

1 or 2 Decks

IRON OR STEEL STEAMER.

BOX CASE

Received at Lloyd's Office

State if Report is also sent on the Machinery of the Vessel

Yes No

Date of completion of Report 27 May 1893

Port of Puddlesboro-on-See

No. 965

Survey held at Thornaby-on-See Date, First Survey 23 Sept. 1892 Last Survey 18 May 1893

On the Screw Steamer

TONNAGE under Tonnage Deck 1060.23

ONE OR TWO DECKED VESSEL.

CLASS 100 A1 Steel.

FEET.

Year of appointment

(1) As master in service of owner of present vessel - 1890
(2) As master of this vessel - 1892

No. of Raised Gr. 86.82

No. of Bridge House 126.83

No. of Houses on Deck 33.13

No. of excess of Hatchways 38.96

No. of Forecastle 40.49

No. of Engine Room 1346.46

No. of Crew Space 81.53

No. of Engine Room 1294.93

No. of Navigation Spaces 440.44

No. of Register Tonnage 854.46

No. of as cut on Beam

Half Breadth (moulded) 14.00

Depth from upper part of Keel to top of Main Deck Bms. 18.46

Girth of Half Midship Frame (as per Rule) 32.25

1st Number 64.41

Length 234.66

2nd Number 15888

Proportions—Breadths to Length 6.9

Depths to Length—Main Deck to top of Keel 12.41

Destined Voyage Stockholm

Master A. von Björnmarck

Built at Thornaby-on-See

When built 1893 Launched 2-3-93

By whom built Craig Taylor & Co

Owners Rederiet "Condor"

Managers B.

Residence Stockholm, Sweden

Port belonging to Stockholm

If Surveyed while Building Afloat, or in Dry Dock Yes

LENGTH on Deck	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH—	Feet.	Inches.	Power of	Horse.	No. of Decks with Flat laid
as per Rule	234	8	Moulded	34	0	Cellular bottom	15	6	Engines	140	One

Dimensions of Ship per Register, Length, 234' breadth, 34'5" depth, 15'3"

Moulded Depth, ft. 14 ins. 9

Round of Beam 8 1/2 inches.

FORGINGS AND CASTINGS.

KEEL, Bar or Side Plates depth and thickness

SHEER, moulding and thickness

SHEER-POST for Rudder do. do.

" for Propeller

MAIN PIECE of Rudder, diameter at head

" do. at heel

RUDDER, how constructed

" Rudder be unshipped afloat?

FRAMING.

KEEL, Angles, or Bars, for 1/2 length amidships

" do. for 1/2 at each end

" way of Double Bottoms

" way of Frames from moulding edge to

" moulding edge, all fore and aft

RAISED FRAME, Angles

" depth and thickness of Floor Plate

" at mid-line for 1/2 length amidships

" way of Engines and Boilers

" thickness at the ends of vessel

" height at 1/2 the half breadth, as per Rule

" height extended at the Bilges

" GIRDERS, in Cell Dble Bottoms

" Distance apart

" GIRDER, in Double Bottom, depth

" and thickness

" Angles, Top

" SIDE GIRDERS, number and thickness

" Angles

" MARGIN PLATE, depth (exclusive of flange)

" and thickness

" Angles

" INNER BOTTOM PLATING, breadth and

" thickness of Middle Line Strake

" " thickness in Engine and Boiler space

" " Remainder in Holds

" BEAMS, Main and Raised Quarter Deck,

" Single Angle, Bulb Angle, Plate or Tee Bulb

" Angles on Upper Edge

" Average space

" BEAMS, Lower Deck, Single Angle, Bulb

" Angle, Plate or Tee Bulb

" Angles on

" Average space

" BEAMS, Hold, Plate or Tee Bulb

" Angles on Upper Edge

" Average space

" POOP DECK, Angle, Bulb Angle, Plate

" or Tee Bulb

" Angle on Upper Edge

" Average space

" PILLARS, In 'tween Decks, Size and Spacing

" " Hold and 2 B's

" WEB FRAMES, In Fore Body, No. and Spacing

" " Brdth. & Thickness

" No. of Side Stringers

" WEB FRAMES, In After Body, No. and Spacing

" " Brdth. & Thickness

" No. of Side Stringers

" Size of Angles or Tee Bars to Web Frames

" BRACKET PLATES to Stringers between

" Web Frames, Depth and Thickness

KEELSONS AND STRINGERS.

