

## IRON OR STEEL SHIP.

(Received at London Office, 1890)

1890

No. 104

Survey held at *Stockholm*Date, First Survey *6th Jan 1890* Last Survey *25th June 1890*Port of *Stockholm*Rig *Schooner*Master *Witt*

Year of appointment (1) As master in service of owner of present vessel, -18 (2) As master of this vessel, -18

Built at *Stockholm*When built *1890* Launched *19th May 1890*By whom built *Richardson, Duck & Co.*Owners *Commercial S. Ship Co. Ltd.*Managers *"*

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

Residence *"*Port belonging to *London*Destined Voyage *Not Fixed*

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

TONNAGE under Tonnage Deck *1878.62*  
Do. between Tonnage Dk. and 3rd, 4th, Spar or Aft. Dk. *13.10*  
Total under Upper Dk. *1891.72*Do. of Poop *72.47*  
Do. of Raised Qr. *143.77*  
Do. of Bridge House *372.15*  
Do. of Houses on Deck *18.95*  
Do. of excess of Hatchways *24.08*  
Do. of ForecastleGross Tonnage *2523.14*  
Less Crew Space *90.30*  
*2432.84*Less Engine Room *807.40*  
Register Tonnage *1625.44*  
as cut on Beam

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

Half Breadth (moulded) *19.87*Depth from upper part of Keel to top of Upper Deck Beams *22.54*Girth of Half Midship Frame (as per Rule) *38.65*1st Number *81.08*

1st Number, if a 3 Decked Vessel deduct 7 feet

Length *295.32*2nd Number *23.945*Proportions Breadths to Length *7.4*Depths to Length—Upper Deck to Keel *13.1*

Main Deck ditto

LENGTH on deck as per Rule *295.4*BREADTH Moulded *39.9 1/2*DEPTH top of Floors to Upper Deck Beams *19.4 1/2*

Do. do. Main Deck Beams

Power of Engines *200*Horse. *200*Nº. of Decks with flat laid *Two*Nº. of Tiers of Beams *Two*Dimensions of Ship per Register, length *297.0*breadth, *40.0*depth, *19.0*

KEEL, depth and thickness

STEM, moulding and thickness

STERN-POST for Rudder do. do.

for Propeller

Distance of Frames from moulding edge to moulding edge, all fore and aft

FRAMES, Angle Iron, for 1/2 length amidships

Do. for 1/2 at each end

REVERSED FRAMES, Angle Iron

FLOORS, depth and thickness of Floor Plate

at mid line for half length amidships

thickness at the ends of vessel

depth at 3/4 the half-bdth. as per Rule

height extended at the Bilges

BEAMS, Upper, Spar, or Awning Deck

Single or double Angle Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper edge

Average space

BEAMS, Main, or Middle Deck

Single or double Angle Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper edge

Average space

BEAMS, Lower Deck

Single or double Angle Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper edge

Average space

BEAMS, Hold, or Orlop

Single or double Angle 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 Intercoastal, Plates

Rider Plate

Bulb Plate to Intercoastal Keelson

Angle Irons

Double Angle Iron Side Keelson

Side Intercoastal Plate

do. Angle Irons

Attached to outside plating with angle iron

BILGE Angle Irons

do. Bulb Iron

do. Intercoastal plates riveted to plating for length

BILGE STRINGER Angle Irons

Intercoastal plates riveted to plating for length

SIDE STRINGER Angle Irons

The FRAMES extend in one length from tank side to tank side

The REVERSED ANGLE IRONS on floors and frames extend from middle line to tank side

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected?

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 clench, 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, double riveted; with rivets 7/8 in. diameter averaging 3 1/2 ins. from centre to centre.

Butts of all Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 3 1/2 thicker than the plates they connect.

Edges from Bilge to Main Sheerstrake, worked clench, 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, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 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 for 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 amidships.

Breadth of laps of plating in double riveting 5 1/4 Breadth of laps of plating in single riveting

Butt Straps of Keelsons, Stringer and Tie Plates, treble or double Riveted?

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

Manufacturer's name or trade mark, *Lang 16"*

The above is a correct description.

Builder's Signature, *Richardson, Duck & Co.*Surveyor's Signature *W. Davidson*

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, whole or part, and if wood deck, is laid thereon.



