

IRON SHIP.

No. 3545 Survey held at *Barrow*
On the *S.S. "Charmoie"*

Date, First Survey *1st Jan 1881*

Last Survey *31st August 1882*

TONNAGE under Tonnage Deck *2509.58*
Ditto of *Third, Spar, or Awning Deck.* *838.51*
Ditto of *Peep, or Keel & Co. Dr.*
Ditto of Houses on Deck *29.04*
Ditto of Forecastle
Gross Tonnage *3377.13*
Less Crew Space *81.41*
Less Engine Room *1080.68*
Register Tonnage as cut on Beam *2215.04*

ONE, OR TWO DECKED, THREE DECKED VESSEL,
WITH SPAR, OR AWNING-DECKED VESSEL.
Half Breadth (moulded) *19.91*
Depth from upper part of Keel to top of Upper Deck Beams *26.41*
Girth of Half Midship Frame (as per Rule) *43.00*
1st Number *89.32*
2nd Number *30234*
Length *338.5*
Proportions— Breadths to Length *8.5*
Depths to Length—Upper Deck to Keel *12.82*
Main Deck *11.40*

Master *Jennings*
Built at *Barrow in Furness*
When built *1882* Launched *4th July*
By whom built *Barrow Shipbuilding Co. Ltd.*
Owners *The Steam Ship Company Ltd.*
Residence *16 Brunswick St. Liverpool*
Port belonging to *Barrow*
Destined Voyage *Baltimore*
If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule *338.5* **BREADTH** Moulded *39.82* **DEPTH** top of Floors to Upper Deck Beams *24.2* **Power of Engines** *300* **Horse.** *300* **N^o. of Decks with flat laid** *Three* **N^o. of Tiers of Beams** *Four*

