

IRON OR STEEL SHIP.

(Received at London Office, 155)

Date of writing Report

Port of

Middlebury

Date, First Survey

7th Oct 1889

Last Survey

12th Aug 1890

Survey held at

Strickton

Rig 3 Masted Schooner

Master Masters

under

2030.86

ONE, OR TWO DECKED, THREE DECKED VESSEL,

SPAR, OR AWNING-DECKED VESSEL.

Tonnage Dk.

855.21

Upper Dk.

2886.07

Half Breadth (moulded) 21.00

Depth from upper part of Keel to top of Upper Deck Beams 21.25

Girth of Half Midship Frame (as per Rule) .. . 37.66

1st Number 79.91

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

Length 318.33

2nd Number 25437

Proportions—Breadths to Length 7.57

Depths to Length—Upper Deck to Keel .. .

Main Deck ditto 14.9

Year of appointment

Built at

Strickton

When built

1890

By whom built

Craig Taylor

Owners

Managers

Residence

Port belonging to

London

Destined Voyage

New York

Surveyed while Building

Afloat, or in Dry Dock

Feet. Inches.

BREADTH—

Feet. Inches.

DEPTH top of Floors to Upper

Feet. Inches.

Power of

Horse.

N^o. of Decks with flat laid

N^o. of Tiers of Beams

Inches. 16ths

Inches. 16ths

Inches. 16ths

Inches. 16ths

Ship per Register, length, 320 breadth, 42.2 depth, 26.8

Moulded depth 20.4 1/2

Inches in Ship.

Inches per Rule.

Flat Keel Plates, breadth and thickness .. .

PLATES in Garboard Strakes, br'dth & thickness

From Garboard to upper part of Bilges .. .

Of d'bling at Bilge, or increased thickness, and length applied

From up. prt of Bilge to l.r. edge of Sh'rstrake .. .

Main Sheerstrake, breadth and thickness .. .

Of d'bling at Sh'stk. & lng. applied .. .

From M'n. to Up. or Spar Dk. Sh'rstrake .. .

Up. or Spar Dk Sh'rstrake, br'dth & thickn'ss .. .

Butt Straps to outside plating, breadth & thickness .. .

Lengths of Plating .. .

Shifts of Plating, and Stringers .. .

Gunwale Plate on ends of Awaiting Spar, or .. .

Upper Deck Beams, breadth and thickness .. .

Angle Iron on ditto .. .

Tie Plates fore and aft, outside Hatchways .. .

Diagonal Tie Plates on Beams No. of Pairs .. .

Flat of Middle Deck .. .

How fastened to Beams .. .

Stringer Plate on ends of Main or Middle Deck .. .

Beams, breadth and thickness .. .

Is the Stringer Plate attached to the outside plating? .. .

Angle Irons on ditto, No. 1 .. .

Tie Plates, outside Hatchways .. .

Diagonal Tie Plates on Beams, No. of pairs .. .

Flat of Lower Deck .. .

How fastened to Beams .. .

Stringer Plates on ends of Lower Deck, Hold .. .

Orlop Beams .. .

Is the Stringer Plate attached to the outside plating? .. .

Angle Irons on ditto, No. 2 .. .

Stringer or Tie Plates, outside Hatchways .. .

Flat of Lower Deck .. .

Ceiling betwixt Decks, thickness and material .. .

" in hold .. .

Main piece of Rudder, diameter at head .. .

do. at heel .. .

Can the Rudder be unshipped afloat? .. .

Bulkheads No. 22 No. per Rule .. .

Thickness of .. .

Height up .. .

How secured to sides of ship .. .

Size of Vertical Angle Irons .. .

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

Frames extend in one length from .. .

Reversed Angle Irons on floors and frames extend .. .

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

And butts properly shifted? .. .

Garboard, double riveted to Keel, with rivets .. .

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets .. .

Butts from Keel to top of Bilge, worked .. .

Edges from Bilge to Main Sheerstrake, worked clencher, double .. .

Butts from Bilge to Main Sheerstrake, worked .. .

Edges of Main Sheerstrake, double .. .

Butts of Main Sheerstrake, treble riveted for .. .

Butts of Main Stringer Plate, .. .

Breadth of laps of plating in double riveting .. .

Straps of Keelsons, Stringer and Tie Plates, treble, double .. .

Description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. .. .

Owner's name or trade mark .. .

Signature .. .

Surveyor's Signature .. .

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

Crutches, .. .

Plates .. .

