

# IRON OR STEEL SHIP.

(Received at London Office, ...)

2973

Date of writing Report 1/4/90

Port of Southampton

No. 2973 Survey held at Portsmouth

Date, First Survey 5th April 1889

Last Survey 1st July 1890

On the Steel Sew. Jug "Hercules"

Rig 1 pole mast, as usual in ships

TONNAGE under Tonnage Deck	
Do. between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk.	
Total under Upper Dk.	
No. of Poop	
No. of Raised Qr. Dk. or Break	
No. of Bridge House	
Do. of Houses on Deck	
Do. of excess of Hatchways	
Do. of Forecastle	
Gross Tonnage	53.46
Less Crew Space	
Less Engine Room Register Tonnage as out on Beam	12.55

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.	
Half Breadth (moulded)	8.5
Depth from upper part of Keel to top of Upper Deck Beams	8.5
Girth of Half Midship Frame (as per Rule)	13.5
1st Number	30.5
1st Number, if a 3-Decked Vessel .. deduct 7 feet	
Length	75.0
2nd Number	2287.5
Proportions - Breadths to Length	4.4
Depths to Length - Upper Deck to Keel	8.8
Main Deck ditto	

Master	
Year of appointment	
Built at	Portsmouth
When built	1889-90
Launched	11th Sept 1890
By whom built	Vosper & Co
Owners	The Shoreham Harbour Trustees
Managers	
Residence	Shoreham
Port belonging to	Shoreham
Destined Voyage	
If Surveyed while Building, Afloat, or in Dry Dock.	while Building & afloat

LENGTH on deck as per Rule	Feet. 75	Inches. -	BREADTH Moulded	Feet. 17	Inches. -	DEPTH top of Floors to Upper Deck Beams	Feet. 7	Inches. 9	Power of Engines	37	No. of Decks with flat laid	1
Dimensions of Ship per Register, length, 75.1			breadth, 17.05			depth, 7.4			Moulded depth		No. of Tiers of Beams	1

	Inches in Ship	Inches per Rule										
EEL, depth and thickness	4 1/2 x 1 1/2	4 1/2 x 1 1/2	4 1/2 x 1 1/2	4 1/2 x 1 1/2	4 1/2 x 1 1/2	4 1/2 x 1 1/2	4 1/2 x 1 1/2	4 1/2 x 1 1/2	4 1/2 x 1 1/2	4 1/2 x 1 1/2	4 1/2 x 1 1/2	4 1/2 x 1 1/2
STEM, moulding and thickness	4 1/2 x 1 1/2	4 1/2 x 1 1/2	4 1/2 x 1 1/2	4 1/2 x 1 1/2	4 1/2 x 1 1/2	4 1/2 x 1 1/2	4 1/2 x 1 1/2	4 1/2 x 1 1/2	4 1/2 x 1 1/2	4 1/2 x 1 1/2	4 1/2 x 1 1/2	4 1/2 x 1 1/2
TERN-POST for Rudder do. do.	4 1/2 x 2 1/2	4 1/2 x 2 1/2	4 1/2 x 2 1/2	4 1/2 x 2 1/2	4 1/2 x 2 1/2	4 1/2 x 2 1/2	4 1/2 x 2 1/2	4 1/2 x 2 1/2	4 1/2 x 2 1/2	4 1/2 x 2 1/2	4 1/2 x 2 1/2	4 1/2 x 2 1/2
" " for Propeller	4 1/2 x 2 1/2	4 1/2 x 2 1/2	4 1/2 x 2 1/2	4 1/2 x 2 1/2	4 1/2 x 2 1/2	4 1/2 x 2 1/2	4 1/2 x 2 1/2	4 1/2 x 2 1/2	4 1/2 x 2 1/2	4 1/2 x 2 1/2	4 1/2 x 2 1/2	4 1/2 x 2 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft	20	20	20	20	20	20	20	20	20	20	20	20
FRAMES, Angle Iron, for 3/4 length amidships	2 1/2	2 1/2	5/20	2 1/2	2 1/2	5/20	2 1/2	2 1/2	5/20	2 1/2	2 1/2	5/20
Do. for 1/4 at each end												
REVERSED FRAMES, Angle Iron	2 1/4	2 1/4	4/20	2 1/4	2 1/4	4/20	2 1/4	2 1/4	4/20	2 1/4	2 1/4	4/20
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	9	9	4/20	9	9	4/20	9	9	4/20	9	9	4/20
thickness at the ends of vessel			4/20			4/20			4/20			4/20
depth at 3/4 the half-bdth. as per Rule	as per rule	as per rule	as per rule	as per rule	as per rule	as per rule	as per rule	as per rule	as per rule	as per rule	as per rule	as per rule
height extended at the Bilges	mid section	mid section										
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	4 3/4	3	6/20	4 3/4	3	6/20	4 3/4	3	6/20	4 3/4	3	6/20
Single or double Angle Iron on Upper edge												
Average space	40	ms										
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron												
Single, or double Angle Iron, on Upper Edge												
Average space												
BEAMS, Lower Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper Edge												
Average space												
BEAMS, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper Edge												
Average space												
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates												
" Rider Plate												
" Bulb Plate to Intercostal Keelson												
" Angle Irons	3 1/2	3	6/20	3 1/2	3	6/20	3 1/2	3	6/20	3 1/2	3	6/20
" Double Angle Iron Side Keelson												
" Side Intercostal Plate												
" do. Angle Irons												
" Attached to outside plating with angle iron												
EDGE Angle Irons	3 1/2	3	6/20	3 1/2	3	6/20	3 1/2	3	6/20	3 1/2	3	6/20
" do. Bulb Iron												
" do. Intercostal plates riveted to plating for length												
BILGE STRINGER Angle Irons												
Intercostal plates riveted to plating for length												
SIDE STRINGER Angle Irons												

