

# IRON OR STEEL SHIP.

SCD967-0157

(Received at London Office,

15352

Date of writing Report

16<sup>th</sup> January 1890

Port of

Sunderland

17 JAN 1890

No. 15352 Survey held at

Sunderland

Date, First Survey

July 22<sup>nd</sup> 1889

Last Survey

15 January 1890

On the

Steel Spar decked Screw Steamer "Maori King"

Rig

Schooner (29 and on fore mast)

TONNAGE under

3601.92

Tonnage Deck

Do. between Tonnage Dk.

and 3rd Spar or

Awning

Total under

per Dk.

No. of Pools

79.07

Do. of Raised Or.

40.86

Do. of Break

8.42

Do. of Base

27.60

Do. of House on Deck

49.12

Do. of excess Hatchways

1330.59

Do. of Forecastle

247.640

Gross Tonnage

3806.99

Less Crew Space

act 1889

Less Engine

Room 1215.24

Register To

as out on

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

Half Breadth (moulded) 21.59

Depth from upper part of Keel to top of Upper Deck Beams 22.91

Girth of Half Midship Frame (as per Rule) 40.12

1st Number 84.92

1st Number of 2 Decked Vessel deduct 7 feet

Length 363.

2nd Number 30.825

Proportions— Breadths to Length 8.2

Depth to Length—Upper Deck to Keel 15.8

Main Deck ditto 15.8

Master

Thomas Puske

Year of appointment

(1) As master in service of owner of present vessel:—15 80  
(2) As master of this vessel:—15 89

Built at

Sunderland

When built

1889

Launched

23<sup>rd</sup> Nov. 1889

By whom built

W. Dorriford & Sons

Owners

W. Ross & Co.

Managers

(If desired to be entered in Reg. Book)

Residence 3 East India Avenue

London E.C.

Port belonging to

London

Destined Voyage

Cardiff

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

Specially surveyed while building

LENGTH on deck as per Rule 363. BREADTH—Moulded 43.78. DEPTH top of Floors to Upper Deck Beams 27.3. Do. do. Main Deck Beams 27.4. Power of Engines 450. No. of Decks with flat laid 3. No. of Tiers of Beams 3.

Dimensions of Ship per Register, length, 363.0 breadth, 44.2 depth, 27.3

KEEL depth and thickness 36 x 1 1/2. STERN, moulding and thickness 11 x 2 3/4. STERN-POST for Rudder do. do. 11 x 6 1/2. Distance of Frames from moulding edge to moulding edge, all fore and aft 27 ins.

FRAMES, Angle Iron, for 1/2 length amidships 5 x 3 1/2 x 3 1/2. Do. for 1/4 at each end 3 1/2 x 3 1/2. REVERSED FRAMES, Angle Iron 42. FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 10 1/2. thickness at the ends of vessel 3 1/2. depth at 1/4 the half-bdth. as per Rule 10. height extended at the Bilges 10.

BEAMS, Upper, Spar, or Awning Deck Single or double Ang. Iron, Plate or Tee Bulb Iron 7 1/2 x 3. Single or double Angle Iron on Upper edge 27 ins. Average space 8. BEAMS, Main, or Middle Deck Single or double Ang. Iron, Plate or Tee Bulb Iron 8 x 3. Single or double Angle Iron on Upper Edge 27 ins. Average space 10 1/2. BEAMS, Lower Deck Single or double Ang. Iron, Plate or Tee Bulb Iron 3 1/2 x 3 1/2. Single or double Angle Iron on Upper Edge 5 1/4 ins. Average space 10. BEAMS, Hold, or Orlop Single or double Ang. Iron, Plate or Tee Bulb Iron 15. Single or double Angle Iron on Upper Edge 9. Average space 42. KEELSONS Centre line, single or double plate, box, or intercostal, Plates 42. Rider Plate 10. Bulb Plate to Intercostal Keelson 10. Angle Irons 10. Double Angle Iron Side Keelson 10. Side Intercostal Plate 10. do. Angle Irons 10. Attached to outside plating with angle iron 10. BILGE Angle Irons 28. do. Bulb Iron 28. do. Intercostal plates riveted to plating for length 6 1/2 x 4. BILGE STRINGER Angle Irons 6 1/2 x 4. Intercostal plates riveted to plating for 3/5 length 7. SIDE STRINGER Angle Irons 6 1/2 x 4. The FRAMES extend in one length from Flange plate to Gunwale. The REVERSED ANGLE IRONS on floors and frames extend from middle line to flange plate. 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 3 3/8 ins. from centre to centre. Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 1 in. diameter averaging 3 3/8 ins. from centre to centre. Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 1 in. diameter averaging 3 3/8 ins. from centre to centre. Butts of inside Strakes at Bilge for whole length, treble riveted with Butt Straps 5 1/4. Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 3 3/8 ins. from cr. to cr. Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 3/8 ins. from cr. to cr. Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted. Butts of Upper or Spar Sheerstrake, treble riveted for whole length amidships. Butts of Main Sheerstrake, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length amidships. Breadth of laps of plating in double riveting 6 x 5 1/4. Breadth of laps of plating in single riveting 6. Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted 1. What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Steel. Manufacturer's name or trade mark, Floors in Cell 55. Keel from Cornett. Keelsons & Bulbhead angles Steel from Palmers. Stringer Plates Cornett. The above is a correct description. Shell-steel. Cornett & Stockton Maff. Co. - Sheer deck. Shipyard Iron Palmers & Co. Builder's Signature, W. Dorriford & Sons. Surveyor's Signature, Surveyor to Lloyd's Register of British and Foreign Ships.