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MDB 740/64

REPO

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 to plate, &c., conform well to each other? *Yes*
 Are the rivet holes well and sufficiently countersunk in the plate from the faying surfaces? *Yes*
 Do any rivets break into or through the seams or butts of the plating? *Only*

Inbro n^o 15
 Survey held at *Sun*

Masts, ~~Booms~~ Yards, &c., are *Steel & Wood* in good condition, and sufficient in size and length. If of Iron or Steel Plating, Angle Iron, &c., and further explain by a sketch showing how the lower Masts and Booms are constructed, showing the number of Plates and Angle Irons, mode of riveting, and if stamped with Maker's name.
 State also Length and Diameter of Lower Masts and Booms *Fore & Main Masts. Extreme length + 22" dia respectively. Mizen 51' x 18" dia. 2 Plates in the Round 6/20 at Head of Mast. Seams simply riveted. Butts both riveted. Straps 2 1/2" thicker than plates, material tested in accordance with the Rules.*

Number for Equipment	CABLES, &c.				Fathoms & Inches per Rule.	Machine where Tested and Name of Chain Maker.	ANCHORS.			
	Number of Certificate.	Fathoms.	Inches.	Test per Certificate, Tons.			Number of Certificate (State if any and which Anchors are Stockless.)	Weight, Ex. Stock.	Test per Certificate	Wt. req'd per Rule.
Letter for do. <i>W</i>	14902, 14903.	300	1 1/2"	67 1/2, 94 1/2	300.1 1/2"		27485	37.2.6	34.4.1.14	36.2.0
N. <i>SAILS.</i>							27483	36.1.21	33.8.3.0	36.2.0
Fore Sails,							27484	31.0.20	29.11.1.0	31.0.0
Two Top Sails,							20540	40.2.0	36.2.2.0	Staked
Fore Topmast Stay Sails,	20053	90	1 1/2"	34 1/2, 22 1/4	90.1 1/2"		Not required by Rules.			
Main Sails,	Iron Steam Chain or Steel Wire						Collective Weight			
Main Top Sails,	Hempen S. m. Cbl						104.0.19			104.0.0
and quality	TOWLINE—Hemp or Steel Wire	100	4"	33"	100.4"		Stream	27501	11.2.16	13.12.2.0
Wood	Hawser	90	10"		90.10"		Kedge	27482	5.2.3	7.18.1.21
	Warp	90	8 1/2"		90.8 1/2"		2nd Kedge	27481	2.3.6	5.7.2.0

Standing and Running Rigging *W. H. & Main* sufficient in size and *Good* in quality. She has *2* Long Boats and *2* Others
 The Windlass is *Iron Patent* Capstan *Good* and Rudder *Good* Pumps *Good*

Engine Room Skylights.—How constructed? *Leak in Iron casing* How secured in ordinary weather? *Patented*
 What arrangements for deadlights in bad weather? *Canvas covers*

Coal Bunker Openings.—How constructed? *Iron* How are lids secured? *Patented Bars* Height above deck? *16"*
 Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Open Bulkheads*

Cargo Hatchways.—How formed? *Iron* Hatches, If strong and efficient? *Solid*
 State size Main Hatch *10' x 12'* Forehatch *8' x 12', 10' x 12', 2 Quarterhatch 10' x 12'*

If of extraordinary size, state how framed and secured... *Ordinary size* What arrangement for shifting beams *None*

Order for Special Survey No. *1427* Date *Dec 14th 1889*
 Order for Ordinary Survey No. *20* in builder's yard.
 State dates of letters respecting this case *Aug 6th, 15th, Sept 14th, 26th, Oct 5th, 24th, Nov 20th, 26th 1889.*

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. Materials + Workmanship are good. Ballast Tanks under Engines + Boilers + the Peak Tank tested in accordance with the Rules + found satisfactory, Gallies in Bulkhead tested by filling. Oil Tanks tested by a head of water equal to above the tank tops respectively + found satisfactory. A load line has been marked upon the Vessel in conformity with the Surveyor's letter of the 8th inst. as follows: Winter 6' 10", Summer 6' 6" from top of Iron Spar Deck. Height of Fresh Water Mark above Centre of Disc 5".

How are the surfaces preserved from oxidation? Inside *Portland Cement Paint* 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, Material of dks. *Iron* If spar, awn, dk., &c. *✓* Material of spar, *Iron* dk., &c. *Iron*; No. of tiers of beams (with and without dks. la

Official No. *98145* Signal Letters *LTPN* If double bottom, state particulars on separate form
 I am of opinion this Vessel should be Classed *100 A 1. For Carrying Petroleum in Bulk*

The amount of the Entry Fee *£ 5:* is received by me, *W. H. & Main*
 Special *£ 96:* 8: 12. 8 1890

(to be sent as per margin.) Certificate *£ 10:* 10: 13. 8. 90
 Committee's Minute *100 A 1* Spar *dk.*

Character assigned *Carrying Petroleum in Bulk*
LA 100 *40* *100 A 1* *Spar dk.*

+ S. M. *40* *100 A 1* *Spar dk.*