The FRAMES extend in one length from Keel to rail and to gunwale alternately Riveted through plates with 5/8 in. Rivets, about 5" apart.

The REVERSED ANGLE IRONS on floors and frames extend from middle line to gunwale and to turn of bilge, 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 7/8 in. diameter, averaging 4 3/8 ins. from centre to centre.

" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 5/8 in. diameter, averaging 2 3/4 ins. from centre to centre.

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 5/8 in. diameter averaging 2 1/8 - 2 1/4 ins. from centre to centre.

" Butts of Strakes at Bilge for length, treble riveted with Butt Straps thicker than the plates they connect.

" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 5/8 in. diameter, averaging 2 1/2 to 2 3/4 ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 5/8 in. diameter, averaging 2 1/8 - 2 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, double riveted for whole length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

" Butts of Main Stringer Plate, treble riveted for whole length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.

" Breadth of laps of plating in double riveting Breadth of laps of plating in single riveting 2 1/4

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *as reqd*. No. of Breasthooks, 1 Crutches, 1

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

Manufacturer's name or trade mark, *The Steel Works of Scotland*

The above is a correct description.

Builder's Signature, *Vosper & Co*

Surveyor's Signature, *J. L. ...*

Surveyor to Lloyd's Register of British and Foreign Shipping

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 to hold thereon.

Form No. 1 for Iron or Steel Ships - 400 - 25 7/88 - Trans.



**Workmanship.** Are the butts of plating planed or otherwise fitted? *planed where possible.*  
 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? *In a few cases at butts 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. *Ordinary pole mast, as usual in Tugs.*

Number for Equip- ment	Letter for do.	CABLES, &c.			Test per Certificate. Tons.	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.
		Number of Certificate.	Fathoms.	Inches.				Number of Certificate	Weight.				
N. SAILS.		17942	60 2/3	3/4	13 1/2 - 6 3/4	80 - 3/4	Ketterton Lewis Bellingham & Co	26486	3-0-10	5-0-0-21	3-0-0	Ketterton Lewis Bellingham & Co	
Fore Sails,													
Fore Top Sails,													
Fore Topmast Stay Sails,		17941			4 1/2 - 2 1/4	45 - 7/16	do.						
Main Sails,													
Main Top Sails, and quality													
Iron Steam Chain or Steel Wire ..		45 3/8			4 1/2 - 2 1/4	45 - 7/16	do.						
Hempen Str'm Cable													
TOWLINE— Hemp or Steel Wire		90		3 1/2		90-3			1-2-14 with 8 1/2	1-2-0 with 8 1/2			
Hawser .....													
Warp .....													

