

# IRON OR STEEL SHIP.

(Received at London Office)

13543

THURS 5 FEB 1889

Date of writing Report 20 Feb 89  
Date, First Survey February 25

Port of Newcastle  
Last Survey 26 Nov 1887

1887

No. 233 Survey held at Newcastle  
On the Steamship "Fondar"  
TO AGE under 2913.63  
Do. in Tonnage Dk. 67.18  
Do. in 4th, Spar or 18.96  
Do. in 5th, Spar or 13.75  
Total under Upper Dk. 3013.62  
Do. of Poop 2913.31  
Do. of Raised Or. 964.33  
Do. of Bridge House 1975.88  
Do. of Houses on Deck  
Do. of excess of Hatchways  
Do. of Forecastle  
Gross Tonnage 3013.62  
Less Crew Space 2913.31  
Less Engine Room 964.33  
Less Tonnage as out on Beam 1975.88

ONE, OR TWO DECKED, THREE DECKED VESSEL,  
and SPAR, OR AWINING-DECKED VESSEL.  
Half Breadth (moulded) 20.50  
Depth from upper part of Keel to top of Upper Deck Beams 23.17  
Girth of Half Midship Frame (as per Rule) 38.67  
1st Number 82.34  
1st Number, if a 3-Decked Vessel deduct 7 feet  
Length 316.33  
2nd Number 26046  
Proportions—Breadths to Length 7.7  
Depths to Length—Upper Deck to Keel 13.6  
Main Deck ditto 13.6

Rig Schooner  
Master—Cunningham  
Year of appointment (1) As master in service of owner of present vessel—1885  
(2) As master of this vessel—1887  
Built at Newcastle  
When built 1889 Launched 26 Nov 89  
By whom built Wigham Richardson & Co.  
Owners George Tweedy & Co.  
Managers  
(If desired to be entered in Reg. Book.)  
Residence London  
Port belonging to London  
Destined Voyage Venice  
If Surveyed while Building, Afloat, or in Dry Dock.