CENTRE LINE KEELSON, Vertical Plate above

" floors, Through Plate, or Intercoastal Plate

" Rider Plate

" Bulb Plate to Intercoastal Keelson

" Horizontal Plates on Floors

" Angles

SIDE KEELSON, Angles

" Bulb or Plate above floors for

" Intercoastal Plate for

" Attached to outside plating with Angle

BILGE KEELSON, Angles

" Bulb or Plate above floors for

" Intercoastal Plate for

" Attached to outside plating with Angle

BILGE STRINGER Angles

" Bulb or Intercoastal Plate for

Main and Raised Quarter Deck Stringer

Plate, on ends of Beams, breadth & thickness

" Angle on ditto

" Tie Plates fore & aft, outside Hatchways

" Diagonal Tie Plates on Bms, No. of Pairs

" Flat of Dk* Iron or Steel for

" " Wood Material & thickness

" How fastened to Beams

Lower Deck Stringer Plate, on ends of

" Beams, breadth and thickness

" Angles on ditto, No.

" Tie Plates, outside Hatchways

" Flat of Deck* Material and thickness

" How fastened to Beams

Hold Stringer Plate, on ends of Beams

" Angles on ditto, No.

Poop Deck Stringer Plate, breadth & thickness

" Angle on ditto

" Tie Plates

" Flat of Deck, Material and thickness

Forecastle Deck Stringer Plate, brdth & thickness

" Angle on ditto

" Tie Plates

" Flat of Deck, Material and thickness

PLATING.

FLAT PLATE KEEL, breadth and thickness

" d'bling or incr'd thickness, & length appl.

PLATES in Garboard Strakes, brdth & thickness

" From Garboard to lower part of Bilges

" State Thickness of Plating in way of Double Bottom

" Bilges, number of Strakes and thickness

" Of doubling at Bilge, or increased thickness,

" and length applied

" from up. part of Bilge to lr. edge of Sh'rstrake

Sheerstrake, breadth and thickness

" Of d'bling at Sh'stk. & lng. applied

Poop Sides

Raised Quarter Deck Sides

Bridge Sides

Forecastle Sides

Lengths of Plating

BULKHEADS.		No. in Vessel	No. Reqd. by Rule
Thickness.	Angles.	Spacing.	Height up.
Coiling betwixt Decks, thickness and material <i>2 in</i>			
" in hold do. do. <i>2 in</i>			
Number of Breasthooks <i>Five</i>			
Crutches <i>Three</i>			

The FRAMES extend in one length from *the 2nd tank to the 1st* Riveted through Plates with *8* in. Rivets, about *68* apart
The REVERSED ANGLE on floors and frames extend from *the 2nd tank to the 1st* upper stringer and to upper deck alternately.

RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c.
Garboard, double riveted to the Keel or Flat Plate Keel, with rivets *1* in. diameter, averaging *3 1/2* ins. from centre to centre.
Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets *3/4* in. diameter, averaging *3 1/2* ins. from centre to centre.
Butts from Keel to turn of Bilge, worked clench, treble or double riveted; treble for *1/2* length, with rivets *3/4* in. dia., averaging *3 1/2* ins. from cr. to cr.
Butts of *Garboards & Chertfalls* overlapped for *whole* length, treble riveted for *1/2* length; with rivets *3/4* in. dia., averaging *3 1/2* ins. from cr. to cr.
Butts of *Strakes at Bilge* for *1/2* length, treble riveted with Butt Straps *1/2* thicker than the plates they connect.
Edges from Bilge to Sheerstrake, worked clench, double *single* riveted; with rivets *3/4* in. diameter, averaging *3 1/2* ins. from centre to centre.
Butts from Bilge to Sheerstrake, worked clench, treble or double riveted; treble for *1/2* length; with rivets *3/4* in. dia., averaging *3 1/2* ins. from cr. to cr.
Butts from Bilge to Sheerstrake, overlapped for *1/2* length, treble riveted for *1/2* length; with rivets *3/4* in. dia., averaging *3 1/2* ins. from cr. to cr.
Edges of Sheerstrake, double *single* riveted. Butts of Sheerstrake, treble riveted for *1/2* length amidships, where the strake is not doubled.
Butts of Main Stringer Plate, treble riveted for *1/2* length amidships. Single or Double Butt Straps to Stringer Plate for *1/2* length.
Butts of Inner Bottom Plating in *6* ft. spaces double riveted for *1/2* length. Butts of Centre Girder, *double overlap* riveted.
Breadth of edge laps of Shell Plating in double riveting *6 1/2 x 4 1/2*. Breadth of edge laps of Shell Plating in single riveting *6 1/2 x 4 1/2*.
Butt Straps of Shell Plating breadth and thickness *1 1/2 x 1 1/2*. Butts, if lapped, breadth of laps *9 x 4 1/2*.
Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted? *treble and double*.

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c. *Steel plates, Scotland Malleable Co. & Iron Steel Co. Steel angles & bulbs, Colville &c. Iron plates & angles, Scotland Malleable Co.*

Workmanship. Are the butts of plating planed or otherwise fitted? *Yes.*
Is the riveted work properly closed? *Yes.*
Are the liners between the frames 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 facing surfaces? *Yes.* Do any rivets break into or through the seams or butts of the plating? *None at the butts only.*
Are the butts of Plating, Stringers, &c., properly shifted and strapped? *Yes.*

MASTS, SPARS, &c.

	Material.	Total Length	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
Fore	<i>Steel</i>	<i>91-9</i>	<i>1 1/2 x 3/4</i>	<i>1 1/2 x 3/4</i>	<i>1 1/2 x 3/4</i>	<i>1 1/2 x 3/4</i>	<i>Two</i>	<i>✓</i>	<i>✓</i>	<i>Single</i>	<i>Double</i>
Lower Masts.... Main	<i>Steel</i>	<i>84-0</i>	<i>1 1/2 x 3/4</i>	<i>1 1/2 x 3/4</i>	<i>1 1/2 x 3/4</i>	<i>1 1/2 x 3/4</i>	<i>Two</i>	<i>✓</i>	<i>✓</i>	<i>Single</i>	<i>Double</i>
Mizen											

Bowsprit
Topmasts, Yards and Remainder of Spars *Pitch Pine*
Rigging, Material and Size, *Shrouds Steel Wire + Manilla* Shrouds *3/8* Stays *3/8* Backstay *2 1/2*
Sails. *One complete* Suit of *Sails, and the following spare sails.*

EQUIPMENT No. 14060 LETTER 0 ANCHORS.