Dimensions of Ship per Register, length, *340.0* breadth, *40.4* depth, *26.2*

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL , depth and thickness	<i>9 x 3 3/8</i>	<i>9 x 3 3/8</i>	PLATES in Garboard Strakes, br'dth & thickness	<i>36</i>	<i>12</i>
KEEL , moulding and thickness	<i>7 x 3 5/8</i>	<i>7 x 3 5/8</i>	From Garboard to upper part of Bilges	<i>11-12</i>	<i>11-12</i>
KEEL-POST for Rudder do. do.	<i>11 x 5 1/2</i>	<i>11 x 5 1/2</i>	Of <i>Aluminum</i> at Edge, or increased thickness, and length applied		
" " for Propeller	<i>11 x 5 1/2</i>	<i>11 x 5 1/2</i>	From up. prt of Bilge to edge of Sh'rstrake	<i>11-12</i>	<i>11-12</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>24</i>	<i>24</i>	Main Sheerstrake, breadth and thickness	<i>40</i>	<i>15</i>
FRAMES , Angle Iron, for 1/2 length amidships	<i>5 1/2 x 3 1/2</i>	<i>5 1/2 x 3 1/2</i>	Of <i>Aluminum</i> at Edge, or increased thickness, and length applied	<i>7</i>	<i>7</i>
Do. for 1/4 at each end	<i>5 1/2 x 3 1/2</i>	<i>5 1/2 x 3 1/2</i>	From <i>Wn. to Up. or Spar Dr. Plate</i>		
EVERSED FRAMES , Angle Iron	<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>	Up. or Spar <i>Plating</i> , breadth & thickness	<i>196 3/4</i>	<i>166 3/4</i>
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	<i>26</i>	<i>10</i>	Butt Straps to outside plating, breadth & thickness	<i>196 3/4</i>	<i>166 3/4</i>
Thickness at the ends of vessel	<i>8</i>	<i>8</i>	Lengths of Plating	<i>196 3/4</i>	<i>166 3/4</i>
Depth at 3/4 the half-bath, as per Rule	<i>13</i>	<i>13</i>	Shifts of Plating, and Stringers	<i>Two</i>	<i>Two</i>
Height extended at the Bilges	<i>52</i>	<i>52</i>	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	<i>44</i>	<i>7</i>
BEAMS , Upper, Spar, or Awning Deck	<i>6 1/2 x 3</i>	<i>6 1/2 x 3</i>	Angle Iron on ditto	<i>3 1/2 x 3 7/16</i>	<i>3 x 3 7/16</i>
Angle or <i>Aluminum</i> <i>Iron</i> , Plate or Tee Bulb Iron	<i>48</i>	<i>48</i>	Tie Plates fore and aft, outside Hatchways	<i>17</i>	<i>7</i>
Angle or <i>Aluminum</i> <i>Iron</i> on Upper Edge	<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>	<i>Diagonal</i> <i>Plates</i> on <i>Beams</i> <i>No. 2</i> <i>of</i> <i>Aluminum</i>		
Average space	<i>48</i>	<i>48</i>	Flat of <i>Up. or</i> <i>Awning Dk.</i> <i>of</i> <i>Aluminum</i>	<i>3</i>	<i>3</i>
BEAMS , Main, or Middle Deck	<i>9 1/2</i>	<i>9 1/2</i>	How fastened to Beams	<i>49</i>	<i>10</i>
Angle or <i>Aluminum</i> <i>Iron</i> , Plate or Tee Bulb Iron	<i>48</i>	<i>48</i>	Stringer Plate on ends of Main or Middle Deck	<i>49</i>	<i>10</i>
Angle or double Angle Iron, on Upper Edge	<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>	Beams, breadth and thickness	<i>49</i>	<i>10</i>
Average space	<i>48</i>	<i>48</i>	Is the Stringer Plate attached to the outside plating?	<i>Yes</i>	
BEAMS , Lower Deck	<i>9 1/2</i>	<i>9 1/2</i>	Angle Irons on ditto, No. 2	<i>4 x 4 x 7/16</i>	<i>4 x 4 x 7/16</i>
Angle or <i>Aluminum</i> <i>Iron</i> , Plate or Tee Bulb Iron	<i>48</i>	<i>48</i>	<i>Plates</i> <i>outside</i> <i>Hatchways</i>		
Angle or double Angle Iron, on Upper Edge	<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>	<i>Diagonal</i> <i>Plates</i> on <i>Beams</i> <i>No. 2</i> <i>of</i> <i>Aluminum</i>		
Average space	<i>48</i>	<i>48</i>	Flat of Middle Deck* do <i>Aluminum</i> <i>Plating</i>	<i>7/16</i>	<i>7/16</i>
BEAMS , Hold, or Orlop	<i>10 1/2</i>	<i>10 1/2</i>	How fastened to Beams	<i>Plating</i>	
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>48</i>	<i>48</i>	Stringer Plates on ends of Lower Deck, <i>Aluminum</i>	<i>44</i>	<i>9</i>
Angle or double Angle Iron, on Upper Edge	<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>	Orlop Beams	<i>44</i>	<i>9</i>
Average space	<i>48</i>	<i>48</i>	Is the Stringer Plate attached to the outside plating?	<i>Yes</i>	
KEELSONS Centre line, single or <i>Aluminum</i> <i>Plating</i>	<i>21</i>	<i>14</i>	Angle Irons on ditto, No.	<i>4 x 4 x 7/16</i>	<i>4 x 4 x 7/16</i>
Box, or <i>Aluminum</i> <i>Plating</i>	<i>13</i>	<i>14</i>	Stringer or <i>Plates</i> <i>outside</i> <i>Hatchways</i>		
Rider Plate	<i>13</i>	<i>14</i>	Flat of Lower Deck* <i>Aluminum</i> <i>Plating</i>	<i>6/16</i>	<i>6/16</i>
Both Plate to <i>Aluminum</i> <i>Plating</i>	<i>6</i>	<i>4</i>	Flat of <i>Lower Deck</i> <i>Aluminum</i> <i>Plating</i>	<i>8 1/2</i>	<i>8</i>
Angle Irons	<i>6</i>	<i>4</i>	3 Angles on inner edge <i>4 x 3 1/2 x 7/16</i>	<i>4 3/4</i>	<i>7/16</i>
<i>Aluminum</i> <i>Plating</i> <i>Aluminum</i> <i>Plating</i>	<i>6</i>	<i>4</i>	Ceiling betwixt Decks, thickness and material	<i>Plating</i>	
Side Intercoastal Plate	<i>9</i>	<i>9</i>	" in hold do. do.	<i>2 1/2</i>	<i>2 1/2</i>
do. Angle Irons	<i>6</i>	<i>4</i>	Main piece of Rudder, diameter at head	<i>8</i>	<i>8</i>
Attached to outside plating with angle iron	<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>	do. at heel	<i>7 x 1 1/2</i>	<i>4</i>
EDGE Angle Irons <i>Aluminum</i> <i>Plating</i>	<i>9 1/2</i>	<i>9 1/2</i>	Can the Rudder be unshipped afloat? <i>Yes</i>		
do. Bulb Iron <i>Aluminum</i> <i>Plating</i>	<i>9 1/2</i>	<i>9 1/2</i>	Bulkheads No. <i>5</i> No. per Rule <i>Section</i>		
do. Intercoastal plates riveted to plating for <i>1/2</i> length	<i>9</i>	<i>9</i>	Thickness of <i>7/16</i>		
EDGE STRINGER Angle Irons	<i>6</i>	<i>4</i>	Height up <i>4</i> to Main deck <i>1</i> to Lower deck		
Intercoastal plates riveted to plating for <i>1/2</i> length	<i>12</i>	<i>9</i>	How secured to sides of ship <i>Double frames</i>		
EDGE STRINGER Angle Irons	<i>6</i>	<i>4</i>	Size of Vertical Angle Irons <i>3 1/2 x 3 1/2 x 7/16</i> and distance apart <i>30</i> ins.		
	<i>12</i>	<i>9</i>	Are the outside Plates doubled two spaces of Frames in length? <i>Yes</i>		

