbrough Date, First Survey Oct 21<sup>st</sup> 1889 Last Survey May 13<sup>th</sup> 1890

On the Steel Screw Steamer "YUMURI" Rig Schooner 2 masts  
 Master Ruse

Tonnage under Tonnage Deck 775.96

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

Do. of excess of Hatchways

Do. of Forecastle

Gross Tonnage 843.60

Less Crew Space 35.02 39.38

Master 4.30

Less Engine Room

Register Tonnage 534.27

as cut on Beam

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

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 104.96

Proportions— Breadths to Length .. 6.9

Depths to Length— Upper Deck to Keel .. 12.98

Main Deck ditto ..

Year of appointment 1889-90

Built at Middlesbrough

When built 1889-90 Launched Feb 25<sup>th</sup> 90

By whom built Raylton Dixon & Co

Owners N. S. Pettersen

Managers

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

Residence Bergen

Port belonging to Bergen

Destined Voyage West Indies

If Surveyed while Building, Afloat, & in Dry Dock.

on Shipyard

LENGTH on deck as per Rule 193 Feet. 102 Inches. BREADTH Moulded 27.10 Feet. 10 Inches. DEPTH top of Floors to Upper Deck Beams 21 Feet. 12 Inches. Do. do. Main Deck Beams 13 Feet. 72 Inches. Power of Engines 120 Horse. N<sup>o</sup>. of Decks with flat laid 2 N<sup>o</sup>. of Tiers of Beams 2

Dimensions of Ship per Register, length, 197.0 breadth, 27.9 depth, 21.0 Moulded depth 14.4

KEEL, depth and thickness 7 1/2 x 2 3/8 Inches in Ship. 7 1/2 x 2 3/8 Inches per Rule.

STEM, moulding and thickness 6 3/4 x 2 3/8 Inches in Ship. 6 3/4 x 2 3/8 Inches per Rule.

STERN-POST for Rudder do. do. 7 x 4 1/4 Inches in Ship. 6 3/4 x 4 1/4 Inches per Rule.

" " for Propeller 22 Inches in Ship. 22 Inches per Rule.

Distance of Frames from moulding edge to moulding edge, all fore and aft 22 Inches in Ship. 22 Inches per Rule.

FRAMES, Angle Iron, for 1/2 length amidships 3 1/2 x 3 Inches in Ship. 3 1/2 x 3 Inches per Rule.

Do. for 1/4 at each end 3 1/2 x 3 Inches in Ship. 3 1/2 x 3 Inches per Rule.

REVERSED FRAMES, Angle Iron 3 x 2 1/2 Inches in Ship. 3 x 2 1/2 Inches per Rule.

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 15 1/2 Inches in Ship. 15 1/2 Inches per Rule.

" thickness at the ends of vessel 5 Inches in Ship. 5 Inches per Rule.

" depth at 1/4 the half-bdth. as per Rule 8 Inches in Ship. 7 3/4 Inches per Rule.

" height extended at the Bilges 31 Inches in Ship. 31 Inches per Rule.

BEAMS, Upper, Spar, or Awning Deck Single or double Ang. Iron, Plate or Tee Bulb Iron 6 x 3 Inches in Ship. 6 x 3 Inches per Rule.

Single or double Angle Iron on Upper edge 4 1/4 Inches in Ship. 4 1/4 Inches per Rule.

Average space 4 1/4 Inches in Ship. 4 1/4 Inches per Rule.

BEAMS, Main, or Middle Deck Single or double Ang. Iron, Plate or Tee Bulb Iron 7 x 5 Inches in Ship. 7 x 5 Inches per Rule.

Single or double Angle Iron on Upper edge 4 1/4 Inches in Ship. 4 1/4 Inches per Rule.

Average space 4 1/4 Inches in Ship. 4 1/4 Inches per Rule.

BEAMS, Lower Deck Single or double Ang. Iron, Plate or Tee Bulb Iron 7 x 5 Inches in Ship. 7 x 5 Inches per Rule.

Single or double Angle Iron on Upper edge 4 1/4 Inches in Ship. 4 1/4 Inches per Rule.

Average space 4 1/4 Inches in Ship. 4 1/4 Inches per Rule.

BEAMS, Hold, or Orlop Single or double Ang. Iron, Plate or Tee Bulb Iron 7 x 5 Inches in Ship. 7 x 5 Inches per Rule.

Single or double Angle Iron on Upper edge 4 1/4 Inches in Ship. 4 1/4 Inches per Rule.

