

IRON OR STEEL SHIP.

(Received at London Office, SAT 20 92 92)

No. 9292 Survey held at Newport Mon Date, First Survey 29 Nov Last Survey 13 Decem 1890
 On the Iron S. S. Richmond Rig Schooner

TONNAGE under Tonnage Deck 994
 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 1234
 Less Crew Space
 Less Engine Room
Register Tonnage as cut on Beam 769

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.
Half Breadth (moulded) 16-0 Feet.
Depth from upper part of Keel to top of Upper Deck Beams 19-4
Girth of Half Midship Frame (as per Rule) 32-0
1st Number 67-4
1st Number, if a 3-Decked Vessel .. deduct 7 feet
Length 228
2nd Number 15367
Proportions— Breadths to Length 7-1
 Depths to Length—Upper Deck to Keel 11-7
 Main Deck ditto

Master Cobb
 Year of appointment (1) As master in service of owner of present vessel—1889
 (2) As master of this vessel
 Built at Newcastle
 When built 1871 Launched Jan
 By whom built Schlenker Davis & Co.
 Owners Wall Ward & Co.
 Managers
 (If desired to be entered in Reg. Book.)
 Residence London
 Port belonging to London
 Destined Voyage La Rochelle
 If Surveyed while Building, Afloat, or in Dry Dock. while afloat & in Dry Dk.

LENGTH on deck as per Rule 228-0 **BREADTH**—Moulded 32-0 **DEPTH** top of Floors to Upper Deck Beams 17-8 **Power of Engines** 130 **Horse.** 130 **N° of Decks with flat laid** one **N° of Tiers of Beams** two

Dimensions of Ship per Register, length, <u>229-8</u> breadth, <u>32-2</u> depth, <u>17-9</u>		Moulded depth <u>✓</u>		Inches. In Ship.	16ths. In Ship.	Inches. per Rule	16ths. per Rule
KEEL , depth and thickness	Inches in Ship. <u>7 1/2 x 3</u>						
STEM , moulding and thickness	Inches in Ship. <u>7 1/2 x 3</u>						
STERN-POST for Rudder do. do.	Inches in Ship. <u>8 x 4 1/2</u>						
" " for Propeller	Inches in Ship. <u>8 x 5 1/2</u>						
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>24</u>						
FRAMES , Angle Iron, for 1/2 length amidships	Inches. In Ship.	Inches. In Ship.	16ths. In Ship.	Inches. per Rule	Inches. per Rule	16ths. per Rule	
Do. for 1/4 at each end	<u>3 1/2</u>	<u>3</u>	<u>6</u>				
REVERSED FRAMES , Angle Iron	<u>2 1/2</u>	<u>2 1/2</u>	<u>5 1/4</u>				
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	<u>20</u>		<u>8 1/2</u>				
" thickness at the ends of vessel			<u>7 1/2</u>				
" depth at 3/4 the half-bdth. as per Rule			<u>8 1/2</u>				
" height extended at the Bilges			<u>7 1/2</u>				
BEAMS , Upper, Spar, or Awning Deck } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } Single or double Angle Iron on Upper edge	<u>7 1/2</u>	<u>7</u>					
Average space	<u>Two frames</u>						
BEAMS , Main, or Middle Deck } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } Single, or double Angle Iron, on Upper Edge	<u>3</u>	<u>3</u>	<u>6</u>				
Average space	<u>Two frames</u>						
BEAMS , Lower Deck— Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } Single or double Angle Iron on Upper Edge	<u>3</u>	<u>3</u>	<u>6</u>				
Average space	<u>Two frames</u>						
BEAMS , Hold, or Outlap— Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } Single or double Angle Iron on Upper Edge	<u>3</u>	<u>3</u>	<u>6</u>				
Average space	<u>24 to 12 ft. apart</u>						
KEELSONS Centre line, single or double plate, box, or intercostal, Plates <u>7/16</u>	<u>20 1/4</u>	<u>9</u>					
" Rider Plate	<u>12</u>	<u>9</u>					
" Bulb Plate to Intercostal Keelson			<u>4</u>	<u>3</u>	<u>8</u>		
" Angle Irons			<u>4</u>	<u>3</u>	<u>8</u>		
" Double Angle Iron Side Keelson			<u>4</u>	<u>3</u>	<u>8</u>		
" Side Intercostal Plate			<u>4</u>	<u>3</u>	<u>6</u>		
" do. Angle Irons							
" Attached to outside plating with angle iron							
BILGE Angle Irons	<u>5</u>	<u>3</u>	<u>8</u>				
" do. Bulb Iron							
" do. Intercostal plates riveted to plating for length							
BILGE STRINGER Angle Irons	<u>4</u>	<u>4</u>	<u>8</u>				
Intercostal plates riveted to plating for length							
SIDE STRINGER Angle Irons							

The **FRAMES** extend in one length from Keel to gunwale Riveted through plates with 13/16 in. Rivets, about 6 1/2 apart.
 The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to hold stringer and to gunwale alternately
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 in. diameter, averaging 5 ins. from centre to centre.
 " Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 13/16 in. diameter, averaging 3 1/2 ins. from centre to centre.
 " Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 13/16 in. diameter averaging 3 1/4 ins. from centre to centre.
 " Butts of Strakes at Bilge for length, treble riveted with Butt Straps thicker than the plates they connect.
 " Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 13/16 in. diameter, averaging 3 1/2 ins. from cr. to cr.
 " Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 13/16 in. diameter, averaging 3 1/4 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 ✓ length amidships.
 " Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. **Butts of Upper or Spar Stringer Plate**, treble riveted for ✓ length.
 " Breadth of laps of plating in double riveting ample Breadth of laps of plating in single riveting ✓
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double No. of Breasthooks, or all Shims Crutches, One
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Good quality
 Manufacturer's name or trade mark, ✓
 The above is a correct description.
 Builder's Signature, _____ Surveyor's Signature, John H Heck
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Form No. 1 for Iron or Steel Ships—1000—2/4/89—Transfer Ink.

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 to laid thereon.

