

IRON OR STEEL SHIP.

(Received at London Office,

95

Date of writing Report

Port of

No. 95

Survey held at

Date, First Survey 23. Dec 1889

Last Survey 16 June 1890

On the

Steel Screw Steamer "Inverness"

Rig

Schooner

Master R. W. Padgett

Year of appointment

(1) As master in service of owner of present vessel:—18
(2) As master of this vessel:—18

Built at

Strickton

When built 1889

Launched 17. May 1890

By whom built

Owners The Hull Steam Shipping Co

Managers

(If desired to be entered in Reg. Book.)

Residence Hull

Port belonging to

Hull

Destined Voyage Not fixed

Surveyed while Building, Afloat, or in Dry Dock.

TONNAGE under Tonnage Deck 1716.19
Do. between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk.
Total under Upper Dk.
Do. of Poop 73.14
Do. of Raised Qr. 119.53
Dk. or Break
Do. of Bridge House 277.66
Do. of Houses on Deck 4.62
of excess of Hatchways 21.58
of Forecastle 38.59
ss Tonnage 2251.31
Crew Space 73.80
2177.51
Engine Room 720.42
r Tonnage 1457.09
t on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL,
SPAR, OR AWNING-DECKED VESSEL.
Half Breadth (moulded) 19.33
Depth from upper part of Keel to top of Upper Deck Beams 22.75
Girth of Half Midship Frame (as per Rule) 37.75
1st Number 79.83
1st Number, if a 3 Decked Vessel deduct 7 feet
Length 270.75
2nd Number 26613
Proportions— Breadths to Length 6.9
Depths to Length— Upper Deck to Keel
Main Deck ditto 11.9

LENGTH Feet. Inches. 270 9
BREADTH Feet. Inches. 38 8
DEPTH top of Floors to Upper Deck Beams Feet. Inches. 19 7
Do. do. Main Deck Beams
Power of Engines 160
Horse.
Nº. of Decks with flat laid
Nº. of Tiers of Beams

Dimensions of Ship per Register, length, 272.3 breadth, 38.9 depth, 18.65 Moulded depth 21ft 11"

KEEL, depth and thickness Side Plate 9 x 1 1/4
ITEM, moulding and thickness 9 x 2 1/2
TERN-POST for Rudder do. do. 9 x 5 1/2
" " for Propeller 9 x 5 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft 24"

FRAMES, Angle Iron, for 1/2 length amidships 5 3 8
Do. for 1/2 at each end 5 3 7
REVERSED FRAMES, Angle Iron 3 1/2 3 7
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 38 6/16
thickness at the ends of vessel
depth at 3/4 the half-bdth. as per Rule
height extended at the Bilges

BEAMS, Upper, Spar, or Awning Deck single or double Ang. Iron, Plate or Tee Bulb Iron single or double Angle Iron on Upper edge
Average space 6 1/2 3 9 6 1/2 3 9
BEAMS, Main, or Middle Deck single or double Ang. Iron, Plate or Tee Bulb Iron single or double Angle Iron on Upper edge
Average space 24 24

BEAMS, Lower Deck single or double Ang. Iron, Plate or Tee Bulb Iron single or double Angle Iron on Upper edge
Average space 9 9 9 9
BEAMS, Hold, or Orlop single or double Ang. Iron, Plate or Tee Bulb Iron single or double Angle Iron on Upper edge
Average space 3 1/2 3 7 3 1/2 3 7

BEAMS, Hold, or Orlop single or double Ang. Iron, Plate or Tee Bulb Iron single or double Angle Iron on Upper edge
Average space 38 10 38 10
KEELSONS Centre line, single or double plate, box or intercostal plates
Rider Plate
Bulb Plate to Intercostal Keelson
Angle Irons
Double Angle Iron Side Keelson
Side Intercostal Plate
do. Angle Irons
Attached to outside plating with angle iron

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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* Do the holes for riveting plate to frames, butt straps, or plating, &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? *only a few*

Masts, Bowsprit, Yards, &c., are *Iron* in *Good* condition, and sufficient in size and length. If of Iron or Steel give Scantlings, Pattern, 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 Material and if stamped with Maker's name.
State also Length and Diameter of Lower Masts and Bowsprit *Fore Mast 68' 9" x 19 3/4. Mainmast 65' 11" x 19 3/4. Plates 6/16 & 5/16 at Head & Mid. Shams dmtl riveted. Butts both + Double. Materials tested in accordance with the Rules*

