

Steel IRON SHIP.

(Received at London Office,

No. 21742 Survey held at Newcastle Date, First Survey 9th January Last Survey 19th July 1888

On the New Ship "Avalon" Schooner rigged

TONNAGE under 1644.82 ONE, OR TWO DECKED, THREE DECKED VESSEL, Master Mr Cowill

Ditto of Third Spar, 287.98 SPAR, OR AWNING-DECKED VESSEL. Built at Wallsend on Tyne

Ditto of Fourth Spar, 120.57 Depth from upper part of Keel to top of Upper Deck Beams 22.42

Ditto of Houses on Deck, 2.93 Girth of Half Midship Frame (as per Rule) 36.75

to of Forecastle, 9.92 1st Number 77.83

as Tonnage, 2083.43 1st Number, if a 3-Decked Vessel deduct 7 feet

as Crew Space, 63.18 Length 278.50

as Engine Room, 2020.25 2nd Number 21675

as Engine Tonnage, 1333.50 Proportions— Breadths to Length 7.4

as cut on Beam, 1333.50 Depths to Length—Upper Deck to Keel 12.4

Main Deck ditto

Port belonging to London

Destined Voyage Savona

If Surveyed while Building (Afloat, or in Dry Dock.

Feet. Inches. BREADTH— Moulded... 37 4 Feet. Inches. DEPTH— top of Floors to Upper Deck Beams... 19 3 Power of Engines... 170 Horse. No. of Decks with flat laid One

per Register, length, 280.0 breadth, 37.5 depth, 19.25 Moulded Depth 21.8

thickness Side plates 9 x 1 1/2 Inches in Ship. Inches per Rule. 9 x 1 1/2

and thickness 9 x 2 1/2 9 x 2 1/2

Rudder do. do. 9 x 5 1/2 9 x 5 1/2

Propeller 24 24

nes from moulding edge to all fore and aft

Steel for 3/4 length amidships 5 3 8 5 3 8

each end 5 3 7 5 3 7

FRAMES, Angle Iron 3 1/2 3 8 3 1/2 3 8

th and thickness of Floor Plate 38 6 38 6

for half length amidships Cellular bottom

ss at the ends of vessel with solid floors

at 1/2 the half-bdth. as per Rule on every frame

extended at the Bilges 6 1/2 3 9 6 1/2 3 9

Upper, Spar, or Awning Deck 6 1/2 3 9 6 1/2 3 9

ble Ang. Iron, Plate or Tee Bulb Iron on Upper edge

space on every frame

Main, or Middle Deck

ble Ang. Iron, Plate or Tee Bulb Iron

double Angle Iron, on Upper Edge

space

Lower Deck

ble Ang. Iron, Plate or Tee Bulb Iron

double Angle Iron on Upper Edge

space

Hold, or Orlop after hold

ble Ang. Iron, Plate or Tee Bulb Iron

double Angle Iron on Upper Edge

space

ONS Centre line, single or double plate,

box, or Intercoastal, Plates

ider Plate

ulb Plate to Intercoastal Keelson

ngle Irons

ouble Angle Iron Side Keelson

de Intercoastal Plate

do. Angle Irons

atched to outside plating with angle iron

Angle Irons

lo. Bulb Iron

o. Intercoastal plates riveted to

plating for length

STRINGER Angle Irons

tercoastal plates riveted to plating for length

STRINGER Angle Irons

FRAMES extend in one length from

VERSED ANGLE IRONS on floors and frames extend

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

G. Garboard, double riveted to Keel, with rivets 1 1/8 in. diameter, averaging 5 1/2 ins. from centre to centre.

edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3 1/16 ins. from centre to centre.

utts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 1/16 ins. from centre to centre.

utts of all Strakes at Bilge for over 1/2 length, treble riveted with Butt Straps 3/4 thicker than the plates they connect.

edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 3 1/16 ins. from cr. to cr.

utts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 1/16 ins. from cr. to cr.

edges of Main Sheerstrake, double or single riveted.

utts of Main Sheerstrake, treble riveted for 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

utts 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 5 1/4 Breadth of laps of plating in single riveting nil

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? throughout No. of Breasthooks, 5 Crutches, 3 1/2 Transoms

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Plates by Conssett iron Co; Moor

Manufacturer's name or trade mark, iron Co; Angles & Bulbs by Dorman, Long & Co

The above is a correct description.

Builder's Signature, C.S. Swan & Hunter

Surveyor's Signature, James Libby

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

ROBERT EDWARD TAYLOR & SON, Commercial and General Steam Printers, 19, Old Street, Goswell Road, London, E.C.

State clearly where plating is of alternate thickness—as distinguished from diminished thickness at ends of vessel.