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

\* If Iron Deck, state if whole or part, and if wood deck is laid thereon.



Masts, Bowsprit, Yards, &c., are 2 iron 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, and if stamped with Maker's name. Fore mast 72-10 long. 24" diameter at base. 18 1/2" at head. 16 1/2" "

Number for Equipment		CABLES, &c.			res. per Certificate.	res. per Rule.	Superintendent, also Name of Chain Maker.	Number of Certificate (State if any and which Anchors are Stockless.)	Ex. Stock.	Certificate	per Rule.	per Rule.
Letter for do.		Number of Certificate.	Fathoms.	Inches.	Tons.	Inches per Rule.					Stock	Stock
N <sup>o</sup> .	SAILS.	8132	301 1/2	2 1/16	76 1/2 and 107 2/20	300 ft. 2 1/16	R. W. C. P. T. S. J. Hartness Supt. S. Taylor 2dman	19502	51-1-0	43.3.0.14	50 cwt	J. Hartness Supt. S. Taylor 2dman
	Fore Sails,							19503	51-1-21	43.6-1-0	50	
	Fore Top Sails,							19703	43-1-0	38-1-1-0	42 1/2	
	Fore Topmast Stay Sails,							all stockless anchors		"Reliance"	"pattern"	
	Main Sails,	Iron Steam Chain or Steel Wire ..	90	4 1/2	39	90 x 4 1/2	makers; - Craven Speeding & Co.	Collective Weights	145-3-21		142 1/2	
	Main Top Sails, and quality	Hempen Strm Cable TOWLINE - Hemp or Steel Wire ..	120	4 1/2	39	120 x 4 1/2	19692	Stream	12-0-7	13-19-2-21	12	
		Hawser	90	3 1/4	22	90 x 10	19693	Kedge	6-0-14	8-7-2-0	6	
		Warp	90	9	Manilla	90 x 9	19694	2nd Kedge	3-0-7	5-12-0-21	3	

**Engine Room Skylights.**—How constructed? *Glass plates, set above hatch, how secured in ordinary weather?*  
*(Teak on top; strong glass & gaskets)*  
 What arrangements for deadlights in bad weather? *Tarpaulins, etc.*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of snuffing? *and three aft of Bridges each side; three scuppers forward, also aft on each side, and four mooring pipes each.*

**Cargo Hatchways.**—How formed? *on coming*  
 State size **Main Hatch** *no 1*  $18.0 \times 12.0$  **Forehatch** *no 2*  $36.0 \times 14.0$  **Quarterhatch** *no 3*  $37.0 \times 14.0$  *no 4*  $18.0 \times 12.0$

If of extraordinary size, state how framed and secured....) Web plates and bore and apertures from: (solid names) What arrangement for shifting beams: (solid names)

Order for Special Survey No.	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	July 22, Aug 2, 4, 12, 13, 17, 21, 26, 27, 30, 1st/2, 4, 9, 12, 14, 17
Date		2nd. On the plating during the process of riveting	21, 23, 24, 29 Oct 12, 14, 4, 8, 11, 14, 16, 17, 18 Nov 4, 13, 15, 18, 20, 25
Order for Ordinary Survey No.		3rd. When the beams were in and fastened, and before the decks were laid....	29, Dec 3, 5, 10, 13, 14, 23, 31/90 Jan 6, 8, 9, 10, 13, 15
Date		4th. When the ship was complete, and before the plating was finally coated or cemented..	
No. 172 in builder's yard.		5th. After the ship was launched and equipped	
State dates of letters respecting this case		Total No. of Visits 3 18 <sup>th</sup> April, 16 <sup>th</sup> May, 10 <sup>th</sup> August, 29 <sup>th</sup> October, 18 <sup>th</sup> Nov., 27 <sup>th</sup> Dec. 1887	

General Remarks (State quality of workmanship, &c.) The ship is a new Steamer has been built in

accordance with the approved plans, accompanying this Report, and in other respects as required by the Rules. The letters relative to this case are indicated above as to date; and the requirements stated therein have been complied with.

The workmanship is of good quality, and has been tested by the Society's Surveyors.

This vessel has the following approved freeboards marked  
on her sides and the measurements have been checked and found  
correct. — Summer Freeboard -  $7' 9\frac{1}{2}"$  measured from Iron Spar

Winter ——— " ——— " 8" 2" } Dec  
North Atlantic 8" 4" }  
Fresh water mark 8 1/2" above centre of disc

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

Particulars for Record in R.B.—Length of Poop 27 ft., R.Q.D. — ft., Bridge Dk., — ft., F'castle 37 ft.; No. of Dks. (excluding spar, gun, &c.) —  
 Material of spar, gun, dk. &c. iron; No. of tiers of beams (with and without dks. laid) 34

Material of dka, Steel If spar, wood dk., &c. Phos Material of spar, wood dk., &c. Phos  
 Official No. 96689 ; Signal Letters ? If double bottom, state particulars on separate form. 11

I am of opinion this Vessel should be Classed 100A1 Steel Spar dx 15 Hk. 2 Spar dx (100) 56 B. - Cee 45.

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

Special ..... £ 118 : 3 :  
Surveyor to Lloyd's Register of British and Foreign Shipp

(to be sent as per margin). Certificate  
(Travelling Expenses, if any, £           ).  
Committee's Minutes

Character assigned *100A1* *Shel Sparks* *(Sgt) Sparks* *as recommended*

+ Lamb 1/90 <sup>Hall Cer</sup> <sup>Writen</sup> 1st Esp & Spar Ok hon

Handwritten text on the flyleaf: "I have a" and "I have a" (partially obscured by a blue stamp).

Alma Nevada