

IRON OR STEEL SHIP.

(Received at London Office, 1889)

Date of writing Report

Port of

No. 14901 Survey held at *Sunderland* Date, First Survey *August 22/88* Last Survey *January 24 1889*
On the *Screw Steamer "Wreboth"* Rig *Schooner*

TONNAGE under } *809.41*
Tonnage Deck }
Do. between Tonnage Dk. }
and 3rd, 4th, Spar or }
Awning Dk. }
Total under Upper Dk.
Do. of Poop *39.11*
Do. of Raised Qr. } *62.37*
Dk. or Break }
Do. of Bridge House *88.11*
Do. of Houses on Deck
Do. of excess of Hatchways *57.99*
Do. of Forecastle *3.16*
Gross Tonnage *1060.15*
Less Crew Space *51.58*
1008.57
Less Engine Room *339.25*
Register Tonnage *669.32*
as cut on Beam

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

Half Breadth (moulded) *16.58*
Depth from upper part of Keel to top of Upper Deck Beams *17.45*
Girth of Half Midship Frame (as per Rule) *29.95*
1st Number *13.98*
1st Number, if a 3-Decked Vessel .. deduct 7 feet
Length *223.25*
2nd Number *14283*
Proportions— Breadths to Length *6.7*
Depths to Length—Upper Deck to Keel *12.7*
Main Deck ditto

Master *J. Davies*
Year of appointment (1) As master in service of owner of present vessel—*1883*
(2) As master of this vessel—*1889*
Built at *Sunderland*
When built *1888* **Launched** *Dec 19 1888*
By whom built *S. P. Austin & Son*
Owners *John Fenwick How*
Managers
(If desired to be entered in Reg. Book.)
Residence *London*
Port belonging to *London*
Destined Voyage *Coasting*
If Surveyed while Building, Afloat, or in Dry Dock.
While building and afloat

LENGTH on deck as per Rule *223* **BREADTH**—Moulded... *33* **DEPTH** top of Floors to Upper Deck Beams *14* **Power of Engines** *120* **Horse.** *120* **Nº. of Decks with flat laid** *one* **Nº. of Tiers of Beams** *one*

Dimensions of Ship per Register, length, *225* breadth, *33.25* depth, *14.25*

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL , depth and thickness <i>Flat keel</i>			Flat Keel Plates , breadth and thickness	<i>42</i>	<i>14</i>
STEM , moulding and thickness	<i>7 1/4 x 2 3/8</i>	<i>7 1/4 x 2 3/8</i>	PLATES in Garboard Strakes, br'dth & thickness	<i>54</i>	<i>10</i>
STERN POST for Rudder do. do.	<i>7 1/4 x 4 3/4</i>	<i>7 1/4 x 4 3/4</i>	„ From Garboard to upper part of Bilges	<i>9</i>	<i>9</i>
„ „ for Propeller	<i>23</i>	<i>23</i>	„ Of d'bling at Bilge, or increased thickness, and length applied	<i>two Strakes increased</i>	
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>23</i>	<i>23</i>	„ From up. prt of Bilge to l.r. edge of Sh'rstrake	<i>9</i>	<i>9</i>
FRAMES , Angle Iron, for 1/2 length amidships	<i>4 3 7</i>	<i>4 3 7</i>	„ Main Sheerstrake, breadth and thickness	<i>38</i>	<i>13</i>
Do. for 1/2 at each end	<i>4 3 6</i>	<i>4 3 6</i>	„ Of d'bling at Sh'stk. & lng. applied	<i>Doubled at breaks</i>	
REVERSED FRAMES , Angle Iron	<i>3 3 6</i>	<i>3 3 6</i>	„ From M'n. to Up. or Spar Dk. Sh'rstrake	<i>19.9 1/2</i>	<i>15-8</i>
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	<i>Bracket floors 1/2</i>		„ Up. or Spar Dk Sh'rstrake, brdth & thicken'ss	<i>19.9 1/2</i>	<i>15-8</i>
„ thickness at the ends of vessel	<i>solid floors in 8 1/2 ft space</i>		Butt Straps to outside plating, breadth & thickness	<i>7</i>	<i>Frame plates</i>
„ depth at 1/2 the half-bdth. as per Rule	<i>as approved.</i>		Lengths of Plating	<i>2</i>	<i>Frame plates</i>
„ height extended at the Bilges			Shifts of Plating, and Stringers	<i>2</i>	<i>Frame plates</i>
BEAMS , Upper, Spar, or Awning Deck	<i>5 1/2</i>	<i>3 8</i>	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	<i>32</i>	<i>10</i>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>23</i>	<i>23</i>	Angles Iron on ditto	<i>5 x 3 1/2 x 7</i>	<i>5 x 3 1/2 x 7</i>
Single or double Angle Iron on Upper edge			Tie Plates fore and aft, outside Hatchways	<i>6.8</i>	<i>6.8</i>
Average space			Diagonal Tie Plates on Beams No. of Pairs	<i>10</i>	<i>10</i>
BEAMS , Main, or Middle Deck			Flat of Up., Spar, or Awning Dk. <i>Iron</i>	<i>6.8</i>	<i>6.8</i>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			How fastened to Beams	<i>Riveted</i>	<i>10</i>
Single, or double Angle Iron, on Upper Edge			Stringer Plate on ends of Main or Middle Deck		
Average space			Beams, breadth and thickness		
BEAMS , Lower Deck—	<i>Web</i>	<i>Frames</i>	Is the Stringer Plate attached to the outside plating?		
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Angle Irons on ditto, No.		
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. <i>Steel</i>	<i>6.8</i>	<i>6.8</i>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			How fastened to Beams	<i>Riveted</i>	
Single or double Angle Iron on Upper Edge			Stringer Plates on ends of Lower Deck, Hold or Orlop Beams		
Average space			Is the Stringer Plate attached to the outside plating?		
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	<i>Centre girder 37 x 7/20</i>		Angle Irons on ditto, No.		
„ Rider Plate	<i>with two side girders</i>		Stringer or Tie Plates, outside Hatchways		
„ Bulb Plate to Intercoastal Keelson	<i>and margin plates</i>		Flat of Lower Deck*		
„ Angle Irons	<i>as approved.</i>		Ceiling betwixt Decks, thickness and material	<i>Batten & Space</i>	
„ Double Angle Iron Side Keelson			„ in hold do. do.		
„ Side Intercoastal Plate			Main piece of Rudder, diameter at head	<i>5 1/4</i>	<i>5 1/4</i>
„ do. Angle Irons			do. at heel	<i>3</i>	<i>3</i>
„ Attached to outside plating with angle iron			Can the Rudder be unshipped afloat?	<i>Yes</i>	
BILGE Angle Irons			Bulkheads No. <i>4</i> No. per Rule <i>4</i>		
„ do. Bulb Iron			„ Thickness of <i>4.5</i>		
„ do. Intercoastal plates riveted to plating for length	<i>5 3 1/2</i>	<i>7 5 3 1/2</i>	„ Height up <i>to upper deck</i>		
BILGE STRINGER Angle Irons			„ How secured to sides of ship <i>Between double frames</i>		
Intercoastal plates riveted to plating for length			„ Size of Vertical Angle Irons <i>4 x 3 1/2</i> and distance apart <i>30</i> in.		
SIDE STRINGER Angle Irons			„ Are the outside Plates doubled two spaces of Frames in length?	<i>Yes</i>	