FRAMES extend in one length from *Right* to *gunwale*
The **REVERSED ANGLE IRONS** on floors and frames extend *from* middle line to *upper deck* and to *awning deck*
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 1/4* ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *7/8* in. diameter averaging *3 1/4* ins. from centre to centre.
Butts of *3* Strakes at Bilge for *1/2* length, treble riveted with Butt Straps *1 1/6* 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 1/4* ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *7/8* in. diameter, averaging *3 1/4* 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 *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 *length* amidships.
Breadth of laps of plating in double riveting *6 1/2* Breadth of laps of plating in single riveting *—*
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Yes* No. of Breasthooks, *6* Crutches, *4*

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Best*
Manufacturer's name or trade mark, *Messrs. West & Marshall Johnson & Peay Sharn, Auckland.*
The above is a correct description.
Builder's Signature, *J. Wilson* Surveyor's Signature, *J. Lawrence*
Surveyor to Lloyd's Register of British and Foreign Shipping.

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

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

Do the edges of the carvel work and of the butts lay close together? *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*

condition, and sufficient in size to insure the proper distribution of stress, and the proper covering the number of

Masts, Bowsprit, Yards, &c., are _____ in _____
Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts are
and if stamped with Maker's name.
State also Length and Diameter of Lower Masts and Bowsprit

_____ 80' 6" x 27" x 8 1/2"

[illegible]

N ^o .	SAILS.	Chain	Fathoms.	Inches.	Tons	
					Certificate.	1882.
One	Fore Sails,	CABLES, &c.	300	2"	72	100
Sub	Fore Top Sails,	Chain	90	1 3/4"	38	90
4	Fore Topmast	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	120	1 3/4"	38	90
Frame	Stay Sails,	Iron Stream Chain	90	1 3/4"	38	90
		or Steel Wire ..	120	1 3/4"	38	90
		or Hempen Strm } Cable	90	1 3/4"	38	90
		Towline, Warp	120	1 3/4"	38	90
		or Steel Wire ..	90	10"	72	100
	Main Sails,	Hawser	90	8 1/2"	38	90
	Main Top Sails,	Warp	90	8 1/2"	38	90
and		quality <i>Good</i>	480	16"	5 1/2"	120
		standing and Running Rigging <i>Good</i>	120	1 1/2"	5 1/2"	120

