

Spar, ~~Awning or~~ Part Awning Dk.

IRON OR STEEL STEAMER.

(Received at London Office)

State if Report is also sent on the Machinery of the Vessel

Date of completion of Report

Port of *Middlesbrough*

No. *155* Survey held at *Stockton*

Date, First Survey *4th October 1889*

Last Survey *12th August 1890*

On the *Screw Steamer Allegheny*

Rig *3 masted Schooner*

TONNAGE under Tonnage Deck... *2030.96*

Do. between Tonnage Dk. and 2nd, 4th, Spar or Awning Dk. *855.21*

Total under Upper Dk. *2886.04*

Do. of Poop *25.61*

Do. of Houses on Deck *1.98*

Do. of excess of Hatchways *1.98*

Do. of Forecasts *2913.64*

Do. above Crown of Engine Room *40.40*

Gross Tonnage *2842.94*

Less Crew Space *932.34*

Less above Crown of Engine Room

Less Navigation Spaces

Register Tonnage *1910.60*

SPAR, AWNING OR PART AWNING-DECKED VESSEL,

or a Vessel having a continuous Shade Deck.

CLASS *100A*

Master *Masters*

Year of Appointment

Built at *Stockton-on-Tees*

When built *1890* Launched *4th July 1890*

By whom built *Craig, Taylor & Co.*

Owners *Alfred Smart*

Managers *Alfred Smart*

Residence

Port belonging to *London*

If Surveyed while Building, Afloat, or in Dry Dock

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH, top of Floors to Spigot of Main Deck Beams	Feet.	Inches.	Power of Engines	Horse.	No. of Decks with flat laid	No. of Tiers of Beams
<i>318</i>	<i>4</i>		<i>42</i>			<i>19</i>	<i>2</i>	<i>10</i>	<i>250</i>		<i>2</i>	<i>4</i>

Ship per Register, Length *320* breadth *42.2* depth *26.8* Spar or Awn. Dk. *26.8* Moulded depth, ft. *20* ins. *4* To Main Dk. *4* Round up of *1* ins.

PLATES AND CASTINGS.

Side Plates, depth and thickness *10 x 2 3/4*
ST for Rudder do. do. *10 x 6*
for Propeller *10 x 6*
CE of Rudder, diameter at head *3 3/4*
do. at heel *3 3/4*
how constructed *✓*
to be unshipped afloat? *yes*

FRAMING.

Angles, *7* Bars for $\frac{1}{2}$ length amidships at each end *5 3 8*
Frames from moulding edge to edge, all fore and aft *24*
D FRAME Angles *3 3 8*
depth and thickness of Floor Plate *24*
mid-line for $\frac{1}{2}$ length amidships *✓*
way of Engines and Boilers *✓*
thickness at the ends of vessel *8*
at $\frac{1}{2}$ the half-bdth. as per Rule *12*
light extended at the Bilges *48*

BRACKETS, in Cell Dble Bottoms

Distance apart *✓*
GIRDER, in Double bottom, depth and thickness *✓*
Angles, Top *✓*
RODERS, number and thickness *✓*
Angles *✓*
PLATE, depth (exclusive of flange) and thickness *✓*
Angles *✓*
BOTTOM PLATING, breadth and thickness of Middle Line Strake *✓*
thickness in Engine and Boiler space *✓*
Remainder in Holds *✓*

Spar or Awning Deck, Single Angle

Bulb Angle, Plate or Tee Bulb *6 3 8*

Angles on upper edge *24*

Space *24*

Main Deck, Single Angle, Bulb

Angle, Plate or Tee Bulb *4 3 10*

Angles on upper edge *24*

Space *24*

Lower Deck, Single Angle, Bulb

Angle, Plate or Tee Bulb *9 9 9*

Angles on upper edge *4 4 4*

Space *4 4 4*

Hold, or Orlop, Plate or Tee Bulb

Angles on upper edge *4 4 4*

Space *4 4 4*

Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb

Angles on upper edge *4 4 4*

Space *4 4 4*

Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb

Angles on upper edge *4 4 4*

Space *4 4 4*

Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb

Angles on upper edge *4 4 4*

Space *4 4 4*

KEELSONS AND STRINGERS.

