

IRON OR STEEL SHIP.

(Received at London Office, AUG 8 1889)

No. 7640 Survey held at Middlebrough Date of writing Report August 27th 1889 Port of Daylight
 On the Steel Screw Steamer Date, First Survey Decr 5th 1888 Last Survey August 22nd 1889
 Rig 2 masted Schooner

TONNAGE under 1803-09 ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.		Master <u>David Morgan</u> Year of appointment <u>1889</u> Built at <u>Middlebrough</u> When built <u>1888-9</u> Launched <u>June 18. 89</u> By whom built <u>Raylton Dixon & Co.</u> Owners <u>John Wood</u> Managers <u>West Hartlepool</u> Port belonging to <u>West Hartlepool</u> Destined Voyage <u>Genoa</u> X Surveyed while Building <u>Afloat, or in Dry Dock</u>	
Do. between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk. Total under Upper Dk. Do. of Poop Do. of Raised Qr. Do. of Bridge House Do. of Houses on Deck Do. of excess of Hatchways Do. of Forecastle Gross Tonnage Less Crew Space Less Engine Room Register Tonnage as cut on Beam	<u>136.42</u> <u>297.34</u> <u>6.38</u> <u>21.78</u> <u>13.01</u> <u>2338.32</u> <u>55.87</u> <u>748.26</u> <u>1534.19</u>	Half Breadth (moulded) <u>18.89</u> Depth from upper part of Keel to top of Upper Deck Beams <u>23.60</u> Girth of Half Midship Frame (as per Rule) <u>37.50</u> 1st Number <u>79.89</u> 1st Number, if a 3-Decked Vessel deduct 7 feet <u>✓</u> Length <u>293.33</u> 2nd Number <u>23434</u> Proportions—Breadths to Length <u>7.7</u> Depths to Length—Upper Deck to Keel <u>12.48</u> Main Deck ditto	(1) As master in service of owner of present vessel—1889 (2) As master of this vessel—1889 (If desired to be entered in Register.) Residence <u>West Hartlepool</u> Port belonging to <u>West Hartlepool</u> Destined Voyage <u>Genoa</u> X Surveyed while Building <u>Afloat, or in Dry Dock</u>

LENGTH on deck as per Rule <u>293 4</u> Dimensions of Ship per Register, length, <u>295.1</u> breadth, <u>38.2</u> depth, <u>20.1</u> KEEL , depth and thickness <u>10 x 1 1/2</u> STEM , moulding and thickness <u>10 x 2 1/4</u> STERN-POST for Rudder do. do. <u>10 x 6</u> " " for Propeller <u>10 x 6</u> Distance of Frames from moulding edge to moulding edge, all fore and aft <u>24</u> FRAMES , Angle Iron, for 1/2 length amidships <u>5 3 8</u> Do. for 1/2 at each end <u>5 3 7</u> REVERSED FRAMES , Angle Iron <u>3 1/2 3 8</u> FLOORS , depth and thickness of Floor Plate at mid line for half length amidships <u>Cellular double</u> thickness at the ends of vessel <u>bottom as per</u> depth at 1/2 the half-bdth. as per Rule <u>approved plans</u> height extended at the Bilges <u>approved plans</u> BEAMS , Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron <u>6 1/2 3 9</u> Single or double Angle Iron on Upper edge <u>24</u> Average space <u>24</u> BEAMS , Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron <u>9 5 1/2 9</u> Single or double Angle Iron on Upper edge <u>9 5 1/2 9</u> Average space <u>see elevation</u> BEAMS , Lower Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron <u>9 5 1/2 9</u> Single or double Angle Iron on Upper edge <u>see elevation</u> Average space <u>see elevation</u> KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates <u>Cellular double</u> " Rider Plate <u>bottom as per</u> " Bulb Plate to Intercoastal Keelson <u>bottom as per</u> " Angle Irons <u>approved plans</u> " Double Angle Iron Side Keelson <u>approved plans</u> " Side Intercoastal Plate <u>approved plans</u> " do. Angle Irons <u>approved plans</u> " Attached to outside plating with angle iron <u>approved plans</u> BILGE Angle Irons <u>Cellular double</u> " do. Bulb Iron <u>bottom as per</u> " do. Intercoastal plates riveted to plating for length <u>approved plans</u> BILGE STRINGER Angle Irons <u>Cellular double</u> Intercoastal plates riveted to plating for length <u>approved plans</u> SIDE STRINGER Angle Irons <u>Cellular double</u> Intercoastal plates riveted to plating for length <u>approved plans</u>	DEPTH top of Floors to Upper Deck Beams <u>20 4</u> Do. do. Main Deck Beams <u>20 4</u> Moulded depth <u>22.9</u> PLATES in Garboard Strakes, br'dth & thickness <u>36 12 36 12</u> " From Garboard to upper part of Bilges <u>11 11</u> " Of d'bling at Bilge, or increased thickness, and length applied <u>11 11</u> " From up. prt of Bilge to l. edge of Sh'rstrake <u>40 13 40 13</u> " Main Sheerstrake, breadth and thickness <u>11 11</u> " Of d'bling at Sh'stk & lng. applied <u>9 9</u> " From M.P. to Upper Spar Dk. Sh'rstrake <u>10 10</u> " Up. Spar Dk Sh'rstrake, br'dth & thicken'ss <u>19 6 9 16 6 11 19 6 9 16 6 11</u> Butt Straps to outside plating, breadth & thickness <u>as per rule</u> Lengths of Plating <u>7 spaces of frames</u> Shifts of Plating, and Stringers <u>as per rule</u> Gunwale Plate on ends of <u>Awning, Spar, or</u> Upper Deck Beams, breadth and thickness <u>42 10 42 10</u> Angle Iron on ditto <u>In well 6 x 4 9 6 x 4 9</u> Tie Plates fore and aft, outside Hatchways <u>In mid 4 x 4 x 9 4 x 4 9</u> Diagonal Tie Plates on Beams No. of pairs <u>6 6</u> Flat of Up., Spar, or Awning Dk. <u>In 6 6</u> How fastened to Beams <u>rivetted</u> Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness <u>39 9 39 9</u> Is the Stringer Plate attached to the outside plating? <u>Yes</u> Angle Irons on ditto, No. <u>2</u> Tie Plates, outside Hatchways <u>4 x 4 9 4 x 4 9</u> Diagonal Tie Plates on Beams, No. of pairs <u>6 6</u> Flat of Middle Deck <u>do. do.</u> How fastened to Beams <u>rivetted</u> Stringer Plates on ends of Lower Deck, Hold or Orlop Beams <u>39 9 39 9</u> Is the Stringer Plate attached to the outside plating? <u>Yes</u> Angle Irons on ditto, No. <u>2</u> Stringer or Tie Plates, outside Hatchways <u>4 x 4 9 4 x 4 9</u> Flat of Lower Deck <u>do. do.</u> Ceiling betwixt Decks, thickness and material <u>Copie Iron 2 1/2 in 2 1/2</u> " in hold <u>do. do. 7 1/4 7 1/4</u> Main piece of Rudder, diameter at head <u>5 x 5 3 3/4</u> do. at heel <u>5 x 5 3 3/4</u> Can the Rudder be unshipped afloat? <u>Yes</u> Bulkheads No. <u>5</u> No. per Rule <u>5</u> " Thickness of <u>20 to 20 at top</u> " Height up <u>Upper & Quarter deck</u> " How secured to sides of ship <u>double frames</u> " Size of Vertical Angle Irons <u>5 x 3 x 3/4</u> and distance apart <u>30 ins.</u> " Are the outside Plates doubled two spaces of Frames in length? <u>Yes</u>
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The **FRAMES** extend in one length from large bilge & bilge to Upper 2nd Dk. & Bridge Riveted through plates with 7/8 in. Rivets, about 7 apart.

