

IRON OR STEEL SHIP.

NWC09-0063

2313

(Received at London) WED 14 AUG 1889

Date of writing Report

Port of Newcastle

No. 23137 Survey held at *Widened*

Date, First Survey 5th Feb'y

Last Survey 9th August 1889

On the *Steamer "Newquay"*

Rig *Schooner*

Master *F. Sarah*

Year of appointment *1889*

Built at *Newcastle*

When built *1889* Launched *1st June 1889*

By whom built *C. Swan & Hunter*

Owners *J. J. & C. M. Forsyth*

Managers *" "*

(If desired to be entered in Reg. Book.) Residence *Newcastle*

Port belonging to *Newcastle*

Destined Voyage *Genoa*

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

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*
Do. of Poop *45.98*
Do. of Raised Qr. *251.46*
Do. of Break *96.29*
Do. of Bridge House *3.94*
Do. of Houses on Deck *21.26*
Do. of excess of Hatchways *2.65*
Do. of Forecastle *206.38*
Gross Tonnage *2134.23*
Less Crew Space *55.63*
2006.75
Less Engine Room *682.95*
Water Tonnage *1346.79*
as out on Beam

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

Half Breadth (moulded) *18.66*

Depth from upper part of Keel to top of Upper Deck Beams *22.42*

Girth of Half Midship Frame (as per Rule) *36.75*

1st Number *77.83*

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

Length *278.50*

2nd Number *21675.65*

Proportions Breadths to Length *7.4*

Depths to Length—Upper Deck to Keel *12.4*

Main Deck ditto *"*

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* Horse N° of Decks with flat laid *one* N° of Tiers of Beams *2*

Dimensions of Ship per Register, length *280* breadth *37.5* depth *19.3*

KEEL, depth and thickness *Flat plate*

STEM, moulding and thickness *9 x 2 1/2*

STERN-POST for Rudder do. do. *9 x 5 1/2*

" " for Propeller *"*

Distance of Frames from moulding edge to moulding edge, all fore and aft *24"*

FRAMES, Angle Iron, for 1/2 length amidships *5 x 3 x 3/8*

Do. for 1/4 at each end *5 x 3 x 7/8*

REVERSED FRAMES, Angle Iron *3 1/2 x 3 x 5/8*

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships *Cellular Pattern*

thickness at the ends of vessel *7 x 3 x 3/8*

depth at 1/4 the half-bdth. as per Rule *7 x 3 x 3/8*

height extended at the Bilges *See plan*

BEAMS, Upper, Spar, or Awning Deck *7 x 3 x 9*

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron *7 x 3 x 10*

Single or double Angle Iron on Upper edge *every frame*

Average space *7*

BEAMS, Main, or Middle Deck *7 x 3 x 10*

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron *7 x 3 x 10*

Single or double Angle Iron on Upper edge *every frame*

Average space *7*

BEAMS, Lower Deck *10 x 10 x 10*

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron *4 x 4 x 9*

Single or double Angle Iron on Upper edge *See profile*

Average space *10*

KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates *38 x 10 x 38*

Rider Plate *24 x 7 x 24*

Bulb Plate to Intercoastal Keelson *24 x 7 x 24*

Angle Irons *24 x 7 x 24*

Double Angle Iron Side Keelson *Cellular double*

Side Intercoastal Plate *Bottom Plate from*

do. Angle Irons *As per approved*

Attached to outside plating with angle iron *Plans*

BILGE Angle Irons *As per approved*

do. Bulb Iron *Plans*

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 *Bilge to Bilge*

The REVERSED ANGLE IRONS on floors and frames extend from middle line to *Main R. 2. 7* and to *Foremast stay*

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 clencher, double riveted; with rivets *7/8* in. diameter, averaging *3 1/2* ins. from centre to centre.

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 all Strakes at Bilge for *1/2* length, treble riveted with Butt Straps *3/20* 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 1/2* ins. from cr. to cr.