CENTRE LINE KEELSON, Vertical Plates above Floors, Through Plate, or Intercoastal Plate

Rider Plate *48*

Bulb Plate to Intercoastal Keelson *9*

Horizontal Plates on Floors *48*

Angles *9*

SIDE KEELSON, Angles

Bulb or Plate above floors, for length *10*

Intercoastal Plate, for length *10*

Attached to outside Plating with Angle *3 3 8*

BILGE KEELSON, Angles

Bulb or Plate above floors, for length *10*

Intercoastal Plate, for length *10*

Attached to outside Plating with Angle *3 3 8*

BILGE STRINGER Angles

Bulb Plate, for length *10*

Intercoastal Plate, for length *10*

Attached to outside Plating with Angle *3 3 8*

SIDE STRINGER Angles

Bulb or Intercoastal Plate, for length *10*

Spar, or Awning Deck Stringer Plates, on ends of Beams, breadth and thickness

Angle on ditto *45 9 45 9*

Tie Plates, fore and aft, outside Hatchways *4x4 9 4x4 9*

Diagonal Tie Plates on Bms., No. of prs. *6*

Flat of Deck, Iron or Steel, for whole length *6*

Wood Material and thickness *✓*

How fastened to Beams *✓*

Main Deck Stringer Plate, breadth & thickness

Angles on ditto, No. *5x5 10 5x5 10*

Tie Plates, outside Hatchways *✓*

Diagonal Tie Plates on Bms., No. of prs. *✓*

Flat of Deck, Iron or Steel, for whole length *4*

Wood Material and thickness *✓*

How fastened to Beams *✓*

Lower Deck Stringer Plates, breadth & thickness

Angles on ditto, No. *3 3 8 3 3 8*

Tie Plates, outside Hatchways *✓*

Flat of Deck, Material and thickness *✓*

How fastened to Beams *✓*

Hold, or Orlop Stringer Plate, breadth & thickness

Angles on ditto, No. *✓*

Tie Plates, outside Hatchways *✓*

Flat of Deck, Material and thickness *✓*

How fastened to Beams *✓*

POOP DECK STRINGER PLATE, breadth & thickness

Angles on ditto *✓*

Tie Plates *✓*

Flat of Deck, Material and thickness *✓*

How fastened to Beams *✓*

BRIDGE DECK STRINGER PLATE, breadth & thickness

Angles on ditto *✓*

Tie Plates *✓*

Flat of Deck, Material and thickness *✓*

How fastened to Beams *✓*

FORECASTLE DECK STRINGER PLATE, breadth & thickness

Angles on ditto *✓*

Tie Plates *✓*

Flat of Deck, Material and thickness *✓*

How fastened to Beams *✓*

PLATING.

FLAT PLATE KEEL, breadth and thickness

Dblng or incrsd thckn's & len. appl. *36 16 36 16*

PLATES in Garboard Strakes, breadth & thickness

from Garboard to lower part of Bilges *12 11*

State Thickness of Plating in way of Double Bottom *11*

Bilges, No. of Strakes and thickness *11*

Of doubling at Bilge, or increased thickness, and length applied *✓*

from up. part of Bilge to l. edge of Sh'rstrake *✓*

Main Sheerstrake, breadth and thickness

Of doubling at Sh'rstk. & lng. applied *40 13 40 13*

from Main to Spar Dk. or Awn. Dk. Sh'rstk *12 12*

Spar or Awn. Dk. Sh'rstk, breadth & thickness *40 15 40 15*

Poop sides *✓*

Bridge sides *✓*

Forecastle sides *✓*

Lengths of Plating *4 spaces 6 spaces*

PLATING.

Inches in Ship. 16ths or 20ths in Ship. Or as Approved.

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* If Iron or Steel Deck, state if whole or part, and if second deck is laid thereon.