Number of Certificate.	1st Bower ..	2nd ..	3rd ..	Collective weight	WEIGHT, EX. STOCK		WEIGHT OF STOCK		TEST, PER CERTIFICATE.		WEIGHT REQ. BY RULE.		Description of Anchor.	Makers.	Where and when tested and Superintendent.
					Cwts.	qrs.	Cwts.	qrs.	Tons.	cwts.	qrs.	lbs.			
15284	30	1	8	32	28	18	0	14	29	1	0	0	<i>Syracuse Patent</i>	<i>Syracuse</i>	<i>31-1-93</i>
15282	29	0	0	52	24	14	2	0	29	1	0	0	<i>52</i>	<i>52</i>	<i>31-1-93</i>
15283	25	3	12	52	25	10	1	4	25	1	0	0	<i>52</i>	<i>52</i>	<i>31-1-93</i>
15342	8	0	4	2	10	5	0	0	8	0	0	0	<i>Common</i>	<i>John Green</i>	<i>14-3-93</i>
15341	4	5	0	1	6	7	2	0	4	0	0	0	<i>52</i>	<i>52</i>	<i>14-3-93</i>
15382	2	0	3	1	4	12	2	0	2	0	0	0	<i>52</i>	<i>52</i>	<i>16-3-93</i>

CHAIN CABLES.

Number of Certificate.	Fathoms.	Size.	Test per Certificate.	Weight of Chain Cable.	Fathoms & Size.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Fathoms.	Size.	Fathoms & Size.
13423	134 1/2	1 1/2	6 1/2	140-0-107	240-1	<i>Steel Link</i>	<i>John Green</i>	<i>25-10-92</i>	<i>Towline + Hemp</i>	90	10	90-10
13596	135 1/2	1 1/2	6 1/2	140-0-107	240-1	<i>Steel Link</i>	<i>John Green</i>	<i>25-10-92</i>	<i>Hawser</i>	90	8	90-8
13596	90 1/2	1 1/2	6 1/2	47-0-14	75-1	<i>Steel Link</i>	<i>John Green</i>	<i>25-10-92</i>	<i>40 fathoms 1 1/2 inch rope</i>	90	6	90-6

HAWSERS AND WARPS.

Number of Certificate.	Fathoms.	Size.	Test per Certificate.	Weight of Chain Cable.	Fathoms & Size.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Fathoms.	Size.	Fathoms & Size.
13423	134 1/2	1 1/2	6 1/2	140-0-107	240-1	<i>Steel Link</i>	<i>John Green</i>	<i>25-10-92</i>	<i>Towline + Hemp</i>	90	10	90-10
13596	135 1/2	1 1/2	6 1/2	140-0-107	240-1	<i>Steel Link</i>	<i>John Green</i>	<i>25-10-92</i>	<i>Hawser</i>	90	8	90-8
13596	90 1/2	1 1/2	6 1/2	47-0-14	75-1	<i>Steel Link</i>	<i>John Green</i>	<i>25-10-92</i>	<i>40 fathoms 1 1/2 inch rope</i>	90	6	90-6

Boats *Two Life Boats (22 feet) & Dingy (18 feet)*
Pumps, Number *Two Hand Pumps* Diameter of Barrel and Tail Pipe *Barrel 6" Tail Pipe 3"*
The Windlass is *Emerson Walker Co. (Steam) with capstan* Capstan *4 team Winches*
Engine Room Skylights.—How constructed? *Of iron plates and angles*
What arrangements for deadlights in bad weather? *Iron flaps with bullseyes*
Coal Bunker Openings.—How constructed? *Wrought iron* How are lids secured? *Hatch bars* Height above deck? *16 x 5 1/2*
Number of Suppers, and number and dimensions of Freeing Ports, &c. *Four freeing ports on each side (30 x 18) in addition to a sufficient number of scuppers*
Cargo Hatchways.—How formed? *Iron plates and angles in the usual manner* Hatches, if strong and efficient? *Yes*
State size No. 1 Hatch (Forward) *13-0 x 13-0* No. 2 Hatch *23-0 x 13-0* No. 3 Hatch *19-0 x 13-0* No. 4 Hatch *14-3 x 13-0*
Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *Two Web Plates on No. 2, one Web Plate on No. 3 & 4 and a Shifting beam in No. 1. Three wood fore and afters in each*
Bulwarks, height above deck and description *54 in. m. Iron plates & clanchions* Main Rail, material and size *Built on moulding 7 x 3 1/2*

The above is a correct description.
Builder's Signature, (here only.) *A. Craig T aylor* Surveyor's Signature, *W. S. Williams*
Surveyor to Lloyd's Register of British and Foreign Shipping.