Standing and Running Rigging *wire & hemp* sufficient in size and *good* in quality. She has *one* Long Boat and  
 The Windlass is *efficient* Capstan *efficient* and Rudder *efficient* Pumps *efficient*  
**Engine Room Skylights.**—How constructed? *of teak or iron casings.* How secured in ordinary weather? *by bare & fly nuts.*  
 What arrangements for deadlights in bad weather? *deadlights with strong bulls eyes & fitted with guard bars.*  
**Coal Bunker Openings.**—How constructed? *1 pair of iron slabs in deck.* How are lids secured? *by checks* Height above deck? *flush*  
**Scuppers, &c.**—What arrangements for clearing upper deck of water, in case of shipping a sea? *three pairs of scuppers and a pair of large mooring pipes each end.*  
**Cargo Hatchways.**—How formed? *properly framed with beams & coarings.* **Hatches.** If strong and efficient? *yes.*  
 State size **Main Hatch** *only small com-forehatch-panon ways* Quarterhatch *filled - not fitted for*  
 If of extraordinary size, state how framed and secured.... *for cargo purposes in any respect.* What arrangement for shifting beams? *yes*

Order for Special Survey No. \_\_\_\_\_ Date *21-2-89*  
 Order for Ordinary Survey No. \_\_\_\_\_ Date \_\_\_\_\_  
 No. *685* in builder's yard. DATES of Surveys held while building as per Section 18.  
 State dates of letters respecting this case *from Secty Feb 28<sup>th</sup> and Oct 15<sup>th</sup> 1889.* Total No. of Visits *14*

**General Remarks** (State quality of workmanship, &c.) *Workmanship and materials good.*  
*This Steel. Sew Tug vessel has been built in accordance with the Rules and the tracings submitted and approved by the Committee please see letters above referred to.*

How are the surfaces preserved from oxidation? Inside *Cemented to helges and coated with paint above.* Outside *coated with paint*

**Particulars for Record in R.B.**—Length of Poop *flush decked* ft., R.Q.D. \_\_\_\_\_ ft., Bridge Dk., \_\_\_\_\_ ft., F'castle \_\_\_\_\_ ft.; No. of Dks. (excluding spar, awn., &c.) \_\_\_\_\_  
 Material of dks. *wood* If spar, awn. dk., &c. \_\_\_\_\_ Material of spar, awn. dk., &c. \_\_\_\_\_; No. of tiers of beams (with and without dks. laid) \_\_\_\_\_  
 Official No. *94731*; Signal Letters \_\_\_\_\_ If double bottom, state particulars on separate form. \_\_\_\_\_  
 I am of opinion this Vessel should be Classed  *100 A-1. Steel. For Tug purposes.*  
 The amount of the Entry Fee .....£ \_\_\_\_\_ is received by me, \_\_\_\_\_  
 Special .....£ *5* .....£ *9<sup>th</sup> July 1890* }  
 Certificate ... \_\_\_\_\_  
 (Travelling Expenses if any, \$4.0.0.)  
 Committee's Minute **TUES 15 JULY 1890**  
 Character assigned *100 A-1. Steel for Tug purposes.*  
 L.C.H.C. 1189 100 A-1. Steel L.A.F.C.

Certificate to be sent to \_\_\_\_\_ (The Surveyors are requested not to write on or below the space for Committee's Minute.)

No. \_\_\_\_\_  
 No. in Reg. Bo \_\_\_\_\_  
 Master \_\_\_\_\_  
 Engines \_\_\_\_\_  
 Boilers \_\_\_\_\_  
 Register \_\_\_\_\_  
 ENGIN \_\_\_\_\_  
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 Size of o \_\_\_\_\_  
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 Greatest b \_\_\_\_\_  
 Pitch of s \_\_\_\_\_  
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 Pitch of s \_\_\_\_\_  
 small \_\_\_\_\_  
 Greatest p \_\_\_\_\_  
 plates, \_\_\_\_\_  
 Diameter \_\_\_\_\_  
 Pitch of \_\_\_\_\_  
 Distanc \_\_\_\_\_