The **FRAMES** extend in one length from *bilge to bilge thence* to *gunwale* Riveted through plates with *3/4* in. Rivets, about *6* apart.

The **REVERSED ANGLE IRONS** on floors and frames extend *from* middle line to *upper side stringer* and to *gunwale* alternately

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 1/2* in. diameter, averaging *3 3/4* ins. from centre to centre.

„ Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets *3/4 7/8* in. diameter, averaging *3 3/4 3 7/8* ins. from centre to centre.

„ Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *3/4 7/8* in. diameter averaging *2 7/8 3 1/8* ins. from centre to centre.

„ Butts of *Three* Strakes at Bilge for *half* 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 *3/4 7/8* in. diameter, averaging *3 3/4 3 7/8* ins. from cr. to cr.

„ Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *3/4 7/8* in. diameter, averaging *2 7/8 3 1/8* 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 *half* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

„ Butts of Main Stringer Plate, treble riveted for *half* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.

„ Breadth of laps of plating in double riveting *4 1/2 - 6* Breadth of laps of plating in single riveting

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Treble & double* No. of Breasthooks, *4* Crutches, *13*

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Good quality Steel tested.*

Manufacturer's name or trade mark, *Steel & Iron plates, Consett & Co. Steel angles, Dorman Long & Co. Steel Company*

The above is a correct description. *Iron angles, T. & A. Co.* (of Scotland & J. & W. & Co.)

Builder's Signature, *S. P. Austin & Son* Surveyor's Signature, *J. Shilston*

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

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

* If Iron Deck, state if whole or part, and if wood deck

SLD 961-0092

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 only.*

Masts, Bowsprit, Yards, &c., are *of 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 -

