

IRON OR STEEL SHIP.

(Received at London Office) **VED 19 MARCH 1890**

No. **12** Date of writing Report **Port of Middlesbrough**
 Survey held at **Middlesbrough** Date, First Survey **July 11th 1889** Last Survey **March 12th 1890**

On the **Steel Screw Steamer OIVINGDEAN GRANGE** Rig **Schooner 2 Masts.**

Master **Chapman**

Year of appointment (1) As master in service of owner of present vessel: - **1890**
 (2) As master of this vessel: - **1890**

Built at **Middlesbrough**

When built **1889.90** Launched **Nov 27th 89**

By whom built **Raylton Dixon & Co**

Owners **Houlder Bros & Co**

Managers

(If desired to be entered in Reg. Book)
 Residence **146 Leadenhall St London**

Port belonging to **London**

Destined Voyage

☒ Surveyed while Building, Afloat, or in Dry Dock.

Tonnage under
 1. between Tonnage Dk. and 2nd Dk. **1774.39**
 2. between 2nd Dk. and 3rd Dk. **443.20**
 3. between 3rd Dk. and 4th Dk. **2217.59**
Total under Upper Dk. **68.12**
 Do. of Poop **97.30**
 Do. of Raised Or. Dk. **7.25**
 Do. of Bridge House **22.39**
 Do. of Houses on Deck
 Do. of excess of Hatchways
 Do. of Forecastle
Gross Tonnage **2412.65**
 Less Crew Space **Crew 76.36**
Charter House 1391 90.27
 Less Engine Room **772.05**
 Register Tonnage **1550.33**
 as cut on Beam

ONE OR TWO DECKED, THREE-DECKED VESSEL,
Part SPAN, OR AWNING-DECKED VESSEL.
Half Breadth (moulded) **19.91**
Depth from upper part of Keel to top of Upper Deck Beams **22.16**
Girth of Half Midship Frame (as per Rule) **37.87**
1st Number **79.94**
1st Number, if a 3-Decked Vessel deduct 7 feet **✓**
Length **295.33**
2nd Number **23608**
Proportions— Breadths to Length **7.41**
Depths to Length— Upper Deck to Keel **13.32**
Main Deck ditto

LENGTH on deck as per Rule **295 4** **BREADTH—** Moulded **39 10** **DEPTH** top of Floors to Upper Deck Beams **19 0** **Power of Engines** **400** **Horse.** **1** **Nº. of Decks with flat laid** **1**
Dimensions of Ship per Register, length, 297.3 breadth, 40.2 depth, 18.7 **Moulded depth 24.4**

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL , depth and thickness	10 x 2 3/4	10 x 2 3/4	PLATES in Garboard Strakes, br'dth & thickness	36	16
STEM , moulding and thickness	10 x 2 3/4	10 x 2 3/4	From Garboard to upper part of Bilges	11	11
STERN-POST for Rudder do. do.	10 x 6	10 x 6	Of d'bling at Bilge, or increased thickness, and length applied	✓	
" " for Propeller	24	24	From up. prt of Bilge to lr. edge of Sh'rstrake	11	11
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24	Main Sheerstrake, breadth and thickness	40	15
FRAMES , Angle Iron, for 1/2 length amidships	5 3 8	5 3 8	Of d'bling at Sh'strk & lng. applied	11	11
Do. for 1/2 at each end	5 3 7	5 3 7	From M'n. to Upper Dk. Sh'rstrake	9	9
REVERSED FRAMES , Angle Iron	32 3 8	32 3 8	Upper Dk. Sh'rstrake, br'dth & thickn'ss	10	10
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	Cellular double bottom 38" deep	see plans	Butt Straps to outside plating, breadth & thickness	19 6 9 1/2	18 6 11 1/2
thickness at the ends of vessel			Lengths of Plating	7 spaces of frames	
depth at 3/4 the half-bdth. as per Rule			Shifts of Plating, and Stringers	as per rule	
height extended at the Bilges			Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	40	9
BEAMS , Upper, Spar, or Awning Deck	62 3 9	7 3 9	Angle Iron on ditto	3 x 3	8
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron		plain angle	Tie Plates, outside Hatchways		
Single or double Angle Iron on Upper edge	48	48	Diagonal Tie Plates on Beams, No. of pairs		
Average space	62 3 9	62 3 9	Flat of Upper Spar, or Awning Dk.	5 7/8	5 7/8
BEAMS , Main, or Middle Deck	62 3 9	62 3 9	How fastened to Beams	riveted	
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Stringer Plate on ends of Main or Middle Deck	42	11
Single or double Angle Iron on Upper Edge	24	24	Beams, breadth and thickness		
Average space	24	24	Is the Stringer Plate attached to the outside plating?	Yes	
BEAMS , Lower Deck	10 5 3/4	9 10 5 3/4	Angle Irons on ditto, No. 2	4 x 4	9
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Tie Plates, outside Hatchways		
Single or double Angle Iron on Upper Edge			Diagonal Tie Plates on Beams, No. of pairs		
Average space			Flat of Middle Deck do. do.	7/8	7/8
BEAMS , Hold, or Orlop under Q Dk.			How fastened to Beams	riveted	
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	39	9
Single or double Angle Iron on Upper Edge			Is the Stringer Plate attached to the outside plating?	Yes	
Average space			Angle Irons on ditto, No. 2	4 x 4	9
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates			Tie Plates, outside Hatchways		
" Rider Plate			Diagonal Tie Plates on Beams, No. of pairs		
" Bulb Plate to Intercoastal Keelson			Flat of Lower Deck do. do.	7/8	7/8
" Angle Irons			How fastened to Beams	riveted	
" Double Angle Iron Side Keelson			Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	39	9
" Side Intercoastal Plate			Is the Stringer Plate attached to the outside plating?	Yes	
" do. Angle Irons			Angle Irons on ditto, No. 2	4 x 4	9
" Attached to outside plating with angle iron			Tie Plates, outside Hatchways		
BILGE Angle Irons			Diagonal Tie Plates on Beams, No. of pairs		
" do. Bulb Iron			Flat of Lower Deck		
" do. Intercoastal plates riveted to plating for length					
BILGE STRINGER Angle Irons					
Intercoastal plates riveted to plating for length					
SIDE STRINGER Angle Irons					