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

Report recd 5/8/88 sent to her 5/8/88

NWC801-0299 1/2

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 straps, or plate to plate, &c., conform well to each other? *Yes very well*
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? *a very few*

Masts, Bowsprit, Yards, &c., are of *Steel* in *good* 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 Material and if stamped with Maker's name.
State also Length and Diameter of Lower Masts and Bowsprit *Main Mast 70' 8" x 20 1/2"; Fore Mast 44' 3" x 24 1/2" with double rivetted edges and triple & double rivetted Butts as shown on the approved tracing; Plates 11.0 x 11.6 x 11 to 9/32 in thickness makers of Steel Consist. Co.*

NUMBER & LETTER for EQUIPMENT		24031	Test per Certificate.		Inches per Rule.	Machine when Tested and Superintended by	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine when Tested and Superintended by
SAILS.		CABLES, &c.	Fathoms.	Inches.								
Fore Sails,	Chain	270	1 3/4	50 1/2	1 1/2	Wm. W. & Co. 1854. No. 12. 2500 lbs. 32 x 50 1/2. Freshly turned & certified by Robert Dunlop.	Bower Anchors	1	30.0.4	28.14.1.14	30.0.0	Wm. W. & Co. 1854. No. 12. 2500 lbs. 32 x 50 1/2. Freshly turned & certified by Robert Dunlop.
	Iron Stream Chain	75	1 1/2	30 3/4	1 1/2		1	30.0.18	28.16.4.0	30.0.0		
Fore Top Sails,	or Steel Wire ..			20 3/4				1	25.2.0	25.3.3.0	25.2.0	
Fore Topmast Stay Sails,	or Hempen Strm } Cable											
Main Sails,	Towline, Hemp.	90	3 1/2	Steel wire	3 1/2		Stream Anchor	1	10.0.0	12.0.0	9.2.0	Wm. W. & Co. 1854. No. 12. 2500 lbs. 32 x 50 1/2. Freshly turned & certified by Robert Dunlop.
	or Steel Wire ..	90	3	per rule	3				1	5.0.21	7.11.3.14	
Main Top Sails, and	Hawser	90	7/2		7/2		Kedge	1	2.2.14	5.2.2.0	2.2.0	
	Warp						2nd Kedge.	1	2.2.14	5.2.2.0	2.2.0	
quality		good										

Standing and Running Rigging *wire & hemp* sufficient in size and *good* in quality. She has *2* Long Boats and *20* others.
The Windlass is *good* Capstan *good* and Rudder *good* Pumps *metal & good*

Engine Room Skylights. How constructed? *of Glass on Bridge deck* How secured in ordinary weather? *with thumb screws*
What arrangements for deadlights in bad weather? *solid Teak shutters & thick circular glass*

Coal Bunker Openings. How constructed? *on Bridge deck* How are lids secured? *solid hatch* Height above deck? *13 ins*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *3 Ports & 2 Scuppers on each side of R. & Deck and 2 Ports & 2 Scuppers on each side of main deck*

Cargo Hatchways. How formed? *Iron plate coverings & headbolts*

State size Main Hatch *20.0 x 16.0 x 17.2* Fore Hatch *10.3 x 20.0 x 14.0* Quarter Hatch *8.4 x 24.0 x 12.0*

If of extraordinary size, state how framed and secured? *Steel plating increased in thickness*

What arrangement for shifting beams? *Deep web plates and 3 fore & Afters in each Hatchway*

Hatches. If strong and efficient? *3 in solid*

Order for Special Survey No. *2055*
Date *14 Mar. /88*
Order for Ordinary Survey No. *102*
Date *14 Mar. /88*
No. *102* in builder's yard.
State dates of letters respecting this case *22 Dec /87; 2 Feb; 29 May, 15 March & 24 March /88*

General Remarks (State quality of workmanship, &c.) *This vessel has been built of Steel in accordance with the rules and approved tracings of midships section, Profile &c. Constructed on the cellular bottom system, with solid floors to every frame, & inner bottom of iron. The web frames throughout fitted as noted on the tracing of midships section and spaced as set forth on the Profile. The floors, and longitudinal plates between the webs are flanged. The Butts of the broad strakes of plating below the Bilges have been fitted with 3 angle bars of the size required for reverse bars, and the double bottom tested to a head of water not less in height than the load line & proved very satisfactory. The freeboard in the case has not been verified but will be correctly marked on the return from the present voyage. Has a P.D. 96.0 in length; Bridge deck 120.0 in length and Forecastle 27.0 in*

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, forecastle, or raised quarter deck. (If double bottom, state particulars on separate form)

How are the surfaces preserved from oxidation? Inside *Wales & Dove's patent Cement in* Outside *3 Coats of paint*

I am of opinion this Vessel should be Classed *100 A.I.* *Flat & Portland Cement in side pockets*

The amount of the Entry Fee *£ 5* received by me, *James Sibson*

Special *£ 75 : 10* *188*

(to be sent as per margin). Certificate ... *Grass*

Committee's Minute *FRIDAY 10 AUGUST 1888*

Character assigned *100 A.I. Steel*

+ dmb 6188

L & A P

James Sibson

well OK

well OK

S.S. Avalon
of *Newcastle*
Continuation of Report No. *21742* dated *July /88* on the

The plating of Bridge sides increased to 8 and 1/2 and the frame angles to which the web frames are attached are 3 1/2 x 3 x 5/8 approved.

Tracings of Profile, Masts and Pumping arrangements enclosed herewith, the approved tracing of midships section and others forwarded on the 26th July /88.

James Sibson

Surveyor to Lloyd's Register of British and Foreign Shipping
It is submitted that this vessel appears eligible to be classed
100 A.I. Steel as recommended with the notation inner bottom iron
OK (Steel) & web frames
Cell DB Particulars appended to GRP
well OK
10th on d. Report made 7/8/88