Form No. 1 C. BULKHEADS. No. in Vessel. No. Reqd. by Rule. Ceiling betwixt Decks, thickness and material. W. T. BULKHEADS. PARTITIONS. LONGITUDINAL. RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c. Carboard, double riveted to Bar Keel or Flat Plate Keel, with rivets. Edges of Carboards and to upper part of Bilge, worked clencher. Butts from Keel to main or inner strake. Butts of Strakes at Bilge for. Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted. Butts from Bilge to Main Sheerstrake, worked carvel, treble or double riveted. Edges of Main Sheerstrake, double or single riveted. Butts of Main Sheerstrake, treble riveted for. Butts of Main Stringer Plate, treble riveted for. Butts of Inner Bottom Plating riveted for. Breadth of edge laps of Shell Plating in double riveting. Butt Straps of Shell Plating, breadth and thickness. Butt Straps of Keelsons, Stringer and Tie Plates, treble or double, riveted. Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. Workmanship. Are the butts of plating planed or otherwise fitted? Is the riveted work properly closed? Are the liners between the frames and plates solid single pieces? to plate, &c., conform well to each other? from the faying surfaces? Are the butts of Plating, Stringers, &c., properly shifted and strapped? MASTS, SPARS, &c. LOWER MASTS. Fore. Main. Mizzen. Bowsprit. Topmasts, Yards and Remainder of Spars. Rigging, Material and Size, Shrouds. Sails. EQUIPMENT No. 30298 LETTER R. ANCHORS. Number of Certificate. 1st Bower. 2nd. 3rd. 4th. Collective weight. Stream. Kedge. 2nd Kedge. CHAIN CABLES. Number of Certificate. Fathoms. Size. Test per Certificate. Weight of Chain Cable. Fathoms & Size. Per Rule. Description. Makers of Cables. Where and when tested, and Superintendent. Material. Fathoms. Size. Fathoms & Size. Per Rule. HAWERS AND WARPS. Boats. Pumps, Number. The Windlass is. Engine Room Skylights. How constructed? What arrangements for deadlights in bad weather? Coal Bunker Openings. How constructed? How are lids secured? Height above deck? Number of Scuppers, and number and dimensions of Freeing Ports, &c. Cargo Hatchways. How formed? State size of Hatch (Forward). No. of Hatches. No. 2 Hatch. No. 3 Hatch. No. 4 Hatch. What arrangement for shifting beams? Bulwarks, height above deck and description. The above is a correct description. Builder's Signature (here only). Surveyor's Signature. Surveyor to Lloyd's Register of British and Foreign Shipping.

Order for Special Survey No. 1424
Date 14th Dec. 1889
Order for Ordinary Survey No. 1
Date
No. 20 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

First visit 4th October 1889
Last 12th August 1890
Total No. of Visits 40

State dates and initials of letters respecting this case August 6.15. Sept 14.26. Oct 5.8.19. Nov 20.25 1889. Apl 23. Aug 8 1890

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

Built under special survey in accordance with the Rules and the general arrangements in conformity with the plans submitted and approved by the Committee and the materials and workmanship are good. Ballast tanks under engines and Boilers and the After Peak tank tested in accordance with the Rules and found satisfactory. Collision bulkhead tested by filling. Oil tanks tested by a head of water equal to 12 feet above the tank tops respectively and found satisfactory. A Load line has been marked upon the vessel's sides in conformity with the Secretary's letter of the 8th instant as follows: Winter 6'10" Summer 6'6" from top of Iron Spar Bk. Height of Fresh Water mark above centre of disc 5"

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ft., R.Q.D. or Break ft., Bridge Dk. ft., F'castle ft., (in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. is joined to the B.D., this should be distinctly stated

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) 2 Iron Decks & 4 tiers of beams
Official No. : Signal Letters

PARTICULARS OF WATER BALLAST—

Double bottom, aft, length and water capacity in tons Double bottom, forward, length and water capacity in tons
Double bottom, under engines and boilers, length 56 and water capacity in tons 46 If under Engines only, or Boilers only, state which
Double bottom, constructed on the cellular system, length and water capacity in tons
Fore peak tank, water capacity in tons After peak tank, water capacity in tons 9
Midship deep tank, length and water capacity in tons Other tanks, if fitted, length and water capacity in tons
The above have all been tested as required by the Rules.
(If necessary, furnish further information by sketch.)

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

FREEBOARD assigned by the Committee, as per Secretary's Letter, dated In Summer ft. ins. In Winter ft. ins. To top of Wood, Iron or Steel Upper, Spar, Awning, or Part Awning Deck.
For Winter in North Atlantic ft. ins.
Fresh Water above the centre of disc ins.
State if marked on Vessel's sides in accordance with Notice No. 572

The amount of Entry Fee £ 5: - - is received by me, RHD
Special... £ 96: 8: - 12.8 1890
Certificate* £ : :
Travelling Expenses, if any £ 10: 10: - 13.8 1890

I am of opinion this vessel should be Classed 100A1 For Carrying Oil in Bulk
(Sd) S. Davidson
Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute 15th August 1890
Character assigned 100A1 L.A.C.P.