Average space 4 1/4 Inches in Ship. 4 1/4 Inches per Rule.

KEELSONS Centre line, single or double plate, box, or intercostal, Plates 12 Inches in Ship. 12 Inches per Rule.

" Rider Plate 9 1/2 Inches in Ship. 9 1/2 Inches per Rule.

" Bulb Plate to Intercostal Keelson 4 1/2 x 3 Inches in Ship. 4 1/2 x 3 Inches per Rule.

" Angle Iron 4 1/2 x 3 Inches in Ship. 4 1/2 x 3 Inches per Rule.

" Double Angle Iron Side Keelson 4 1/2 x 3 Inches in Ship. 4 1/2 x 3 Inches per Rule.

" Side Intercostal Plate 7 Inches in Ship. 7 Inches per Rule.

" Attached to outside plating with angle iron 3 x 3 Inches in Ship. 3 x 3 Inches per Rule.

BILGE Angle Iron 4 1/2 x 3 Inches in Ship. 4 1/2 x 3 Inches per Rule.

" do. Bulb Iron 6 1/2 x 6 Inches in Ship. 6 1/2 x 6 Inches per Rule.

" do. Intercostal plates riveted to plating for length 4 1/2 x 3 Inches in Ship. 4 1/2 x 3 Inches per Rule.

BILGE STRINGER Angle Iron 4 1/2 x 3 Inches in Ship. 4 1/2 x 3 Inches per Rule.

Intercostal plates riveted to plating for length 4 1/2 x 3 Inches in Ship. 4 1/2 x 3 Inches per Rule.

SIDE STRINGER Angle Irons hot frames 1 1/2" wide, 1 intercostal

The FRAMES extend in one length from keel to spar deck, bilge to bilge, bilge to bilge

The REVERSED ANGLE IRONS on floors and frames extend across middle line to bilge, bilge to bilge

KEELSONS. Are the various lengths of Plates and Angles properly connected? 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 3/4 in. diameter, averaging 38 ins. from centre to centre.

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 28 ins. from centre to centre.

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

" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 38 ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 278 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 Sheerstrake, treble riveted 1/2 length amidships.

" Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.

" Breadth of laps of plating in double riveting 6 diam Breadth of laps of plating in single riveting 3 1/2 diam

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

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

Manufacturer's name or trade mark, Robert V. Co. Iron Works, N. York, N. C.

The above is a correct description.

Builder's Signature, Raylton Dixon

Surveyor's Signature, N. M. Williams

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



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 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 Pitch Pine 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 16 1/2"  
Main " 54' x "

Number for Equip- ment	CABLES, &c.			Test per Certificate. Tons.	Fathoms & Inches per Rule.	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS.		Test per Certificate.	W'ght req'd per Rule.	Machine where Tested and Superintendent, also Name of Anchor Maker.
	Number of Certificate.	Fathoms.	Inches.				Number of Certificate (State if any and which Anchors are Stockless.)	Ex. Stock.			
Letter for do. <u>2</u>	<u>5969</u>	<u>135</u>	<u>1 3/8</u>	<u>34</u>	<u>340 1/8</u>	<u>Low Walker</u>	<u>20370</u>	<u>21.0.22</u>	<u>21.16.1.0</u>	<u>16 3/4</u>	<u>Rev. New Com</u>
N. SAILS. Fore Sails, Fore Top Sails, Fore Topmast Stay Sails, Main Sails, Main Top Sails, and quality <u>fine</u>	<u>5989</u>	<u>105</u>	<u>"</u>	<u>"</u>		<u>R Bunnell</u>	<u>20179</u>	<u>21.0.18</u>	<u>do</u>	<u>do</u>	<u>I. Hantress</u>
	<u>Abbott's Makers</u>				<u>Sup't</u>	<u>20178</u>	<u>18.0.3</u>	<u>19.2.0.21</u>	<u>do</u>	<u>Sup't</u>	
	Iron Stream Chain	<u>60</u>	<u>1 1/4</u>	<u>13.15.0.0</u>	<u>60. 1/4</u>	<u>do</u>	<u>Hastings Smiths Pat. Stockless Coll</u>			<u>47.3.0</u>	<u>Sup't re test</u>
	<del>do Steel Wire</del>						<u>I. Spencer</u>	<u>18.0.3</u>	<u>19.2.0.21</u>	<u>11.3.21</u>	<u>certificates</u>
	Hempen Gut in Cable						Collective Weights	<u>60.1.15</u>		<u>59.2.21</u>	<u>produced</u>
	TOWLINE— <del>Hemp or Steel Wire</del>	<u>90</u>	<u>3 1/4</u>	<u>22.2ms</u>	<u>90.9</u>	<u>Certif. produced</u>	Stream	<u>5.2.21</u>	<u>8.0.2.14</u>	<u>5.2.0</u>	<u>Low Walker</u>
	Hawser	<u>90</u>	<u>7</u>		<u>90.7</u>		Kedge	<u>2.3.14</u>	<u>5.7.2.0</u>	<u>2.3.0</u>	<u>R Bunnell</u>
	Warp	<u>90</u>	<u>5</u>		<u>90.5</u>		2nd Kedge	<u>1.2.7</u>	<u>4.1.2.7</u>	<u>1.2.0</u>	<u>Sup't</u>

