

IRON OR STEEL SHIP.

(Received at London Office,

24538

430
No. 24538 Survey held at South Shields Date, First Survey 28th Jan'y Last Survey 16th July 1890
On the Screw Steamer "Trevaylor" (how Amleth) Rig Schooner
Master Quiller
Year of appointment 1890
Built at South Shields
When built 1890 Launched May 20th 90
By whom built John Readhead & Son
Owners E. Hain & Son
Managers
(If desired to be entered in Reg. Book.)
Residence St. Ives
Port belonging to St. Ives
Destined Voyage Genoa.
If Surveyed while Building, Afloat, or in Dry Dock.
While building & afloat.

TONNAGE under 1857.07
Tonnage Deck
Do. between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk.
Total under Upper Dk. 1857.07
Do. of Poop 67.37
Do. of Raised Qr. 119.09
Do. of Break
Do. of Bridge House 308.68
Do. of Houses on Deck 5.32
Do. of excess of Hatchways 20.80
Do. of Forecastle 47.67
Gross Tonnage 2426.00
Less Crew Space 60.96
Net Tonnage 2365.04
Less ms. st. 16.86
Less Engine Room 776.32
Less 793.18
Less Tonnage 1571.86
Less cut on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL,
SPAR, OR AWNING-DECKED VESSEL.
Half Breadth (moulded) 19.92
Depth from upper part of Keel to top of Upper Deck Beams 23.00
Girth of Half Midship Frame (as per Rule) 39.44
1st Number 82.36
1st Number, if a 3-Decked Vessel deduct 7 feet
Length 288.3
2nd Number 237.44
Proportions— Breadths to Length 7.2
Depths to Length—Upper Deck to Keel 12.5
Main Deck ditto

LENGTH on deck as per Rule 288 4
BREADTH Moulded 39 10
DEPTH top of Floors to Upper Deck Beams 19 10
Power of Engines 250
N^o. of Decks with flat laid 1
N^o. of Tiers of Beams 2
Dimensions of Ship per Register, length, 290.5 breadth, 40.0 depth, 19.85 Moulded depth 22 ft 6 in

KEEL, depth and thickness	10 x 1 1/8	10 x 1 1/8	10 x 1 1/8	10 x 1 1/8
STEM, moulding and thickness	10 x 2 1/2	10 x 2 1/2	10 x 2 1/2	10 x 2 1/2
STERN-POST for Rudder do. do.	12 x 5	12 x 5	12 x 5	12 x 5
" for Propeller	12 x 5	12 x 5	12 x 5	12 x 5
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24	24	24
FRAMES, Angle Iron, for 1/2 length amidships	5 3/4	5 3/4	5 3/4	5 3/4
for 1/4 at each end	3 1/2	3 1/2	3 1/2	3 1/2
REVERSED FRAMES, Angle Iron	3 1/2	3 1/2	3 1/2	3 1/2
IS, depth and thickness of Floor Plate	38	38	38	38
and line for half length amidships	38	38	38	38
thickness at the ends of vessel	38	38	38	38
depth at 1/2 the half-bdth. as per Rule	38	38	38	38
eight extended at the Bilges	38	38	38	38
5, Upper, Spar, or Awning Deck	5 3	5 3	5 3	5 3
or double Ang. Iron, Plate or Tee Bulb Iron	5 3	5 3	5 3	5 3
double Angle Iron on Upper edge	5 3	5 3	5 3	5 3
space	24	24	24	24
Middle Deck	7 1/2	7 1/2	7 1/2	7 1/2
Plate or Tee Bulb Iron	7 1/2	7 1/2	7 1/2	7 1/2
double Angle Iron on Upper Edge	7 1/2	7 1/2	7 1/2	7 1/2
space	24	24	24	24
Lower Deck	10 6	10 6	10 6	10 6
Angle or double Ang. Iron, Plate or Tee Bulb Iron	10 6	10 6	10 6	10 6
Angle or double Angle Iron on Upper Edge	10 6	10 6	10 6	10 6
Average space	11 6 1/2	11 6 1/2	11 6 1/2	11 6 1/2
BEAMS, Hold, or Orlop	11 6 1/2	11 6 1/2	11 6 1/2	11 6 1/2
Angle or double Ang. Iron, Plate or Tee Bulb Iron	11 6 1/2	11 6 1/2	11 6 1/2	11 6 1/2
Angle or double Angle Iron on Upper Edge	11 6 1/2	11 6 1/2	11 6 1/2	11 6 1/2
Average space	11 6 1/2	11 6 1/2	11 6 1/2	11 6 1/2
KEELSONS Centre line, single or double plate,	4 5	4 5	4 5	4 5
box, or Intercoastal, Plates	4 5	4 5	4 5	4 5
Angle Irons on side girders	3 1/2	3 1/2	3 1/2	3 1/2
Double Angle Iron Side Keelson	2 4	2 4	2 4	2 4
Side Intercoastal Plate	3 1/2	3 1/2	3 1/2	3 1/2
do. Angle Irons	3 1/2	3 1/2	3 1/2	3 1/2
Attached to outside plating with angle iron	3 1/2	3 1/2	3 1/2	3 1/2
BILGE Angle Irons	6 4	6 4	6 4	6 4
do. Bulb Iron	6 4	6 4	6 4	6 4
do. Intercoastal plates riveted to plating for length	6 4	6 4	6 4	6 4
BILGE STRINGER Angle Irons	6 4	6 4	6 4	6 4
Intercoastal plates riveted to plating for 1/2 length	6 4	6 4	6 4	6 4
SIDE STRINGER Angle Irons	6 4	6 4	6 4	6 4

