

IRON OR STEEL SHIP.

NWC09-0063

2313

(Received at London) WED 14 AUGUST 1889

Date of writing Report

Port of Newcastle

No. 23137 Survey held at Halliwell Date, First Survey 5th Feb'y Last Survey 9th August 1889

On the Screw Steamer "Newquay" Rig Schooner

TONNAGE under Tonnage Deck 1640.80 Do. between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk. 168.50 Total under Upper Dk. 1809.30

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

Master F. Sarah Year of appointment 1889 Built at Halliwell When built 1889 Launched 1st June 1889

Half Breadth (moulded) 18.66 Depth from upper part of Keel to top of Upper Deck Beams 22.42 Girth of Half Midship Frames (as per Rule) 36.75

By whom built C. S. Swan & Hunter Owners J. J. & C. M. Forsler Managers - - - - - Newcastle

LENGTH on deck as per Rule 278.50 BREADTH Moulded 37.33 DEPTH top of Floors to Upper Deck Beams 19.32 Power of Engines 210

Table with columns for KEEL, STEMS, STERN-POST, FRAMES, REVERSED FRAMES, FLOORS, BEAMS, KEELSONS, BILGE, SIDE STRINGER, PLATING, etc. Includes dimensions and materials.

The FRAMES extend in one length from Bilge to Bilge... The REVERSED ANGLE IRONS on floors and frames extend from middle line to Main R. 2. D... KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes

Surveyor

State clearly where plating is of alternate thickness - as distinguished from distributed thickness at ends of vessel. * If Iron Deck, state of white or paint, and if wood deck

Form No. 1 (Form No. 1 - Transfer Ink.)

Lloyd's Register

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 *Steel & Wood* 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 Materials, and if stamped with Maker's name.
 State also Length and Diameter of Lower Masts and Bowsprit *Fore Mast 44' 3" x 24 1/2 diam. Main Mast 70 x 20 1/2 diam. (Steel) Plate 1/32 two in round edge drawn riveted Mast Iron riveted. Mast in duplicate with No 102 rivets by same builder. other Spar Pitch pine.*

| 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 are Stockless. | W'ght req'd per Rule. | Machine where Tested and Superintendent, also Name of Anchor Maker. | |
|---------------------------|----------------|------------------------|---------|----------------------------------|----------------------------------|--|---|---------------|---------------------|---|--------------------------|---|--|
| | Letter for do. | Number of Certificate. | Inches. | | | | Number of Certificate (State if any and) | which Anchors | | | | | |
| 24031 | | | | | | | 11024 | 31-1-7 | 29-13-0-14 | 30-0-0 | | <i>See Walker</i> | |
| | | | | | | | 10989 | 30-3-0 | 29-3-3-0 | 30-0-0 | | <i>R. Munce</i> | |
| | | | | | | | 10957 | 25-3-0 | 25-8-0-14 | 25-2-0 | | <i>J. Attott</i> | |
| | | | | | | | Collective Weight | | 7-3-7 | | 85-2-0 | 3 | |
| | | | | | | | Stream | 9-2-14 | 11-13-1-21 | 9-2-0 | | <i>See Walker</i> | |
| | | | | | | | Kedge | 4-3-7 | 7-5-0-0 | 4-3-0 | | <i>R. Munce</i> | |
| | | | | | | | 2nd Kedge | 2-2-7 | 5-2-2-0 | 2-2-0 | | <i>J. Attott</i> | |

Standing and Running Rigging *Iron & Hemp* sufficient in size and *Good* in quality. She has *2* Long Boats and *2* Otters
 The Windlass is *Iron Patent* Capstan *Iron* and Rudder *Good* Pumps *Good*
 Engine Room Skylights.—How constructed? *Iron Coamings* How secured in ordinary weather? *Leak Tackles*
 What arrangements for deadlights in bad weather? *Glass Ball eyes*
 Coal Bunker Openings.—How constructed? *Iron Coamings* How are lids secured? *Hatches* Height above deck? *15"*
 Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Pots & Scuppers*

Cargo Hatchways.—How formed? *Iron Coamings* Hatches, if strong and efficient? *3" Solid*
 State size *Main Hatch 20 x 15 No 2. 24 x 15 Fore hatch No 3 - 20 x 15* Quarter hatch *No 4 - 24 x 15*
 If of extraordinary size, state how framed and secured... *Ordinary* What arrangement for shifting beams? *Web*

| Order for Special Survey No. | Date | Order for Ordinary Survey No. | Date | No. | in builder's yard. | DATES OF SURVEYS held while building as per Section 18. | 1st. | 2nd. | 3rd. | 4th. | 5th. | Total No. of Visits | |
|------------------------------|---------------|-------------------------------|------|-----|--------------------|---|--|---|--|---|--|---|---|
| 2440 | 29th Nov 1888 | | | 140 | | | On the several parts of the frame, when in place, and before the plating was wrought | On the plating during the process of riveting | When the beams were in and fastened, and before the decks were laid... | When the ship was complete, and before the plating was finally coated or cemented.. | After the ship was launched and equipped | 1888. Feb. 5, 7, 12, 14, 18, 21, 28 Mar 6, 8, 13, 14, 19, 20 22, 26, 28, Apr 3, 5, 8, 9, 11, 12, 15, 26, 29 May 1, 3, 9, 17, 21, 23, 27, 29, 31, June 4, 7 11, 14, 14, July 3, 16, 22, 23, 26, Aug 2, 9. | 4 |

General Remarks (State quality of workmanship, &c.) *This vessel is built on the Web frame principle, in accordance with the Rules and approved plans. Cellular double bottom for top 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 below.*
The Freeboard assigned by the Committee as set forth in the Secretary's letter dated 18th October 1888 has been marked on the vessel's side and required that: Winter 2' 1 1/2". Summer 1' 10 1/2" height of Fresh water line above centre of axis 4 1/2 inches, to be recorded in the Register Book.

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

Particulars for Record in R.B.—Length of Poop *24 9* ft., R.Q.D. *72 0* ft., Bridge Dk., *122 0* ft., F'castle *27 0* ft.; No. of Dks. (excluding spar, awn., &c.)
 Material of dks. *Iron* If spar, awn. dk., &c. *r* Material of spar, awn. dk., &c. *r*; No. of tiers of beams (with and without dks. laid)
 Official No. *26147*; Signal Letters
 I am of opinion this Vessel should be Classed *100 A Steel S.M.*

The amount of the Entry Fee£ *55-3-6* is received by me, *C. Stenning*
 Special£ *70-19-6* *21/8 1889*
 Certificate ... *gratis*
 (Travelling Expenses, if any, £)

Committee's Minute *FRIDAY 23 1889*
 Character assigned *100 A Steel*
L.A.R.P. 15th Dec 1889
Well kept

