

IRON OR STEEL SHIP.

(Received at London Office,

No. 9292 Survey held at Newport Mon Date, First Survey 29 Nov Last Survey 13 December 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
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:—1889
Built at Newcastle
When built 1871 **Launched** Jan
By whom built Schlenker Davis & Co.
Owners Walls 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 | Feet. | Inches. | BREADTH— | Feet. | Inches. | DEPTH | Feet. | Inches. | Power of | Horse. | Nº. of Decks with flat laid | Nº. of Tiers of Beams |
|---|------------------|---------|------------------|-------|---------|-----------------------------------|-------|---------|----------|--------|-----------------------------|-----------------------|
| on deck as per Rule | 228 | 0 | Moulded | 32 | 0 | top of Floors to Upper Deck Beams | 17 | 8 | Engines | 130 | one | two |
| Do. do. Main Deck Beams | | | | | | | | | | | | |
| Dimensions of Ship per Register, length, <u>229-8</u> breadth, <u>32-2</u> depth, <u>17-9</u> | | | | | | | | | | | | |
| KEEL , depth and thickness | Inches in Ship. | | Inches per Rule. | | | | | | | | | |
| | <u>7 1/2 x 3</u> | | | | | | | | | | | |
| STEM , moulding and thickness | <u>7 1/2 x 3</u> | | | | | | | | | | | |
| STERN-POST for Rudder do. do. | <u>8 x 4 1/2</u> | | | | | | | | | | | |
| " for Propeller | <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 | <u>3 1/2</u> | | <u>3</u> | | | | | | | | | |
| Do. for 1/2 at each end | <u>2 1/2</u> | | <u>2 1/2</u> | | | | | | | | | |
| REVERSED FRAMES , Angle Iron | <u>2 1/2</u> | | <u>2 1/2</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>8 1/2</u> | | | | | | | | | |
| " depth at 3/4 the half-bdth. as per Rule | | | <u>7 1/2</u> | | | | | | | | | |
| " height extended at the Bilges | | | | | | | | | | | | |
| BEAMS , Upper, Spar, or Awning Deck | <u>7 1/2</u> | | <u>7</u> | | | | | | | | | |
| 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> | | | | | | | | | |
| Average space | <u>20</u> | | <u>12</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 | | | | | | | | | | | | |
| Average space | <u>24</u> | | <u>12</u> | | | | | | | | | |
| BEAMS , Lower Deck | | | | | | | | | | | | |
| Single or d'ble Ang. Iron, Plate or Tee Bulb Iron | | | | | | | | | | | | |
| Single or double Angle Iron on Upper Edge | | | | | | | | | | | | |
| Average space | <u>24</u> | | <u>12</u> | | | | | | | | | |
| BEAMS , Hold, or Outlap | | | | | | | | | | | | |
| Single or d'ble Ang. Iron, Plate or Tee Bulb Iron | | | | | | | | | | | | |
| Single or double Angle Iron on Upper Edge | | | | | | | | | | | | |
| Average space | <u>24</u> | | <u>12</u> | | | | | | | | | |
| KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates | <u>20 1/2</u> | | <u>9</u> | | | | | | | | | |
| " Rider Plate | <u>12</u> | | <u>9</u> | | | | | | | | | |
| " Bulb Plate to Intercoastal Keelson | | | | | | | | | | | | |
| " Angle Irons | <u>4</u> | | <u>4</u> | | | | | | | | | |
| " Double Angle Iron Side Keelson | <u>4</u> | | <u>4</u> | | | | | | | | | |
| " Side Intercoastal Plate | | | | | | | | | | | | |
| " do. Angle Irons | | | | | | | | | | | | |
| " Attached to outside plating with angle iron | | | | | | | | | | | | |
| BILGE Angle Irons | <u>5</u> | | <u>3</u> | | | | | | | | | |
| " do. Bulb Iron | | | | | | | | | | | | |
| " do. Intercoastal plates riveted to plating for length | | | | | | | | | | | | |
| BILGE STRINGER Angle Irons | <u>4</u> | | <u>4</u> | | | | | | | | | |
| Intercoastal plates riveted to plating for length | | | | | | | | | | | | |
| SIDE STRINGER Angle Irons | | | | | | | | | | | | |

The **FRAMES** extend in one length from Keel to gunwale
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 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 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 ships 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.