Flat Keel Plates, breadth and thickness
PLATES in Garboard Strakes, br'dth & 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 l.r. edge of Sh'rstrake
Main Sheerstrake, breadth and thickness
Of d'bling at Sh'stk. & lng. applied
From M'n. to Up. or Spar Dk. Sh'rstrake
Up. or Spar Dk Sh'rstrake, br'dth & thicken'ss
Butt Straps to outside plating, breadth & thickness
Lengths of Plating
Shifts of Plating, and Stringers
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness
Angle Iron on ditto
Tie Plates fore and aft, outside Hatchways
Diagonal Tie Plates on Beams No. of Pairs
Flat of Up. Spar, or Awning Dk.
How fastened to Beams
Stringer Plate on ends of Main or Middle Deck
Beams, breadth and thickness
Is the Stringer Plate attached to the outside plating?
Angle Irons on ditto, No. 2
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. 2
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. 6 No. per Rule
Thickness of
Height up
How secured to sides of ship
Size of Vertical Angle Irons 5.3/2 and distance apart 30 ins.
Are the outside Plates doubled two spaces of Frames in length?

The FRAMES extend in one length from bilge to bilge & thence to gunwale
The REVERSED ANGLE IRONS on floors and frames extend from middle line to upper & lower decks and to bilge & lower deck
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected?
PLATING. Garboard, double riveted to Keel, with rivets 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 full 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 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 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 5 1/4 Breadth of laps of plating in single riveting
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? treble & double No. of Breasthooks, five Crutches, four
What description Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Steel. Dorman, Long & Co. or
Manufacturer's name or trade mark. Iron. Shackleton M. J. Co. or Shackleton & Co. or Dorman, Long & Co. or Palmer & Co. or Brownfield & Co.
The above is a correct description.
Owner's Signature. John Readhead & Son Surveyor's Signature. J. Buchanan
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 is laid thereon.

State whether Rivets are of Iron or Steel.

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*
from the faying surfaces? *yes*
Do the holes for riveting plate to frames, butt straps, or plate
Are the rivet holes well and sufficiently countersunk in the plate and punched
Do any rivets break into or through the seams or butts of the plating? *a few in the keel but*

Masts, Bowsprit, Yards, &c., are *steel* 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 *Rig. Fore and aft - Schooner.*
Fore mast - 80 ft 9 in x 23" dia } The masts are constructed of steel & the
Main mast - 77 ft 0 in x 23" } material has been tested as required
Plates 1/16 & 5/16 thick, two plates in the round, both above deck & below deck.
Straps 1/16 thicker than their plates, and double riveted straps below deck.