Main and Fore Masts of wood for Auxiliary purposes only

Number for Equip- ment <i>15449</i>		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.	W'ght req'd per Rule.	Machine where Tested and Superintendent, also Name of Anchor Maker.
Letter for do. <i>(N)</i>		Number of Certificate.	Fathoms.	Inches.				Number of Certificate (State if any and which Anchors are Stockless.)					
		<i>7356</i>	<i>240</i>	<i>1 1/2</i>	<i>58 14/20</i> <i>40 10/20</i>	<i>2449</i> <i>1 1/2</i>	<i>R. W. Conn</i> <i>J. Hartness</i> <i>N.P. Parks & Co</i>	<i>17935</i> <i>17936</i> <i>17933</i>	<i>21-3-0</i> <i>21-0-0</i> <i>18-1-14</i>	<i>22-3-3-0</i> <i>21-12-2-0</i> <i>19-6-2-7</i>	<i>21</i> <i>21</i> <i>18</i>	<i>R. W. Conn</i> <i>J. Hartness</i> <i>N.P. Parks & Co</i>	
<i>Single mast</i>	SAILS.												
	Fore Sails,												
	Fore Top Sails,												
	Fore Topmast Stay Sails,												
	Main Sails,												
	Main Top Sails, and quality <i>Good</i>	<i>7358</i> Iron Stream Casing or Steel Wire ..) or Hempen Ss'm Cbl. TOWLINE— Hempen Steel Wire	<i>75</i>	<i>15/16</i>	<i>23 14/20</i> <i>15 10/20</i>	<i>75</i> <i>15/16</i>	<i>R. W. Conn</i> <i>J. Hartness</i> <i>N.P. Parks & Co</i>						
		<i>90</i>	<i>3 1/4</i>	<i>22 tons</i>	<i>90x3 1/4</i>	<i>Certified by Oran Spedding Bos. N. Jan 1883 Sunderland</i>		Collective Weights <i>61-0-14</i>			<i>60</i>		
		<i>90</i>	<i>3</i>	<i>18 -</i>	<i>90x3</i>			Stream <i>17937</i>	<i>7-1-0</i>	<i>9-9-1-4</i>	<i>7-1-0</i>	<i>R. W. Conn</i>	
		<i>90</i>	<i>3</i>	<i>18 -</i>	<i>90x3</i>			Kedge <i>17939</i>	<i>3-3-0</i>	<i>6-3-0-14</i>	<i>3-2-0</i>	<i>J. Hartness</i>	
		<i>140</i> <i>60</i>	<i>2 1/2</i> <i>2 1/2</i>	<i>7 -</i> <i>7 -</i>	<i>53</i>			2nd Kedge <i>17940</i>	<i>1-3-0</i>	<i>4-4-1-14</i>	<i>1-3-0</i>	<i>N.P. Parks & Co</i>	

Standing and Running Rigging *Wire Rope* sufficient in size and good in quality. She has *one* Long Boat and *two* others.

The Windlass is *Iron patent* Capstan *Winches* and Rudder *Good* Pumps *Good*

Engine Room Skylights.—How constructed? *Seak* How secured in ordinary weather? *By thumb screws*

What arrangements for deadlights in bad weather? *Glass bulls eyes in solid flaps.*

Coal Bunker Openings.—How constructed? *plates & angles* How are lids secured? *Bars & tarpaulins* Height above deck? *16"*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea?

ports and scuppers.

Cargo Hatchways.—How formed? *plates and angles*

Hatches, If strong and efficient? *Yes solid.*

State size Main Hatch *32 1/2 ft x 19* Fore hatch *23 ft x 18 ft*

Quarter hatch *38 1/2 ft by 20 ft*

If of extraordinary size, state how framed and secured... *106 plates and efficient fore & afters.*

What arrangement for shifting beams? *Efficient*

Order for Special Survey No. *3578* Date *13 Oct 88*

Order for Ordinary Survey No. *163* in builder's yard. 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

2nd. On the plating during the process of riveting

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

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

5th. After the ship was launched and equipped

State dates of letters respecting this case *Mar 8th Dec 5th 1888. Jan 4 11th 89.*

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

This vessel has been built in accordance with the approved plans agreeably to the Secretary's letters and in general conformity to the Rules.

The circular on Steel has been complied with.

The Main deck has been fitted of Steel and the Raised quarter deck of iron, as noted on the other side.

She has been constructed with cellular double bottom as approved, which has been tested as required by the Rules and found good and efficient. Particulars of which are forwarded on separate form.

The Freeboard as assigned by the Committee in their letter dated 27th Dec 1888 has been punched in and painted on the vessels sides as follows. Viz. In winter 18 9 1/2 In summer 18 7 1/2

Fresh water line above centre of disc 3 1/2.

The same 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 *25 1/2* ft., R.Q.D. *52* ft., Bridge Dk., *44* ft., F'castle *23 1/2* ft.; No. of Dks. (excluding spar, awn., &c.) *One*

Material of dks. *Iron* If spar, awn. dk., &c. *✓* Material of spar, awn. dk., &c. *✓* No. of tiers of beams (with and without dks. laid) *One*

Official No. *100A1*; Signal Letters *✓* If double bottom, state particulars on separate form.

I am of opinion this Vessel should be Classed

The amount of the Entry Fee *£ 4 : 0 : 0* is received by me, *J. Thilston*

Special *£ 51 : 10 : 0* 23 Jan. 1889.

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

(Travelling Expenses, if any. £ ...)

Committee's Minute *FRIDAY 1 FEB 1889*

Character assigned *100A1 Steel*

100A1 Steel

100A1 Steel

100A1 Steel

100A1 Steel

100A1 Steel

100A1 Steel