Bower Anchors	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)
39.0.18	
38.0.16	34.12.0.0 38.0.0 34 ¹⁰ / ₂₀
32.0.24	30.6.0.0 32.1.0 30 ⁶ / ₂₀
Chester 15 ^A	May 24. 26 12 June 1882. Andrew S. J.
Stream Anchor	11.2.8 13.9.0.0 11.2.0 13 ⁷ / ₂₀
Kedge ...	5.5.12 8.4.3.0 5.3.0 8
2nd Kedge ...	2.5.5 5.6.1.0 2.3.0 5 ⁵ / ₂₀
ty. She has	3 Long Boats and 3 others
Pumps	Hand & Steam as approved
... weather?	Butter down

The Windlass is Emerson & Walker's Patent How secured in ordinary weather? By a screw

Room Skylights.—How constructed? Stone Height above deck? 2' 3"

What arrangements for deadlights in bad weather? *Run Sander*
How constructed? *Hatches & lids* How are lids secured? *Hatches bolted down*
Open rail bulwarks

Coal Bunker Openings.—How constructed?—What arrangements for clearing upper deck of water, in case of shipping a sea?

How formed? *Iron Cornings* Quarter hatch *81.5 15.10 x 9.10 12.6 10.0*

State size **Main Hatch** 7'-1-9' 10" x 5' 11" 18.0 x 11.2 *Usual Size* 11' 11' *found in other hatchways*

If of extraordinary size, state how framed and secured.

Hatches, If strong and efficient? *yes* (Schooner)

Order for Special Survey No. 31 surveys buildings on 18.

1st. On the same place, and before the plating was wrought

2nd. On the plating during the process of riveting

Jan 4. 5. 9. 19. 20. 25. 30. 31.

May 1. 5. 9. 17. June 2. 6. 9. 15. 22.

13. 10. 14. 19. 28. May 1. 5. 9. 17. June 2. 6. 9. 15. 22.

14. 30. 53.

3d. When the beams were in and fastened, and before the decks were laid... *April 10, 19, 24. August 14, 17.*

DATE _____

4th. When _____ plating was finally coated or cemented.

5th. After the ship was launched and equipped _____

No. 97 in builder's yard. I H & S
Remarks (State quality of workmanship, &c.) sent to S. J. Lussmore B

General Remarks (cont.)
 Manship is good. This is Sister Vesper's.

Pr. 4 Gk 3529 The Load-line is painted on an L board 10' 2" to Gunning deck 3.7

examined by Circular No 354. In various

(10000) Grain dock. The Water Ballast cannot be punched and fitted. Salts

from attached, have been tested before

John

How accused to side of ship

44-38860-10

3. 1st 6x6" Wheel House 15 x 12. Wheel House life 55 +.

Side Houses under ends of Bridges.

Engine & Boiler Casing 69 x 147

If possible, bottom, state particulars of

... *7* ... *3.4* ... *Paint* ... Outside

Is the cargo preserved from oxidation? Inside Cement + Paint

How are the surfaces preserved? *100 A* *Worming down*
 In opinion this Vessel should be Classed *100 A* *Worming down*
 Received by me. *87* *8* *Lawrence*

The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me, John Lloyd Surveyor to Lloyd's Register of British and Foreign Shipping, on the 4th day of Sept 1882.

Special ...
Certificate ...

(Travelling Expenses, if any, £ 15.00 (to be sent as per margin). Tuesday, 12th September, 1882.

Committee's Minute

Character assigned

1891

resting in shot & down from BK

he furnished by the Surgeon

found at

2382