The **FRAMES** extend in one length from **bilge to bilge** to **top height**
 The **REVERSED ANGLE IRONS** on floors and frames extend **across** middle line to **bilge, all 6 Masts for** and to **Hold Room & Dk**
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 in diameter, averaging ins. from centre to centre.
 Edges of Garboards and to upper part of Bilge, worked clench, 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 Bilge for 1/2 length, treble riveted with Butt Straps 20 thicker than the plates they connect, unless lapped
 Edges from Bilge to Main Sheerstrake, worked clench, 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. 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 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 diam Breadth of laps of plating in single riveting ✓
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted 1 No. of Breasthooks, 4 Crutches, dup floors
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? **Siemens-Martin.**
 Manufacturer's name or trade mark, **Cassett, H. & Co. J. & C. Moor J. & C. Dorman Long & Co. Bolton & Vaughan & Co.**
 The above is a correct description.
 Builder's Signature **RAYLTON DIXON & CO.** Surveyor's Signature **H. M. Williams**
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Do the edges of the carvel work and on 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? *A few*

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

*The Mast 78' x 23" diam } Iron plate in the round, butts 3ble wetted, seams
Main " 71' x 19" } double wetted, plates 96 double at partners steel*

Number for Equip- ment 26589 Letter for do. S	CABLES, &c.			Test per Certificate Tons.	Fathoms & Inches per Rule.	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS.			Test per Certificate	W't reg'd per Rule.	Machine where Tested and Superintendent, also Name of Anchor Maker.
	Number of Certificate.	Fathoms.	Inches.				Number of Certificate (State if any and which Anchors are Stockless.)	Ex. Stock.	Weight.			
N. SAILS. Fore Sails, Fore Top Sails, Fore Topmast Stay Sails, Main Sails, Main Top Sails, and quality <i>good</i>	7990	27 1/2	1 7/8	59 1/2	270 1/2	<i>Rie Near Com</i>	18243	40.3.0	36.6.1.0	32.0.0	<i>May 29-89</i>	
	<i>Sept 6-1889</i>	<i>Makes</i>	<i>Hartshorne & Co</i>			<i>I Hartshorne</i>	18244	40.2.0	36.2.2.0		<i>30 "</i>	
		<i>Calif. erect.</i>				<i>Supl</i>	17902	37.2.14	34.4.1.14		<i>Nov. 13-88</i>	
	<i>Iron Stream Caain</i>	<i>75</i>	<i>1 1/8</i>	<i>22 3/4</i>	<i>75 1/8</i>	<i>do</i>	<i>Halle Pat. Stockless</i>			91.1.0	<i>Rie Near Com</i>	
	<i>on Steel Wire</i>						<i>Collective Weights</i>	<i>Makes</i>	<i>25%</i>	22.3.7	<i>I Hartshorne</i>	
	<i>Hempen Steel Wire</i>	<i>No 7975</i>								114.0.7	<i>Supl</i>	
	<i>TOWLINE</i>	<i>90</i>	<i>4</i>	<i>33 1/2</i>	<i>90.4</i>		Stream	<i>10.2.21</i>	<i>12.13.0.14</i>	<i>10.2.0</i>	<i>May 20-89</i>	<i>do</i>
	<i>Hawser</i>	<i>90</i>	<i>3</i>	<i>18 "</i>	<i>90.9 1/2</i>		Kedge	<i>5.1.21</i>	<i>7.16.1.0</i>	<i>5.1.0</i>	<i>June 5-89</i>	<i>do</i>
	<i>Warp</i>	<i>90</i>	<i>3 1/2</i>		<i>90.7 1/2</i>		2nd Kedge	<i>2.2.7</i>	<i>5.2.2.0</i>	<i>2.2.0</i>	<i>13 "</i>	<i>do</i>