The **REVERSED ANGLE IRONS** on floors and frames extend across middle line to large bilge & bilge & Upper 2nd Dk. & Bridge and to Upper 2nd Dk. & Bridge 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 1/8 in. diameter, averaging 5 1/2 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 1/2 ins. from centre to centre.

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

" Butts of all Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 3/20 thicker than the plates they connect. when not lapped

" Edges from Bilge to Main Sheerstrake, worked clencher, double single riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.

" Edges of Main Sheerstrake, double single riveted. Upper Sheerstrake, double or single riveted.

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

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

" Breadth of laps of plating in double riveting 6 diam Breadth of laps of plating in single riveting ✓

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double single Riveted? Yes

No. of Breasthooks, 4 Crutches, deep flues

What description of Sail is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Siemens Martin

Manufacturer's name or trade mark, Dorman Long & Co., Consett, Bolton & Co., Manchester

The above is a correct description.

Builder's Signature, Raylton Dixon Surveyor's Signature, H. M. Williams

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

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*

to plate, &c., conform well to each other? *Yes*

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Yes*

from the faying surfaces? *Yes*

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *Yes*

Masts, Bowsprit, Yards, &c., are *Iron & Pine* 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

Iron Mast 78' x 24 1/2" diam. Built in 2 plates in the round 1/6" thick, seams double riveted. Main 63' x 23" 3 butts treble riveted, doubled at heels and partners. Plates tested.