Number for Equipment	CABLES, &c.		Test per Certificate	Fathoms & Inches per Rule	Machin where Tested and Name of Chain Maker	ANCHORS.	Weight.	Test per Certificate	W'ght req'd per Rule	Machine where Tested and Name of Anchor Maker
	Number of Certificate	Fathoms.				Number of Certificate (State if any and which Anchors are Stockless.)	Ex. Stock.			
Letter for do. <i>Y</i>	<i>8375</i>	<i>270</i>	<i>1 1/16 77 1/4 65 1/4</i>	<i>270 1/4</i>	<i>270 1/4</i>	<i>20450</i>	<i>38.1.14</i>	<i>34.14.2.21</i>	<i>37.2.0</i>	<i>37.2.0</i>
SAILS.	<i>8393</i>	<i>75</i>	<i>1 1/16 20 1/4 30 1/4</i>	<i>75 1 1/16</i>	<i>75 1 1/16</i>	<i>20482</i>	<i>37.1.9</i>	<i>34.0.2.14</i>	<i>37.2.0</i>	<i>37.2.0</i>
	<i>calipers</i>					<i>20459</i>	<i>38.3.18</i>	<i>30.17.2.0</i>	<i>31.3.14</i>	<i>31.3.14</i>
	Fore Sails,					<i>Single Stockless</i>				
	Fore Top Sails,					<i>Drop Sails supplied</i>				
	Fore Topmast Stay Sails,									
	Main Sails,									
Main Top Sails, and quality	Iron Stream Chain or Steel Wire ..	<i>90</i>	<i>3 1/2</i>	<i>26 1/2</i>	<i>90.3%</i>					
	Hempen Str'm Cable	<i>90</i>	<i>3"</i>	<i>18."</i>	<i>90.3%</i>					
	TOWLINE—Hemp or Steel Wire.	<i>90</i>	<i>2 1/2</i>	<i>12."</i>	<i>90.2%</i>					
	Hawser	<i>70</i>	<i>6</i>							
<i>Good</i>	Warp	<i>70</i>	<i>5"</i>							

Standing and Running Rigging *M. H. + Mainmast* efficient in size and *Good* in quality. She has *2* hip Long Boats and *2* Others
The Windlass is *Iron Patent* Capstan *Good* and Rudder *Good* Pumps *Good*

Engine Room Skylights.—How constructed? *Iron* How secured in ordinary weather? *Bolted*

What arrangements for deadlights in bad weather? *Dead lights*

Coal Bunker Openings.—How constructed? *Iron* How are lids secured? *Notch Bars* Height above deck? *18"*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Six ports each side + Bulman*

Cargo Hatchways.—How formed? *Plates + Angles* Hatches, If strong and efficient? *3" x 2 1/2"*

State size Main Hatch *22 ft x 12 ft* Fore hatch *15 ft 9 x 13 ft* Quarter hatch *21 ft 9 x 14 + 24 ft x 14 ft*

If of extraordinary size, state how framed and secured... *Ordinary size* What arrangement for shifting beams? *Not Sh*

Order for Special Survey No. *1297* 1st. On the several parts of the frame, when in place, and before the plating was wrought }
Date *24 Sept 1889* 2nd. On the plating during the process of riveting }
Order for Ordinary Survey No. *247* 3rd. When the beams were in and fastened, and before the decks were laid... }
Date *24 Sept 1889* 4th. When the ship was complete, and before the plating was finally coated or cemented.. }
No. *247* in builder's yard. 5th. After the ship was launched and equipped }
State dates of letters respecting this case *3 July 1889.* Total No. of Visits *4*

General Remarks (State quality of workmanship, &c.)
+ This is a sister ship to the S.S. "Newby" No 245 to the same Builders Report No 47, she has been built in accordance with the Rules + the general arrangement in conformity with the plans submitted + approved by the Committee + the materials + workmanship are good.
A freeboard has been marked upon the vessels sides in conformity with the Secretary's letter of 12th June 1890 as follows.
Winter 2 ft 2. Summer 1. 10 1/2. Height of freeboard marks above Centre of Disc 4 1/2 inches.

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

Particulars for Record in R.B.—Length of Poop *26.9* ft., R.Q.D. *84* ft., Bridge Dk. *108* ft., F'castle *29.6* ft.; No. of Dks. (excluding spar, awn, &c.) *1*

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) *1*

Official No. *95835*; Signal Letters *—* If double bottom, state particulars on separate form.

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

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

Special£ *79* : *14* : *19* : *6* *1890*

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

Travelling Expenses, if any, £ ..

Committee's Minute

Character assigned

+ Lmb 6/90

Rec'd 6/90

TUES 24 JUNE 1890

100 A 1 Steel

Take in the frames
welded

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

by the (Iron) + web frames

all D.B. particulars apply

the st.