

IRON OR STEEL SHIP.

NWC809-0019

(Received at London Office, 23/35)

23/35

Date of writing Report

Port of

Newcastle

No. 2335

Survey held at

Date, First Survey

16 Aug 88

Last Survey

9 Aug

18

On the

Screw Steamer "Polpino"

Rig

Schooner

TONNAGE under

1749.34

ONE, OR TWO-DECKED, THREE-DECKED VESSEL,

Master

J. Rice

Do. between Tonnage Dk.

357.12

STAR, OR AWNING-DECKED VESSEL.

Year of appointment

(1) As master in service of owner of present vessel: 1879

Total under Upper Dk.

2106.46

Built at

Hull

Do. of Poop

155.39

When built

1859

Do. of Raised Or.

3.56

By whom built

R. Stephenson & Co

Do. of Break

23.16

Owners

J. Wilson & Sons

Do. of Houses on Deck

78.07

Managers

Hull

Do. of excess of Hatchways

2306.64

(If desired to be entered in Reg. Book.)

Residence

Do. of Forecastle

50.02

Port belonging to

Hull

Gross Tonnage

2256.62

Destined Voyage

Hamburg

Less Crew Space

798.12

If Surveyed while Building, Afloat, or in Dry Dock

Hull

Less Engine Room

1578.50

Less Engine Room

as cut on Beam

LENGTH

292.33

BREADTH

38.84

DEPTH

19.3

Power of

200

N^o. of Decks with flat laid

on deck as

per Rule

Moulded

Deck Beams

Do. do. Main Deck Beams

Feet. Inches.

Feet. Inches.

Horse.

N^o. of Tiers of Beams

Dimensions of Ship per Register, length,

295

breadth,

39

depth,

19.3

Moulded depth

21

Feet. Inches.

KEEL, depth and thickness

Flat Keel

Inches in Ship.

Inches per Rule.

Feet. Inches.

Feet. Inches.

Horse.

N^o. of Decks with flat laidN^o. of Tiers of Beams

STEM, moulding and thickness

10 x 2 3/4

10 x 2 3/4

10 x 2 3/4

10 x 2 3/4

10 x 2 3/4

10 x 2 3/4

10 x 2 3/4

10 x 2 3/4

STEERN-POST for Rudder do. do.

10 x 6

10 x 6

10 x 6

10 x 6

10 x 6

10 x 6

10 x 6

10 x 6

" " for Propeller

24

24

24

24

24

24

24

24

Distance of Frames from moulding edge to

moulding edge, all fore and aft

24

24

24

24

24

24

24

FRAMES, Angle Iron, for 1/2 length amidships

Do. for 1/2 at each end

5 x 3 8

5 x 3 8

5 x 3 8

5 x 3 8

5 x 3 8

5 x 3 8

5 x 3 8

REVERSED FRAMES, Angle Iron

3 1/2 x 3 8

3 1/2 x 3 8

3 1/2 x 3 8

3 1/2 x 3 8

3 1/2 x 3 8

3 1/2 x 3 8

3 1/2 x 3 8

3 1/2 x 3 8

FLOORS, depth and thickness of Floor Plate

at mid line for half length amidships

thickness at the ends of vessel

depth at 1/2 the half-bdth. as per Rule

height extended at the Bilges

38 - 7

38 - 7

38 - 7

38 - 7

BEAMS, Upper, Spar, or Awning Deck

Single or double Ang. Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper edge

Average space

5 x 3 7/16

5 x 3 7/16

5 x 3 7/16

5 x 3 7/16

5 x 3 7/16

BEAMS, Main, or Middle Deck

Angle or double Ang. Iron, Plate or Tee Bulb Iron

Single, or double Angle Iron, on Upper Edge

Average space

7 1/2 x 3 9

7 1/2 x 3 9

7 1/2 x 3 9

7 1/2 x 3 9

7 1/2 x 3 9

BEAMS, Lower Deck

Angle or double Ang. Iron, Plate or Tee Bulb Iron

Single, or double Angle Iron, on Upper Edge

Average space

9 1/2 x 3 9

9 1/2 x 3 9

9 1/2 x 3 9

9 1/2 x 3 9

9 1/2 x 3 9

BEAMS, Hold, or Orlop

Angle or double Ang. Iron, Plate or Tee Bulb Iron

Single, or double Angle Iron, on Upper Edge

Average space

10 1/2 x 3 9

10 1/2 x 3 9

10 1/2 x 3 9

10 1/2 x 3 9

10 1/2 x 3 9

KEELSONS 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

do. Bulb Iron

do. Intercoastal plates riveted to

plating for length

BILGE STRINGER Angle Irons

Intercoastal plates riveted to plating for

length

SIDE STRINGER Angle Irons

The FRAMES extend in one length from

Keel

to

Gunwale

Riveted through plates with

7/8 in. Rivets, about 6 1/2 apart.