Standing and Running Rigging fine hemp sufficient in size and good in quality. She has 1 Loft Boat and 2 Others  
The Windlass is Iron Capstan ✓ and Rudder Iron Pumps good

Engine Room Skylights. How constructed? Leak Commis 1887 How secured in ordinary weather? Thick tarp flap  
What arrangements for deadlights in bad weather? 1 glass light

Coal Bunker Openings. How constructed? Plate casing in house How are lids secured? Cleat Hatches Height above deck? 7' 2"  
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? No bulwarks

Cargo Hatchways. How formed? Plate commis 27" high Hatches, If strong and efficient? 3" solid  
State size Main Hatch (No 1) 14' 6" x 10' 0" Fore hatch (No 1) 7' 4" x 7' 2" Quarter hatch (No 3) 18' 4" x 10' 0"  
If of extraordinary size, state how framed and secured No 1, 1 fore rafter, No 2, 1 beam, 1 fore rafter, No 3, 14 beam, 1 fore rafter. What arrangement for shifting beams?

Order for Special Survey No. 1435 Built under Special Survey  
Date Jan 15th 1890 1st. On the several parts of the frame, when in place, and before the plating was wrought  
Order for Ordinary Survey No. ✓ 2nd. On the plating during the process of riveting  
Date ✓ 3rd. When the beams were in and fastened, and before the decks were laid...  
No. 315 in builder's yard. 4th. When the ship was complete, and before the plating was finally coated or cemented...  
State dates of letters respecting this case Sept 5th Oct 21st Nov 4th Dec 10th Dec 16th Dec 21st Dec 31st 89 M. last " May 13th 1890 Total No. of Visits 444

General Remarks (State quality of workmanship, &c.) The vessel has been built under Special Survey in accordance with the approved plans, and the rules for steel vessels. Spar deck steel in way of engine boiler openings, covered with wood. Large green deck cargo ports, constructed as per plans approved.  
The freeboard has been marked on the vessel's sides in accordance with the Secy's Ltr dated May 8th 1890 as follows. To hp of wooden spar deck Summer 8' 3 1/2", Winter 8' 6", allowance for fresh water 3 1/2 inches.  
The freeboard has been recorded in the Register Book, and in the certificate of class.  
This vessel is a duplicate of the St. America, Mbr Rept No 18.

How are the surfaces preserved from oxidation? Inside Plat Paint Cement, 1 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. Sparked Material of spar, awn dk., &c. P. Pine; No. of tiers of beams (with and without dks. laid) 2  
Official No. ✓; Signal Letters + 100 A 1 Sparked Steel If double bottom, state particulars on separate form.

I am of opinion this Vessel should be Classed 100 A 1 Sparked Steel  
The amount of the Entry Fee .....£ 3 : : is received by me, R H D  
Special .....£ 40 : 9 : 22. 5 18 90  
(to be sent as per margin). Certificate ...  
Travelling Expenses, if any, £ .....  
Committee's Minute TUES 27 MAY 1890  
Character assigned 100 A 1 Sparked Steel  
Larc  
tdm 6 5790  
subject to rules 8.3 1/2  
10k sparked 8.6 w  
8.90 2A  
Surveyor to Lloyd's Register of British and Foreign Shipping.  
It is submitted that this vessel appears eligible to be classed 100. A. 1 (Steel) Sparked as recommended.  
The Sub-committee of 8.3.5 was approved by the Council and now embodied on the vessel's sides to be marked as Class Certificate & recorded in the Reg. Book. The vessel is now marked on the vessel's sides to be marked as Class Certificate & recorded in the Reg. Book. The vessel is now marked on the vessel's sides to be marked as Class Certificate & recorded in the Reg. Book.