

IRON OR STEEL SHIP.

(Received at London Office, 15th Feb 1890)

Date of writing Report 5th Feb Port of Sunderland
No. 15429 Survey held at Sunderland Date, First Survey March 15 1889 Last Survey March 21st 1890
On the Steel Screw Steamer Lady Salisbury Rig Schooner

TONNAGE under Tonnage Deck 1037.69
Do. between Tonnage Dk. and 3rd, 4th, Spar or Awaiting Dk. 64.06
Total under Upper Dk. 1037.69
Do. of Poop 71.48
Do. of Raised Qr. Dk. or Break 244.82
Do. of Bridge House 4.13
Do. of Houses on Deck 25.26
Do. of excess of Hatchways 32.94
Do. of Forecastle 1480.38
Gross Tonnage 1480.38
Less Crew Space 64.31
Net Tonnage 1416.07
Less Engine Room 473.72
Register Tonnage as out on Beam 917.12

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.
Half Breadth (moulded) 18.166
Depth from upper part of Keel to top of Upper Deck Beams 19.458
Girth of Half Midship Frame (as per Rule) 33.210
1st Number 70.834
1st Number, if a 3 Decked Vessel deduct 7 feet
Length 233.25
2nd Number 16522
Proportions— Breadths to Length 6.4
Depths to Length— Upper Deck to Keel 11.98
Main Deck ditto

Master Lifgreen
Year of appointment 1890
Built at Sunderland
When built 1889.90 Launched 2 Dec. 89
By whom built S. P. Austin & Son
Owners Hawkins, Holman & Co
Managers London
Residence London
Port belonging to London
Destined Voyage Suez to Venice
If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule	Feet. Inches.	BREADTH Moulded	Feet. Inches.	DEPTH top of Floors to Upper Deck Beams Do. do. Main Deck Beams	Feet. Inches.	Power of Engines	Horse.	Nº. of Decks with flat laid	Nº. of Tiers of Beams
of Ship per Register, length, 235	233 3	Moulded, 36	36 4	top of Floors to Upper Deck Beams, 16	16 2	150	150	one	one
breadth, 36.5		depth, 16.15		Moulded depth, 18.7 1/2					
Flat Keel Plates, breadth and thickness									
PLATES in Garboard Strakes, breadth & thickness									
From Garboard to upper part of Bilges									
Of d'bling at Bilge, or increased thickness, and length applied									
From up. prt. of Bilge to lr. edge of Sh'rstrake									
Main Sheerstrake, breadth and thickness									
Of d'bling at Sh'stk. & lng. applied									
From M'n. to Upr. or Spar Dk. Sh'rstrake									
Up. or Spar Dk. Sh'rstrake, breadth & thickn'ss.									
Butt Straps to outside plating, breadth & thickness									
Lengths of Plating									
Shifts of Plating, and Stringers									
Gunwale Plate on ends of Awaiting, Spar, or Upper Deck Beams, breadth and thickness									
Angles Iron on ditto									
Tie Plates fore and aft, outside Hatchways									
Diagonal Tie Plates on Beams No. of Pairs									
Flat of Up., Spar, or Awaiting Dk. do. do.									
How fastened to Beams									
Stringer Plate on ends of Main of Middle Deck Beams, breadth and thickness									
Is the Stringer Plate attached to the outside plating?									
Angle Irons on ditto, No. 2 & 1									
Tie Plates, outside Hatchways									
Diagonal Tie Plates on Beams, No. of pairs									
Flat of Middle Deck do. do.									
How fastened to Beams									
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams									
Is the Stringer Plate attached to the outside plating?									
Angle Irons on ditto, No.									
Stringer or Tie Plates, outside Hatchways									
Flat of Lower Deck									
Ceiling betwixt Decks, thickness and material									
in hold do. do.									
Main piece of Rudder, diameter at head do. at heel									
Can the Rudder be unshipped afloat?									
Bulkheads No. 4 No. per Rule 4									
Thickness of									
Height up									
How secured to sides of ship									
Size of Vertical Angle Irons and distance apart									
Are the outside Plates doubled two spaces of Frames in length?									

The FRAMES extend in one length from bilge to bilge & from to thence to gunwale & forward & aft of the 3/5th length alternately

The REVERSED ANGLE IRONS on floors and frames extend from middle line to main R. 2. Dk. and to upper side stringers

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 3 3/4 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 1/8 ins. from centre to centre.

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

Butts of C.C.R. Strakes at Bilge for over 3/4 length, treble riveted with Butt Straps 3/4 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 3/4 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 1/8 ins. from cr. to cr.

Edges of Main Sheerstrake, double or single riveted.

Butts of Main Sheerstrake, treble riveted for 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 1/2 length amidships.

Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.

Breadth of laps of plating in double riveting 6.5 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.? Steel, common, long & short, Bessemer & mild &c.

Manufacturer's name or trade mark, Iron, S. Lyzack & Co. & Hill & Co.

Surveyor's Signature, C. Buchanan
Surveyor to Lloyd's Register of British and Foreign Shipping.

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

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

Lloyd's Register of British and Foreign Shipping

L020-89675