CABLES, &c.				ANCHORS.			
Number of Certificate.	Fathoms.	Inches.	Test per Certificate Tons.	Fathoms & Inches per Rule.	Machine where Tested and Name of Chain Maker.	Number of Certificate (State if any and which Anchors are Stockless.)	Weight. Ex. Stock. Test per Certificate Weight req'd per Rule.
60410	270	1 1/2	82 1/4	270 x 1 1/2	L.P.H.	11899	32.3.0 30.13.3.0 32.0.0
Makers of Chain & Shot					Low Walker	11820	32.1.14 30.8.0.14 32.0.0
6021	75	1 1/2	3 1/2	75 x 1 1/2	Ed. R. Burrell	11898	28.0.0 27.2.2.0 27.1.0
Iron - Steam Chain or Steel Wire ..	90	4	33 tons	90 x 4	Steel wire		
Main Sails, Hempen Str'm Cable	90	9 1/2	Hemp	90 x 9 1/2	Lower artificial		
Main Top Sails, Hempen or Steel Wire	90	7 1/2	Manilla	90 x 7 1/2	for by masts		
Hawser	90	6 1/2	Hemp		R.S. Funnell		
Warp	180	6	Manilla				

Running and Running Rigging *wire - manilla* sufficient in size and *good* in quality. She has *2 life long* Boats and *one other*
Windlass is *iron patent* Capstan *4 steam* and Radder *good* Pumps *as per approved plan*
Engine Room Skylights. - How constructed? *solid tank* How secured in ordinary weather? *thumb screws*
at arrangements for deadlights in bad weather? *bull's eyes in solid shutters*
al Bunker Openings. - How constructed? *iron* How are lids secured? *hatch bars* Height above deck? *18"*
ppers, &c. - What arrangements for clearing upper deck of water, in case of shipping a sea? *on main deck two ports on each*
side *28 x 24* on R. 2 & L. 2 *four on each side 24 x 15" and scuppers*
go Hatchways. - How formed? *plates & angles* Hatches, If strong and efficient? *yes. solid.*
e size Main Hatch *22 ft x 14 ft* Fore hatch *14 ft x 14 ft* Quarter hatch *after hatch. 20 ft x 14 ft*
extraordinary size, state *web plates - efficient - fore - after* What arrangement for shifting beams? *efficient*
framed and secured...

For Special Survey No. 228	For Ordinary Survey No. 260
Date <i>31 May 1890</i>	Date <i>260 in builder's yard</i>
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	

General Remarks (State quality of workmanship, &c.) *This is a sister vessel to the S.S. Traveller in accordance with the approved tracing agreement. The Secretary letter & general conformity to the Rules. The workmanship is good. The extra strengthening of the Bridge sides has been fitted as approved. The Committee for reduction of freeboard. The water ballast tanks have been tested with a head of water to the height of the load water line and found satisfactory.*
For particulars of double bottom see separate form attached.
The freeboard, assigned by the Committee in the Secretary letter 'M' of 27 June 1889 have been marked on the vessel's sides in accordance with notice No. 572 and verified by:
In dimensions *2 ft 0 1/2* to *5 ft* of iron upper deck
in round *2 ft 4*
Fresh water line above centre of disc *5"*

Are the surfaces preserved from oxidation? Inside *Portland cement paint* Outside *paint*

Particulars for Record in R.B. - Length of Poop *25 1/2* ft, R.Q.D. *82* ft, Bridge Dk., *118* ft, Forecastle *33 1/2* ft; No. of Dks. (excluding spar, awn, &c.) *one*
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) *two*
Signal Letters *100 A.1. steel*
If double bottom, state particulars on separate form.
Amount of the Entry Fee *£ 5* is received by me, *C. Beecham*
Special *£ 84 2 6* 1890
Certificate *as per margin*
Expenses, if any, £ *100 A.1. steel*
Committee's Minute *100 A.1. Steel*
Character assigned *100 A.1. Steel*
Name *100 A.1. Steel*
Date *100 A.1. Steel*
Signature *100 A.1. Steel*

Surveyor to Lloyd's Register of British and Foreign Shipping
It is hereby certified that the above vessel is eligible to be classified
100 A.1. Steel
Lloyd's Register Foundation