NGTH	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH top of, Beams to Upper	Feet.	Inches.	Power of	Horse.	Nº. of Decks with flat laid	Nº. of Tiers of Beams
in deck as	316	4	Moulded...	41	0	Deck Beams	36	4	Engines ...	350	2	3
er Rule ...						Do. do. Main Deck Beams	18	8				
Dimensions of Ship per Register, length, 312.0 breadth, 41.2 depth, 26.26												
Moulded depth 22.44												
KEEL, depth and thickness	Inches in ship.		Inches per Rule.		Flat Keel Plates, breadth and thickness							
STEM, moulding and thickness...	10 x 2 3/4		10 x 2 3/4		PLATES in Garboard Strakes, br'dth & thickness							
STERN-POST for Rudder do. do.	10 x 6		10 x 6		" From Garboard to upper part of Bilges...							
" for Propeller	10 x 6		10 x 6		" Of d'bling at Bilge, or increased thickness,							
Distance of Frames from moulding edge to	24 in		24 in		and length applied							
moulding edge, all fore and aft					" From up. prt of Bilge to lr. edge of Sh'rstrake...							
FRAMES, Angle Iron, for 1/2 length amidships	5 3 1/2 8		5 3 1/2 8		" Main Sheerstrake, breadth and thickness.....							
Do. for 1/4 at each end	5 3 1/2 4		5 3 1/2 4		" Of d'bling at Sh'stk. & lng. applied							
REVERSED FRAMES, Angle Iron	3 1/2 3 1/2 8		3 1/2 3 1/2 8		" From M'n. to Upper Spar Dk. Sh'rstrake...							
depth and thickness of Floor Plate	24 in		24 in		" Upper Spar Dk Sh'rstrake, br'dth & thckn'ss...							
line for half length amidships	8		8		Butt Straps to outside plating, breadth & thickness							
thickness at the ends of vessel	12 1/2		12 1/2		Lengths of Plating 7 frame spaces							
th at 3/4 the half-bdth. as per Rule	48		48		Shifts of Plating, and Stringers 2 frame spaces							
ht extended at the Bilges...					Gunwale Plate on ends of Awining Spar, or							
Upper Spar, or Awining Deck	8 8		8 8		Upper Deck Beams, breadth and thickness...							
double Angle Iron, Plate or Tee Bulb Iron	3 8 6 3 3 6		3 8 6 3 3 6		Angle Iron on ditto							
double Angle Iron on Upper edge	3 8 6 3 3 6		3 8 6 3 3 6		Tie Plates fore and aft, outside Hatchways							
Average space...	alternate frames		alternate frames		Diagonal Tie Plates on Beams No. of Pairs							
MS, Main, or Middle Deck	7 1/2 3 10 7 1/2 3 10		7 1/2 3 10 7 1/2 3 10		Flat of Sp., Spar, or Awining Dk. 1/2 in. Steel							
double Angle Ang. Iron, Plate or Tee Bulb Iron	7 1/2 3 10 7 1/2 3 10		7 1/2 3 10 7 1/2 3 10		How fastened to Beams							
Single, or double Angle Iron, on Upper Edge	on every frame		on every frame		Stringer Plate on ends of Main or Middle Deck							
Average space...	on every frame		on every frame		Beams, breadth and thickness							
BEAMS, Lower Deck—					Is the Stringer Plate attached to the outside plating?							
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron					Angle Iron on ditto, No. 2							
Single or double Angle Iron on Upper Edge					Tie Plates, outside Hatchways							
Average space...					Diagonal Tie Plates on Beams, No. of pairs							
BEAMS, Hold, or Orlop—					Flat of Middle Deck* do. do.							
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron					How fastened to Beams							
Single or double Angle Iron on Upper Edge					Stringer Plates on ends of Lower Deck, Hold							
Average space...					Orlop Beams							
KEELSONS Centre line, single or double plate,					Is the Stringer Plate attached to the outside plating?							
box, or Intercoastal, Plates					Angle Iron on ditto, No. 3 x 4							
" Rider Plate					Stringer or Tie Plates, outside Hatchways							
" Bulb Plate to Intercoastal Keelson					Flat of Lower Deck*							
" Angle Irons					Ceiling betwixt Decks, thickness and material							
" Double Angle Iron Side Keelson					" in hold do. do.							
" Side Intercoastal Plate					Main piece of Rudder, diameter at head							
" do. Angle Irons					do. at heel							
" Attached to outside plating with angle iron					Can the Rudder be unshipped afloat?							
BILGE Angle Irons					Bulkheads No. 5 No. per Rule 5							
" do. Bulb Iron					Thickness of 7 x 6 3/8							
" do. Intercoastal plates riveted to					Height up Spar deck							
plating for 1/2 length					How secured to sides of ship Between double frame							
BILGE STRINGER Angle Irons					Size of Vertical Angle 6 x 3 1/2 x 8 and distance apart 30 ins.							
Intercoastal plates riveted to					Are the outside Plates doubled two spaces of Frames in length?							
plating for 3/4 length												
SIDE STRINGER Angle Irons												

The FRAMES extend in one length from Keel to gunwale  
The REVERSED ANGLE IRONS on floors and frames extend near middle line to main deck and to Spar deck alternately  
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? 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 1/4 ins. from centre to centre.  
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 1/4 ins. from centre to centre.  
Butts of all Strakes at Bilge for 3/4 length, treble riveted with Butt Straps. 4/20 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 1/4 ins. from cr. to cr.  
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 1/4 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 3/4 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 3/4 length amidships.  
Butts of Main Stringer Plate, treble riveted for 3/4 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 3/4 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 x 3 transoms  
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Angles & Beams by Dorman  
Manufacturer's name or trade mark, Long & Co. Plates by Corbett Iron Co. & Moorfield & Iron works  
The above is a correct description.  
Builder's Signature, Wigham Richardson Surveyor's Signature, James C. Brown  
Surveyor to Lloyd's Register of British and Foreign Shipping.