Number for Equip-ment 26079	CABLES, &c.		Test per Certificate Tons.	Fathoms & Inches per Rule.	Machine where Tested and Name of Chain Maker.	ANCHORS. Number of Certificate (State if any and which Anchors are Stockless.)	Weight. Ex. Stock.	Test per Certificate	Weight req'd per Rule.	Machine where Tested and Name of Anchor Maker.
	Number of Certificate.	Fathoms.								
Letter for do. <i>S</i>	<i>7754 May 31 1889</i>	<i>270</i>	<i>1 1/8</i>	<i>59 1/2 mo 270 1 1/8</i>	<i>Rio. Br. Com</i>	<i>18404</i>	<i>40.1.7</i>	<i>36.0.2 14</i>	<i>32.0.0</i>	<i>Richd. 5.89 R. Br. Co.</i>
N ^o . <i>me</i>	<i>SAILS.</i>					<i>18405</i>	<i>40.0.6</i>	<i>35.16.3 14</i>		<i>" " Martine</i>
	Fore Sails,				<i>J. Hartness</i>	<i>18403</i>	<i>34.2.23</i>	<i>32.3.3.0</i>		<i>" " Supt.</i>
	Fore Top Sails,	<i>Calip correct</i>			<i>Supt.</i>	<i>Smiths</i>	<i>Drop te Certificate</i>	<i>41.1.0</i>		<i>" " Supt.</i>
	Fore Topmast Stay Sails,	<i>Iron Stream Chain on Steel Wire ..</i>	<i>75</i>	<i>1 1/8</i>	<i>32 1/2 mo 75 x 18</i>	<i>Stockless</i>	<i>produced 25%</i>	<i>22.3.7</i>		<i>" " Supt.</i>
	Main Sails,	<i>Hempen Steel Wire</i>	<i>90</i>	<i>4 5/8</i>	<i>332 mo 4</i>	<i>Collective Weights</i>	<i>115.0.7</i>	<i>114.0.7</i>		<i>" " Supt.</i>
	Main Top Sails, and quality	<i>TOWLINE</i>	<i>90</i>	<i>4 5/8</i>	<i>332 mo 4</i>	<i>Stream</i>	<i>10.2.0</i>	<i>10.2.0</i>		<i>" " Supt.</i>
	<i>good</i>	<i>Hempen Steel Wire</i>	<i>90</i>	<i>4 5/8</i>	<i>332 mo 4</i>	<i>Kedge</i>	<i>5.1.7</i>	<i>7.14.0.7</i>	<i>5.1.0</i>	<i>" " Supt.</i>
		<i>Hawser</i>	<i>90</i>	<i>7 1/2</i>	<i>7 1/2</i>	<i>2nd Kedge</i>	<i>2.2.21</i>	<i>5.5.0.0</i>	<i>2.2.0</i>	<i>" " Supt.</i>
		<i>Warp</i>	<i>90</i>	<i>7 1/2</i>	<i>7 1/2</i>					

Standing and Running Rigging *True Hemp* sufficient in size and *good* in quality. She has *2* Life Boats and *2* others

The Windlass is *Iron Steam* Capstan *✓* and Rudder *iron* Pumps *Copper*

Engine Room Skylights.—How constructed? *Plate comings* How secured in ordinary weather? *Plate flaps & thin glass*

What arrangements for deadlights in bad weather? *✓*

Coal Bunker Openings.—How constructed? *Plate comings* How are lids secured? *bottom & cleats* Height above deck? *30 1/2 x 15*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *In well 2 ports 36 x 22 1/2 x 2 1/2*

Cargo Hatchways.—How formed? *Plate comings* No 1 *42" No 2 27" No 3 34 29 1/2 high* Hatches, If strong and efficient? *2 1/2 solid pine*

State size *No 1 Hatch 18' x 12' No 2 24 x 13 10' No 3 22 x 14'* Quarter hatch *No 4 24 x 14'*

If of extraordinary size, state how framed and secured. *No 1 1 web 6m, 3 free ladders. No 2 30 1/2 2 webs 13 free 1 ladder.* What arrangement for shifting beams? *✓*

Order for Special Survey No. *1312* Date *Oct 10th 1888*

Order for Ordinary Survey No. *✓* Date *✓*

No. *302* 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 *Oct 9th 1888 Jan 29th 1889 M.*

General Remarks (State quality of workmanship, &c.) *Built under Special Survey in accordance*

with the plans approved, and the Rules for Steel vessels. The materials and workmanship are good, and the steel has been

tested in accordance with the Rules. Ballast tanks in cellular

bottom tested with a head of water 15 deep load line.

The freeboard has been marked on the vessel's sides in accordance

with the Secy Ltr of Aug 2nd 88 assigning a freeboard to the S.S. Jago

No 292 by the same builders, of which this vessel is a duplicate, as follows

from top of iron deck Summer 2' 2", Winter 2' 5 1/2", Allowance for fresh water 5"

The freeboard was recorded in the Register Book.

*How are the surfaces preserved from oxidation? Inside *Portland Cement* in *bottom* *Paint* Outside *Paint**

Particulars for Record in R/B.—Length of Poop *25* ft., R.Q.D. *90* ft., Bridge Dk. *124* ft., F'castle *34* ft.; No. of Dks. (excluding spar, awn., &c.) *✓*

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) *✓*

Official No. *97365*; Signal Letters *L & V M* If double bottom, state particulars on separate form.

I am of opinion this Vessel should be Classed *+ 100 A 1 Steel*

The amount of the Entry Fee£ *5* : : is received by me, *A.H.B.*

Special£ *83* : : *29th 8 1889*

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

(Travelling Expenses, if any, £ ...)

Committee's Minute *TUES 3 SEPT 1889*

Character assigned *A 1 Steel*

OK (Wm) web frames

+ Sme

Will do

34/5/89

11.8

Surveyor to Lloyd's Register of British and Foreign Shipping

It is submitted that this vessel appears

eligible to be Classed 100 A 1 (Steel) as recommended

"Lloyd's Register of Shipping"