Order for Special Survey No. 140
Date *29th Nov 1892*
Order for Ordinary Survey No. *35*
Date *35*
No. *35* in builder's yard.
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.
Total No. of Visits *83*

State dates and initials of letters respecting this case *September 1-15-22 (m). December 16-1892 (m). February 7-1893 (m). April 24-1893 (m).*

General Remarks (State quality of workmanship, &c.) *This steel screw steamer has been built in accordance with the approved tracings of Midship section and Profile as amended. The Secretary's letters of the above-mentioned dates bearing upon the case, and in other respects as required by the Rules for the class contemplated. The workmanship is good throughout.*

The steel used in her construction has been tested at the Steel Works by the Society of Engineers in conformity with the requirements of the Rules; and iron rivets have been used throughout. The Bow anchors are of Hydrants Patent stockless and the cast steel heads of same have been subjected to drop and mechanical tests at Rotherham by J. G. Lewis. She has a bilge keel formed of bulb 9 x 3/4 and double angles 4 x 4 x 7/8 fitted for a length of seventy-four feet amidships.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *28.66* ft., R.Q.D. *28.66* ft., Bridge Dk. *58.5* ft., F'castle *28.92* ft. (in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. is joined to the B.D., this should be distinctly stated *Raised*

Charter and Bridge Decks joined.
No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) *1st Iron, 1st of beams & Web frames*

Official No. ; Signal Letters

PARTICULARS OF WATER BALLAST.—

Double bottom, length *189 1/2* ft., and water capacity in tons *243*. Double bottom, forward, length *189 1/2* ft., and water capacity in tons *243*. Double bottom, under engines and boilers, length *189 1/2* ft., and water capacity in tons *243*. Double bottom, constructed on the cellular system, length *189 1/2* ft., and water capacity in tons *243*. Fore peak tank, water capacity in tons *109*. After peak tank, water capacity in tons *100*. Midship deep tank, length *189 1/2* ft., and water capacity in tons *243*. Other tanks, if fitted, length *189 1/2* ft., and water capacity in tons *243*.

The above have *all* been tested as required by the Rules. (If necessary, furnish further information by sketch.)
How are the surfaces preserved from oxidation? Inside *Portland Cement + Paint* Outside *Paint*.

FREEBOARD assigned by the Committee, as per Secretary's

Letter, dated *28th April 1893*
In Summer *1* ft. *10* ins.
In Winter *2* ft. *0* ins.
For Winter in North Atlantic *2* ft. *4* ins.
Fresh Water above the centre of disc *4* ins.
Statutory deck line at *To top of Wood, Iron or Steel Upper Deck.*

The amount of Entry Fee *£ 4 : 0 : 0* is received by me, *R. W. D.*
Special *£ 57 : 7 : 6* *30.5.1893*
Certificate *£ - : - : -*

Travelling Expenses, if any *£ - : - : -*
I am of opinion, this Vessel should be Classed *100 A 1 Steel L & H. P.*
Surveyor to Lloyd's Register of British and Foreign Shipping.

Com. Matee's Minute *2 JUN 1893*
Factor assigned *100 A 1 Steel*

24th Nov 93 *100 A 1 Steel* *Well dk.*

100 A 1 (Steel) *100 A 1 (Steel)* *100 A 1 (Steel)*

100 A 1 (Steel) *100 A 1 (Steel)* *100 A 1 (Steel)*

100 A 1 (Steel) *100 A 1 (Steel)* *100 A 1 (Steel)*

100 A 1 (Steel) *100 A 1 (Steel)* *100 A 1 (Steel)*

100 A 1 (Steel) *100 A 1 (Steel)* *100 A 1 (Steel)*