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.
N 17880-0077

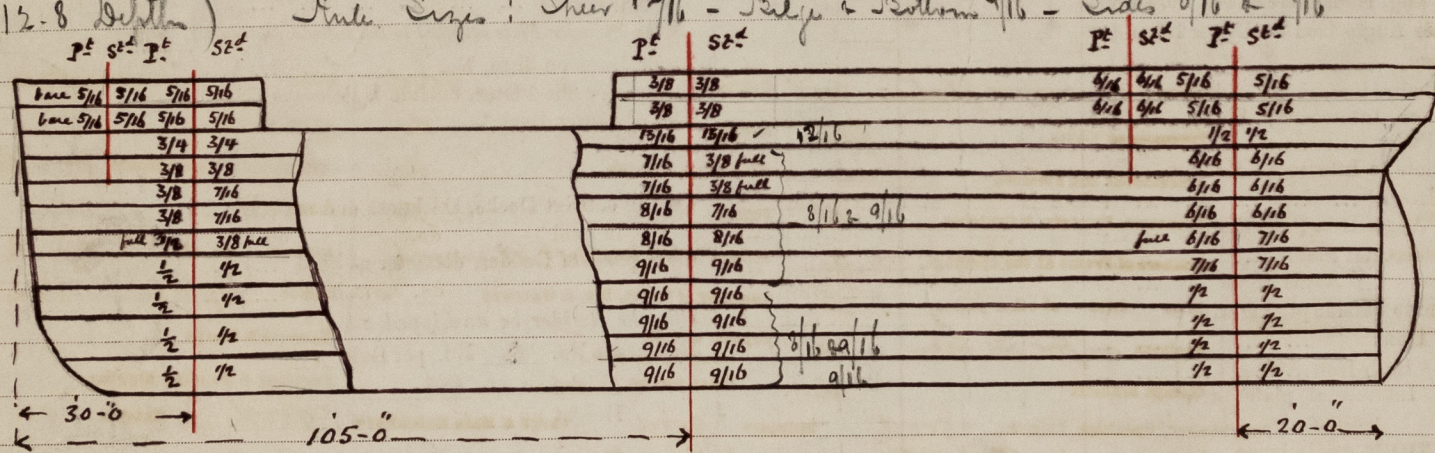
Workmanship. Are the butts of plating planed or otherwise fitted? *good*
Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *yes*
Are the fillings between the ribs and plates solid single pieces? *yes* Do the 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? *good* Do any rivets break into or through the seams or butts of the plating? *very few*
Masts, Bowsprit, Yards, &c., are *good* in 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
For Auxiliary Purposes only.

| 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. | | Weight. Ex. Stock. | Test per Certificate | W'ght req'd per Rule. | Machine where Tested and Superintendent, also Name of Anchor Maker. |
|--------------------------------|--|---------------------------------------|----------|----------|-----------------------------------|----------------------------------|--|---|-------|-----------------------|-------------------------|--------------------------|---|
| Letter for do. | | Number of Certificate. | Fathoms. | Inches. | | | | Number of Certificate (State if any and which Anchors are Stockless.) | | | | | |
| | | | 300 | 1 1/2 in | | | | | | | | | |
| N. SAILS. | | | | | | | | | | | | | |
| Fore Sails, | | | | | | | | 3 | Bower | Anchor | | | |
| Fore Top Sails, | | | | | | | | | | | | | |
| Fore Topmast Stay Sails, | | Iron Stream Caain or Steel Wire .. | 90 | 1/8 | | | | | | | | | |
| Main Sails, | | Hempen Str'm Cable | 90 | 1 1/2 | | | | | | | | | |
| Main Top Sails, and quality | | TOWLINE— Hemp or Steel Wire | 90 | 1 1/2 | | | | | | | | | |
| | | Hawser | 90 | 2 1/2 | Steel wire | | | | | | | | |
| | | | 90 | 4 | " " | | | | | | | | |
| | | | 90 | 3 1/2 | " " | | | | | | | | |
| Smd | | Warp | 90 | 3 | " " | | | | | | | | |
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Standing and Running Rigging *good* sufficient in size and *good* in quality. She has *two* *long* Boats and *two* *other*.
The Windlass is *good* Capstan *good* and Rudder *good* Pumps *good*
Engine Room Skylights.—How constructed? *of lead bolted to iron coaming* How secured in ordinary weather?
What arrangements for deadlights in bad weather? *throng bull's eyes*
Coal Bunker Openings.—How constructed? *efficient* How are lids secured? *latches etc* Height above deck? *12 to 15*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *4 freeing ports on each side*
Cargo Hatchways.—How formed? *of iron coaming* Hatches, If strong and efficient? *yes*
State size Main Hatch *24 ft x 11-9"* Forehatch *8 ft x 7-10"* Quarterhatch *16-0" x 9-10"*
If of extraordinary size, state how framed and secured... *ordinary size* What arrangement for shifting beams? *shifting beams L.F.A.*

Order for Special Survey No. *1* Date *1/1/00*
Order for Ordinary Survey No. *1* Date *1/1/00*
No. *1* in builder's yard.
State dates of letters respecting this case *1/1/00*
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
Total No. of Visits *1*

General Remarks (State quality of workmanship, &c.) *This vessel is in good condition & shows very little sign of corrosion or wear & tear.*



How are the surfaces preserved from oxidation? Inside *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., &c.) *One*
Material of dks. *Wood* If spar, awn. dk., &c. *No* Material of spar, awn. dk., &c. *✓*; No. of tiers of beams (with and without dks. laid) *Two*
Official No. *✓*; Signal Letters *✓*
If double bottom, state particulars on separate form. *✓*

I am of opinion this Vessel should be Classed *as at present. A1-1*
The amount of the Entry Fee£ : is received by me, *John H Heck*
Special£ *See other report.* 18
(to be sent as per margin). Certificate .. : :
(Travelling Expenses, if any, £ ..)
Committee's Minute *MON 20 DEC 00*
Character assigned