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 1/4* Breadth of laps of plating in single riveting *"*

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? No. of Breasthooks, *5* Crutches, *4*

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Plate Consist of Bolton & Vaughan & Palmer Co. Angle*

Manufacturer's name or trade mark. *Thames Iron Works & Shipbuilding Co. Ltd.*

The above is a correct description. *Surveyor's Signature, C. S. Swan & Hunter*

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

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

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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 Well Word 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 double riveted Mast Table riveted. Mast in duplicate with N° 102 run 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. Number of Certificate (State if any and)	Weight. Ex. Stock.	Test per Certificate are Stockless.)	W'ght reg'd per Rule.	Machine where Tested and Superintendent, also Name of Anchor Maker.
	Number of Certificate.	Fathoms.	Inches.								
Letter for do. <u>7</u>											
N. SAILS.	5646	270	1 3/4	55 7/8	270 1/4	<u>Long Walker</u>	11024	31.1.7	29.13.0.14	30.0.0	<u>R. Munce</u>
							10989	30.3.0	29.3.3.0	30.0.0	<u>J. Attor 16</u>
							10957	25.3.0	25.8.0.14	25.2.0	<u>J. Attor 16</u>
											<u>2^d Rodger</u>
Fore Sails,											
Fore Top Sails,											
Fore Topmast Stay Sails,											
Main Sails,											
Main Top Sails,											
and quality											
Iron Steam Chain or Steel Wire ..	75	1 1/16		20 3/10	75 1 1/16	<u>J. Attor 16</u>					
Hempen Str'm Cable											
TOWLINE—Hemp or Steel Wire	90	3 1/2		Cent Steel	90 3/2						
Hawser	90	3			90.9						
Warp	90	7 1/2			90.7 1/2						

Standing and Running Rigging Well Word sufficient in size and Good in quality. She has 2 Life Long Boats and 2 Others
The Windlass is Iron Patent Capstan Good and Rudder Good Pumps Good

Engine Room Skylights.—How constructed? Iron Coamings How secured in ordinary weather? Leak Tacks

What arrangements for deadlights in bad weather? Glass Block 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? Ports & Scuppers

Cargo Hatchways.—How formed? Iron Coamings Hatches, If strong and efficient? 3" Solid

State size Main Hatch 20x15 No 2. 24x15 Fore Hatch No 3 - 20x15 Quarter Hatch No 4 - 24x15

If of extraordinary size, state how framed and secured.... Ordinary What arrangement for shifting beams? Web

Order for Special Survey No. 2440 1889. 7.50.5.7.12.14.18.21.28 Mar 6.8.13.14.19.20
Date 29th Nov 1889 22.26.28. Apr 3.5.8.9.11.12.15.26.29
Order for Ordinary Survey No. 97 May 1.3.9.17.21.23.27.29.31. June 4.7
Date ✓ 11.14.14. July 3.16.22.23.26. Aug 2.9.
No. 140 in builder's yard. DATES OF SURVEYS held while building as per Section 18.
State dates of letters respecting this case Oct 19th 1888. June 3rd 1889 - 4th Jan 1889 - Total No. of Visits 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 10 ft 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 1889 has been marked on the vessels side and required that: Winter 2' 1 1/2". Summer 1' 10 1/2" height of Fresh water line above Centre of disc 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.) 1
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) 1
Official No. 96147; Signal Letters If double bottom, state particulars on separate form.

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. Menckberg
Special£ 70.14.6 21/8/1889 22.8.89

Certificate ... gratis:
(Travelling Expenses, if any, £).

Committee's Minute FRIDAY 23 JAN 1889
Character assigned 100 A. Steel
LAYCP 15K (Iron) web frames
W. J. K. K.

Surveyor to Lloyd's Register of British and Foreign Shipping
From the further information now received it is submitted that this vessel appears eligible to be classed 100.A.1 (Steel) as recommended by the Committee.
Lloyd's Register Foundation