

Steel
IRON SHIP.

(Received at London Office,

Survey held at Newcastle Date, First Survey 14th Feb'y Last Survey 2nd October
chooner rigged screw steamer "Puccancer"

1873

under
Deck
Net of Bird, Spar,
or Awning Deck.
Ditto of Poop, or
Raised Qr. Dk.
Ditto of Houses
on Deck
Ditto of Forecastle
Gross Tonnage
Less Crew Space
Engine Room
Net Tonnage
out on Beam

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

Half Breadth (moulded) 14.00
Depth from upper part of Keel to top of Upper Deck Beams 14.20
Girth of Half Midship Frame (as per Rule) 24.75
1st Number 53.00
1st Number, if a 3-Decked Vessel deduct 7 feet
Length 189.0
2nd Number 10.017
Proportions— Breadths to Length 13.2
Depths to Length—Upper Deck to Keel
Main Deck ditto

Master A. S. Thomson
Built at Newcastle
When built 1885 Launched 7 Sept
By whom built Wigham Richardson & Co
Owners Charles J. D. Christie
Residence Lynemount
Port belonging to London
Destined Voyage London
Surveyed while Building, Afloat, or in Dry Dock.

LENGTH 189.0 Feet. Inches. BREADTH— Moulded 28.0 Feet. Inches. DEPTH top of Floors to Upper Deck Beams 12.8 1/2 Feet. Inches. Power of Engines 180 Horse. N° of Decks with flat laid 2 N° of Tiers of Beams 2

ons of Ship per Register, length, 190.0 breadth, 28.25 depth, 20

depth and thickness 7 1/2 x 2 1/8
moulding and thickness 7 x 2 1/8
POST for Rudder do. do. 6 3/4 x 4 1/4
" for Propeller
of Frames from moulding edge to
ing edge, all fore and aft

Steel
Angle Iron, for 1/2 length amidships
1/2 at each end
ED FRAMES, Angle Iron Steel
depth and thickness of Floor Plate
line for half length amidships
thickness at the ends of vessel
1/2 at the half-bdth. as per Rule
1/2 extended at the Bilges

Upper, Spar, or Awning Deck
double Ang. Iron, Plate or Tee Bulb Iron
double Angle Iron on Upper edge
ge space
Main, or Middle Deck
double Ang. Iron, Plate or Tee Bulb Iron
double Angle Iron, on Upper Edge
ge space

Lower Deck
double Ang. Iron, Plate or Tee Bulb Iron
double Angle Iron on Upper Edge
ge space
Hold, or Orlop
double Ang. Iron, Plate or Tee Bulb Iron
double Angle Iron on Upper Edge
ge space

ONS 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 Steel
do. Bulb Iron Steel
do. Intercoastal plates riveted to
plating for length

BILGE STRINGER Angle Irons
Intercoastal plates riveted to plating for
Bulb for 1/2 length
SIDE STRINGER Angle Irons Steel

The FRAMES extend in one length from Keel to gunwall

The REVERSED ANGLE IRONS on floors and frames extend from middle line to main deck and to every frame 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 3/4 in. diameter, averaging 3 1/2 ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 ins. from centre to centre.
Butts of 2 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/6 thicker than the plates they connect.
Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 3 1/8 ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 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 4 1/2 Breadth of laps of plating in single riveting 1

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble & double No. of Breasthooks, Crutches, 3

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

Manufacturer's name or trade mark, angles Bolckow Vaughan & Co Steel stamped R

The above is a correct description.

Builder's Signature, Wigham Richardson & Co Surveyor's Signature, R. W. Scullian

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

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 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? *yes*

Do any rivets break into or through the seams or butts of the plating? *apen*

Masts, Bowsprit, Yards, &c., are *wood* in *good* condition, and sufficient in size and length. If of Iron or Steel give Scanlon's Test, 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 Plating, Angle Irons, &c., and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit *Has two wood pole masts as auxiliary*

to the steam power. Foremast length from heel to hounds - 69 ft. Dia 16 1/2. Mainmast - 64 - 15 1/4.