The REVERSED ANGLE IRONS on floors and frames extend

from

middle line to

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

4 ins. from centre to centre.

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

7/8 in. diameter, averaging

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets

7/8 in. diameter averaging

3 ins. from centre to centre.

Butts of

Strakes at Bilge for

1/2 length, treble riveted with Butt Straps

4/20 thicker than the plates they connect.

Edges from Bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets

7/8 in. diameter, averaging

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets

7/8 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

5/4

Breadth of laps of plating in single riveting

Butt Straps of Keelsons, Stringer and

Plates, treble, double or single Riveted?

What description of Iron is used

frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?

Manufacturer's name or trade mark,

The above is a correct description

Builder's Signature,

Surveyor's Signature,

Managing Director,

Surveyor to Lloyd's Register of British and Foreign Shipping

Foundation

Form No. 1 for Iron or Steel Ships—400—257

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On the

Screw Steamer "Polpino"

Rig

Schooner

Master

J. Rice

Year of appointment

(1) As master in service of owner of present vessel: 1879

(2) As master of this vessel: 1879

Built at

Hull

When built

1859

Launched

16 May 1859

By whom built

R. Stephenson & Co

Owners

J. Wilson & Sons

Managers

Hull

(If desired to be entered in Reg. Book.)

Residence

Hull

Port belonging to

Hull

Destined Voyage

Hamburg

If Surveyed while Building, Afloat, or in Dry Dock

Hull

LENGTH

292.33

BREADTH

38.84

DEPTH

19.3

Power of

200

N^o. of Decks with flat laid

One

N^o. of Tiers of Beams

Ten

Dimensions of Ship per Register, length,

295

breadth,

39

depth,

19.3

Moulded depth

21

Feet. Inches.

Feet. Inches.

Horse.

N^o. of Decks with flat laidN^o. of Tiers of Beams

KEEL, depth and thickness

Flat Keel

Inches in Ship.

Inches per Rule.

Feet. Inches.

Feet. Inches.

Horse.

N^o. of Decks with flat laidN^o. of Tiers of Beams

STEM

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
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 few

Masts, Bowsprit, Yards, &c., are in good condition, and sufficient in size and length. Is 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. Fore Main Mast 68' 6" 21" diam 6/16 to 5/16
Mast 74' 6" 23 1/2" 16 to 6/16 each drilled at wringing edges
Double riveted Mast with rivets. Material used found satisfactory
Other spars Pitch pine.
(26283)

Number for Equip- ment	CABLES, &c.				Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS.				Machine where Tested and Superintendent, also Name of Anchor Maker.
	Number of Certificate.	Fathoms.	Inches.	Test per Certificate. Tons.		Number of Certificate.	Weight. Ex. Stock.	Test per Certificate	Weight req'd per Rule.	
Letter for do. <u>S</u>	<u>10153</u>	<u>135</u>	<u>1 15/16</u>	<u>59 1/8</u>	<u>50 1 1/2</u>	<u>11041</u>	<u>42.1.22</u>	<u>37.10.2.0</u>	<u>40.0.0</u>	<u>See Walker</u>
N ^o . <u>1</u>	<u>10154</u>	<u>135</u>	<u>1 15/16</u>	<u>59 1/8</u>	<u>E.R. Smith</u>	<u>11124</u>	<u>37.1.0</u>	<u>33.18.3.0</u>	<u>40.0.0</u>	<u>R. Munro</u>
SAILS.						<u>11062</u>	<u>34.3.2</u>	<u>32.7.2.0</u>	<u>34.0.6</u>	<u>Atter 15</u>
Fore Sails,					<u>Green</u>	<u>3 Bower</u>	<u>Steel Patent</u>			<u>McKenney</u>
Fore Top Sails,						<u>Stream</u>	<u>anchors</u>			<u>See by</u>
Fore Topmast Stay Sails,						<u>Total</u>	<u>14.2.15</u>	<u>Rule</u>	<u>14.0.6</u>	<u>Atter 15</u>
Main Sails,						<u>Stream</u>	<u>10.1.27</u>	<u>12.8.3.0</u>	<u>10.2.0</u>	<u>Atter 15</u>
Main Top Sails,						<u>Kedge</u>	<u>5.1.3</u>	<u>7.14.0.7</u>	<u>5.1.0</u>	<u>Atter 15</u>
and quality						<u>2nd Kedge</u>	<u>2.2.7</u>	<u>5.0.0</u>	<u>2.2.0</u>	<u>Green</u>
Iron Stream Chain or Steel Wire,	<u>76</u>	<u>1 1/8</u>	<u>22 3/4</u>	<u>75 1/8</u>						
Hempen Str'm Cable	<u>120</u>	<u>3</u>	<u>See Sec</u>							
TOWLINE— Hemp or Steel Wire	<u>90</u>	<u>12</u>		<u>90 1/2</u>						
Hawser	<u>90</u>	<u>9 1/2</u>		<u>90 9 1/2</u>						
Warp	<u>90</u>	<u>7 1/2</u>		<u>90 7 1/2</u>						