Standing and Running Rigging *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 *Iron*

Engine Room Skylights. How constructed? *Plate coming, leak top* How secured in ordinary weather? *Leak flaps & thick glass lights*

Coal Bunker Openings. How constructed? *Plate coming* How are lids secured? *Clats & latches* Height above deck? *15' x 55"*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *On quarter deck 4 ports 36 x 15 + 4 Scuppers each*

Cargo Hatchways. How formed? *Plate coming Nos 1 & 2 28" Nos 3 & 4 31" high* Hatches, If strong and efficient? *3" Solid*

State size *No 1 Hatch 16'0" x 14'0" No 2 27'9" x 14'0" No 3 19'10" x 13'10" No 4 15'10" x 13'10"*

If of extraordinary size, state how framed and secured... *No 1, 3 & 4, 1 inch beam 3 fore taffers. No 2 2 inch beam 13 fore taffers*

Order for Special Survey No. *1379* 1st. On the several parts of the frame, when in place, and before the plating was wrought } *Built under Special Survey.*
Date *June 15-89* 2nd. On the plating during the process of riveting } *1st visit July 11-1889*
Order for Ordinary Survey No. *✓* 3rd. When the beams were in and fastened, } *last 2 March 12-1890*
Date *✓* 4th. When the ship was complete, and before the } *Total No. of Visits 56*
No. *308* in builder's yard. 5th. After the ship was launched and equipped }
State dates of letters respecting this case *Sept 24-89 M. Sept 18-89 P. Nov 20-89 M.*

General Remarks (State quality of workmanship, &c.) *Built under Special Survey, in accordance with the plans approved, and the rule for steel vessels. The workmanship and materials are good, steel tested as per rule. The Break of quarter deck has been strengthened according to the approved plans. The Awning deck is sheathed 3 1/2" thick from stem to after end of crew space and from after end of No 2 hatch to after end of deck. Quarter deck sheathed the same throughout. Poop deck roof*

The freeboard has been marked in accordance with that assigned in the Reg's Ltr of Decr 5-89 M (The vessel built in accordance with the particulars originally, see verification report) as follows: *4 ft 6 in* Awning deck. Summer 8' 9 1/2" Winter 9' 8", allowance for Fresh Water 4 1/2"
The freeboard to be recorded in the Register Book, and on the Certificate of Classification.

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

Particulars for Record in R.B. Length of Poop *27* ft., R.Q.D. *66* ft., Bridge Dk. *204* ft., F'castle *✓* ft.; No. of Dks. (excluding spar, awn., &c.) *1*
Material of dks. *Iron* If spar, awn. dk., &c. *✓* Material of spar, awn. dk., &c. *seabine*; No. of tiers of beams (with and without dks. laid) *2*
Official No. *98051*; Signal Letters *✓* If double bottom, state particulars on separate form.

I am of opinion this Vessel should be Classed *+100 A1 P- Awning dk Steel*
The amount of the Entry Fee£ *5* : : is received by me, *N.M. Williams*
Special£ *83* : *8* : *18.3 1890*

(to be sent as per margin). Certificate...
(Travelling Expenses, if any, £...)
Committee's Minute *FRIDAY 21 MARCH 1890*
Character assigned *100A1 Sll Plawngdk*
Subject to freeboards 9ft 1 1/2
10ft Iron Awning Frames + 9 4 1/2
10ft Iron Plawngdk Iron ft 9 9 1/2
MD8731/23