Do any rivets break into or through the seams or butts of the plating? *a very few*

State also Length and Diameter of Lower Masts and Bowsprit Foremast 78 ft in length, and main Mast 70 ft in length, by 24 ins in Diameter at partners; plates 11.6" in length and 7/8" and 3/16" in thickness; Butts beble rivetted above partners and double Butts and the landing Edges double rivetted throughout. Makers of iron & steel & iron works.

[illegible]

The Windlass is good Capstan good and Rudder good Pumps metal

What arrangements for deadlights in bad weather? *Solid Gear chatters with thick circular discs*

**Coal Bunker Openings.**—How constructed? *of iron* How are lids secured? *solid hatch* Height above deck? *13*

**Scuppers, &c.**—What arrangements for clearing upper deck of water, in case of shipping a sea? *6 scuppers & 6 ports on each side*

Cargo Hatchways How formed? *200 - 2000* *200*

Cargo Hatchways.—How formed? *iron plate coverings & headstuds* Hatches, If strong and efficient? *solid 3 in.*

State size Main Hatch 24.0 x 22.0 Forehatch 16.0 x 9.0 Quarterhatch 20.0 x 10.0 & 20.0 x 12.0

How framed and secured... *keep them and 6 for repairs.* What arrangement for shifting beams? *✓*

Order for Special Survey No. 17 18 1st. On the several parts of the frame, when in place, and before the plating was wrought

Date	7 Nov 1889	Sur	built	rection	2nd. On the plating during the process of riveting	16.16.19 23.31 Aug 16.8 16.23.28 20 Sept 16 24.9.11.16
Order for Ordinary Service No.					3rd. When the beams were in and fastened	

Order for Ordinary Survey No. 18.24 Ver 11.44 16.24 24 Nov 6.11.19.18 22.22.26

Date 18.24

3rd. When the beams were in and fastened, }  
and before the decks were laid.... }

4th. When the ship was complete, and before the

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

date dates of letters respecting this case 28 Sept 16 March 1970 100 Total No. of Visits 2

General Remarks (State quality of workmanship, &c.) *Good*

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

and in accordance with the rules and approved tracings

of midship section & Profile. on the Spar deck rule. S

The deep water ballast tank. Boston.

Head of water not less than 8 feet above the low tide level.

the after or Tunnel tank to a 4000 P. water pipe.

the height of the Looe I. D<sup>3</sup> D<sup>3</sup>

The margins of the load line also proved very satisfactory

The workmanship and materials are of

good description throughout.

to Builders The Freeboard as set forth in the

Secretary's letter dated 27 March 60 has been marked on this side of B

the vessel, punched in & verified 2-2-11 28 11-11-11

Summers 7.0 ~~2.0~~ 5.1/2 ~~2.0~~ 1.1/2

... fresh water.

18

How are the surfaces preserved from oxidation? Inside Portland cement & Paint Outside 3 coats of paint

Particulars for Record in R.B.—Length of Poon 28 ft R.O.D. 4 ft Bridges Dk. 4 ft Fl. 14 ft 11 in 11									
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Material of dks. *steel*. If spar, awn. dk., &c. *spar*. Material of spar, awn. dk., &c. *steel*; No. of ties *1*.

Official No. \_\_\_\_\_; Signal Letters \_\_\_\_\_; No. of tiers of beams (with and without dks. laid) 3;  
If double bottom, state particulars on separate sheet.

am of opinion this Vessel should be Classed 100 A.I. In double bottom, state particulars on separate form.

The amount of the Entry Fee .....£ 5 : - : - is received by me, *[Signature]*

Special ..... £ 98 : 10 : - 7.12.1887 9.12.89 James Gibson

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

Committee's Minute

Character assigned 100 A 1 Sil Shandz appears eligible to be Classed

10% Sil Sh + Sil

#6901 4/16/9

H.B. (particulars appended)

Handwritten: *RAMB 4/84* *9/18/19* *Foundation*