| NUMBER for EQUIPMENT | | Fathoms. | Inches. | Test per Certificate. | Inches per Rule. | Machine where Tested & Suprntd. | ANCHORS. | N ^o . | Weight. Ex. Stock. | Test per Certificate. | W'ght req'd per Rule. | Machine Tested. |
|----------------------|--|----------|---------|-----------------------|------------------|---------------------------------|--|------------------|--------------------|-----------------------|-----------------------|-----------------|
| SAILS. | | | | | | | | | | | | |
| CABLES, &c. | | | | | | | | | | | | |
| N. | Chain | 240 | 1 3/8 | 34 tons | 240-1 1/4 | | Bower Anchors | | | | | |
| | (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.) | | | | | | (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.) | | | | | |
| | Fore Sails, | | | | | | | | | | | |
| | Iron Stream Chain | 60 | 7/8 | 13 1/2 tons | 60-7/8 | | | | 17.1.7 | 18.10.2.14 | 16 3/4 | |
| | or Steel Wire .. | | | | | | | | 16.1.14 | 17.14.8.7 | 16 1/4 | |
| | Fore Top Sails, | | | | | | | | | | | |
| | or Hempen Strm | | | | | | | | 14.2.14 | 16.3.1.21 | 14 1/4 | |
| | Cable | | | | | | | | | | | |
| | Fore Topmast | | | | | | | | | | | |
| | Stay Sails, | 90 | 9 | 90-9 | 90-9 | | Stream Anchor | | 5.2.14 | 7.18.1.21 | 5 1/2 | |
| | Towline, Hemp. | | | | | | | | | | | |
| | or Steel Wire .. | 90 | 7 | 90-7 | 90-7 | | Kedge ... | | 2.3.7 | 5.7.2.0 | 2 3/4 | |
| | Main Sails, | | | | | | 2nd Kedge ... | | 1.2.7 | 4.1.2.7 | 1 1/2 | |
| | Hawser | 90 | 5 | 90-5 | 90-5 | | | | | | | |
| | Warp | | | | | | | | | | | |
| | quality <i>good</i> | | | | | | | | | | | |

Standing and Running Rigging *wire shump* sufficient in size and *good* in quality. She has *four* Long Boats and

The Windlass is *Iron patent* Capstan *✓* and Rudder *good* Pumps *good*

Engine Room Skylights. How constructed? *thoroughly of Lark* How secured in ordinary weather? *Always shipped*

What arrangements for deadlights in bad weather? *Bulls eyes*

Coal Bunker Openings. How constructed? *Circular cast iron* How are lids secured? *lugs* Height above deck? *flush*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Flush deck with iron grates*

Cargo Hatchways. How formed? *Plates & angles*

State size Main Hatch *7'4" x 6'0" 9'3"* Fore hatch *10' 12'10" x 10'10"* Quarter hatch

If of extraordinary size, state how framed and secured? *✓*

What arrangement for shifting beams? *Iron shifting beam & a wood fore & after*

Hatches, If strong and efficient? *yes. solid.*

Order for Special Survey No. *1892* 1st. On the several parts of the frame, when in place, and before the plating was wrought

Date *28th Jan'y 1885* 2nd. On the plating during the process of riveting

Order for Ordinary Survey No. *1885 Feb. 12* 3rd. When the beams were in and fastened, and before the decks were laid...

Date *✓ 7th* 4th. When the ship was complete, and before the plating was finally coated or cemented...

No. *192* in builder's yard. 5th. After the ship was launched and equipped

State dates of letters respecting this case

General Remarks (State quality of workmanship, &c.) *This awning decked vessel has been*

built in accordance with the accompanying approved

plans and in other respects to the Rules for the 100A

she is now fitted as a telegraph ship. see plan.

Has a wood sk house aft 14'6" x 11 ft.

Workmanship and materials good.

The water ballast tanks have been tested as per rule

found satisfactory.

Stem & Rudder frame & Stem forging Report now forwarded

Freeboard marks showing 18 1/2" freeboard below upper part of main

deck at side amidships for salt water and 9 1/2" for fresh water, as per

Secretary's letter dated 24th Sep 1885, have been cut in and painted on the

vessels sides.

J. Shilston.

State if one, two, or three decked vessel, or if open or awning decked; and the lengths of poop, bridge, fore-castle, or raised quarter deck. (If double bottom, state particulars on separate sheet.)

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

I am of opinion this Vessel should be Classed *+ 100 H.I. Awning deck.*

The amount of the Entry Fee£ 3 : - : - is received by me, *J.W. Sulland*

Special£ 34 : 11 : - 10th Oct 1885

(to be sent as per margin). Certificate *Gratis* - : -

(Travelling Expenses, if any, £

Committee's Minute *TUESD. 13 OCT 1885* 18

Character assigned *100 H.I. Awning*

+ 100 H.I. Awning

100 H.I. Awning

100 H.I. Awning

100 H.I. Awning

100 H.I. Awning