

No 235 North Yard Name *SURREY (Now Michigan)*

Length between Perpendiculars 300'.00

Breadth 40'.00

Depth of Hold 24'.6 & 31'.3

Cub. 294000 to main deck

Tonnage O.M. N.M. 2948.87

Official No. 82855

Class 100 A.I.

31 Lombard Street E.C.

J.P. Hooper & A.S. Williams for Atlantic Transport Co. Line

Spar Deck on top

Engines Blair & Co 220 H.P.

? Windlass Eapiers Mr M. Gray

Pipe to pumps from fore peak to Engine space then up to Cattle

Decks 2 Iron decks Spar deck wood Iron waterway 2'.0" wide

One doubling strake and extra thickness of ties at sides of hatches on 2 decks

Sheer strake of Spar deck 3 inches above gunwale bar.

Bulwark 2 rods above sheer strake Mr Jones and Capt Bacon 3 rods March 9th

Steering chains along hatch coamings

Winch pipes and wash deck inside bulwark rods

Wheel house aft like Brantford but higher 1 Wheel screw Gear as small as possible

Steering Gear Screw aft steam on bridge

Water Ballast in after and main holds full length both divided

Fore Peak fitted for fresh water with pump.

Bilge Keels 10" deep

Rig 3 masted schooner Iron lower masts pole Masts to order

Hatches 4 Coamings on spar deck 2'.0" above beams lower decks 9"

Winches 4 Horizontal winches 5 tons each 8" Rogers horizontal

2 Donkey Boilers 13ft x 6'.6" 4 x tubes

Distiller 4000 Galls per day

Steam steering Gear amidship

Screw " " aft right & left

Bulkheads 6 iron one 1 iron cross bunker bulkhead

Cattle tanks 4

Houses Iron house aft Iron Chart & Wheelhouse

Lighthouses forward flying bridge on top

Cattle fittings on the upper main deck

**Bilge 6 cu ft as from Main & Lower deck*

2 1/2 pipe

**Written at right angles on right side of page*

Gangways 2 for Cattle on each side ship opposite two midship hatches 3 4* wide*

** Crossed out*

Accommodation Capn & spare aft, Officers & engineers amidship Crew forward Cattlemen below

Boats stands metal columns 4'.0" high settled by Capt Bacon 29 Mch 81

After Gear one wheel only

No grain feeders Jan 21st Capt J. Murrell decided to put chain lockers on lower deck

Cattle boards fore & aft in passages 2" athwart bulkheads up and down 1 1/2"

1 1/2" upright boards between stalls 1'.0" apart hinged at the top to the beam

4 Cattle in each stall or 10'.0" stalls

Lifeboat davits 4 1/2 small boat 4" to 9" above deck

Cable stanchion in spar deck fixed 2 1/2" round.

“ “ lower “ hinged at the top and bottom like Hopper
 Cutter hinges on upright boards to open towards gangways
 Side lights in upper
 Derricks double on each side of mast (Mr J. decided after coming back from London)
 Gangway doors 3 4 wide one door * “ “ “ “ “ “ “ “
 * Crossed out from 3
 Iron deck aft under wheel house “ “ “ “ “ “ “ “
 Ventilators on Poop deck like 209 but 5'0 high on lower part “ “ “ “
 Plimsoll mark 8.0 from wood spar deck
 Proud doubling letter of Nov 4th says double one sprake from after hatch to stern
 Mr Jones Dec 21.....L 1/16
 End of Page 1

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Boats		Assumed		
2 Life	24'-0"	x 2.0	x 29	
1 “	22'.0"	x 6.1	x 26	1540 Cubic feet
1 “	22'.0"	x 5.8	x 2.3	

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Content of Holds

Fore hold Iron Upper Deck	20025
“ “ “ Lower “	22530
“ “ “ Lower Tween	59660
Aft Upper Tween Dks	20475
“ Lower	23290
“ “ hold	<u>43550</u>
	<u>189530 total</u>

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No 235 North Yard		Name SURREY"
Length between Perpendiculars	300'.00"	
Breadth	40'.0"	4,341
Depth of Hold	24'.6"	400, 387
Tonnage O.M.	N.M. 2948.87	1230 Tons iron
		500 Coal

Blair Engines 220 HP $\frac{40 \times 75}{45}$ 80 HS

To carry 3840 Tons on 8ft side to top of wood deck
 9ft side = 24'.9" draught = 6240 disp

?Oshmasen Ship and Stores ready for sea

2250 Tons

Actual

2170 Tons finished weight

Oct 18th Owners decided to cut 3" off forebody

4'.6" to Keel 1260 Tons

Mr Jones Jan 4 Shifting boards in Main and After hold all down to bottom Forehold go down