Standing and Running Rigging Wool Hemp sufficient in size and Good in quality. She has 2 Life Long Boat and 2 Others
The Windlass is Iron Patent 4 Capstan Wheels and Rudder Good Pumps Good
Engine Room Skylights. How constructed? Iron Coaming How secured in ordinary weather? Iron Coaming
What arrangements for deadlights in bad weather? Glass pane eye
Coal Bunker Openings. How constructed? Iron Coaming How are lids secured? Latches Height above deck? 15"
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? Port Scuppers
Cargo Hatchways. How formed? Iron Coaming Hatches, If strong and efficient? 3" Steel
State size Main Hatch 16' x 12' 2-32 x 13 Fore Hatch 10' 3-20 x 13 Quarter Hatch 10' 4-24 x 12
If of extraordinary size, state how framed and secured.... Ordinary What arrangement for shifting beams? None

Order for Special Survey No. <u>2102</u>	DATES of Surveys held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	<u>1888 Aug 16. Sep 1. 14. 21. Oct 13. 18. 24. Nov. 15. 9. 13</u>
Date <u>13 Sept 1888</u>		2nd. On the plating during the process of riveting	<u>15. 19. 24. 28. Dec 1. 10. 20. 28. Jan 7. 12. 14. 17. 31. Feb 6. 13</u>
Order for Ordinary Survey No. <u>5</u>		3rd. When the beams were in and fastened, and before the decks were laid....	<u>7. 11. 15. 19. 22. 26. 27. Mar. 5. 12. 14. 15. 18. 20. 25. 27. 29. Apr 3</u>
Date <u>27</u>		4th. When the ship was complete, and before the plating was finally coated or cemented...	<u>5. 10. 12. 17. 27. 30. May 2. 8. 15. 27. 30. June 13. 20. July 15</u>
No. <u>12</u> in builder's yard.		5th. After the ship was launched and equipped	<u>16. 23. 26. Aug. 9. 1889</u>
State dates of letters respecting this case <u>Sept 6th 1888. Sept 18th 1888. Nov 20th 1888. Feb 14th 1889</u>		Total No. of Visits <u>60</u>	

General Remarks (State quality of workmanship, &c.) This is a partial Auming deck vessel
built in accordance with the Rule and approved plans
Fitted with a double bottom on the cellular principle which
has been tested by water pressure as per Rule & found
satisfactory. Workmanship & Material good and in my
opinion eligible to be classed as recommended vessel
The Freeboard assigned by the Committee as set forth
in the Secretary's letter dated 14th Feb 1889 has been
marked on the rule side and verified thus:-
Winter 1'-11". Summer 1'-7 1/2" Fresh water mark above
Centre of line 5" to Partial Auming Deck 9 feet 2 inches
To be Recorded in the Register Book. {+9 feet 5 1/2"}

How are the surfaces preserved from oxidation? Inside Portland Cement Outside Paint

Particulars for Record in R.B.—Length of Poop ft. R.Q.D. 115 ft. Bridge Dk. 79 ft. F'castle ft.; No. of Dks. (excluding spar, awn., &c.) 2
Material of dks. Iron H-spar, awn. dk., &c. Iron Material of spar, awn. dk., &c. Iron; No. of tiers of beams (with and without dks. laid) 2
Official No. 95790 Signal Letters If double bottom, state particulars on separate form.
I am of opinion this Vessel should be Classed 100 A 1 Steel
The amount of the Entry Fee £ 5 : - - is received by me, C. Stenbury
Special £ 81 : 8 : 6 1888
(to be sent as per margin). Certificate Gratis - -
(Travelling Expenses, if any, £)
Committee's Minute 23 1889
Character assigned 100 A 1 Steel H. Auming Deck
subject to freeboard 5' 9 1/2"
S.M.C. 81 100 A 1 Steel H. Auming Deck

Surveyor to Lloyd's Register of British and Foreign Shipping.
From the foregoing information now supplied, it is
submitted that this vessel appears eligible to be classed
100 A 1 (Steel) H. Auming Deck as recommended
and now marked on the rule side to be inserted
in the Classification Certificate and recorded in the Reg.
22/8/89