

# IRON OR STEEL SHIP.

(Received at London Office, 24/3/90)

Date of writing Report

Port of *Newcastle*

Survey held at

*Newcastle*

Date, First Survey

*8th Nov/89*

Last Survey

*14th June*

1890

The

*Town Steamer "Orundo"*

*now "Savonia"*

Rig *Schooner*

Tonnage

*1278.86*

ONE, OR TWO DECKED, THREE DECKED VESSEL,

SPAR, OR AWNING DECKED VESSEL.

Master *H. O. Posthumus*

Year of appointment

(1) As master in service of owner of present vessel. - 18  
(2) As master of this vessel. - 1890

Built at *Holland*

When built *1890*

Launched *2 April/90*

By whom built *C. S. Swan & Hunter*

Owners *Audig & Veder*

Managers

(If desired to be entered in Reg. Book)

Residence *Rotterdam*

Port belonging to *Rotterdam*

Destined Voyage *Rotterdam*

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

*While building afloat*

Do of Poop

*59.17*

Do of Raised Or.

*125.46*

Do of Break

*281.19*

Do of Bridge House

*4.96*

Do of Houses on Deck

*17.51*

Do of excess of Hatchways

*46.41*

Do of Forecastle

*1834.33*

Gross Tonnage

*1760.50*

Do of Crew Space

*586.91*

Do of Engine Room

*1173.59*

Do of Master Tonnage

*1173.59*

Do of out on Beam

*1173.59*

LENGTH

Feet. Inches.

*263 6*

BREADTH

Feet. Inches.

*36 10*

DEPTH top of Floors to Upper Deck Beams

Feet. Inches.

*20 6*

Power of Engines

Horse.

*170*

No. of Decks with flat laid

*One*

No. of Tiers of Beams

*Two*

Dimensions of Ship per Register, length, *265.6* breadth, *37.0* depth, *17.4*

Moulded depth *19.9*

KEEL, depth and thickness

*Flat plate*

STEM, moulding and thickness

*9 x 2 1/2*

STERN-POST for Rudder do. do.

*9 x 5*

" " for Propeller

*24*

Distance of Frames from moulding edge to moulding edge, all fore and aft

*24*

FRAMES, Angle Iron, for 1/2 length amidships

*5 x 3 x 3*

Do. for 1/4 at each end

*5 x 3 x 3*

REVERSED FRAMES, Angle Iron

*3 x 3 x 3*

FLOORS, depth and thickness of Floor Plate

*36 x 8*

at mid line for half length amidships

*36 x 8*

thickness at the ends of vessel

*36 x 8*

depth at 1/4 the half-bdth. as per Rule

*36 x 8*

height extended at the Bilges

*36 x 8*

BEAMS, Upper, Spar, or Awning Deck

*5 x 3 x 3*

Single or double Ang. Iron, Plate or Tee Bulb Iron

*5 x 3 x 3*

Single or double Angle Iron on Upper edge

*24*

Average space

*24*

BEAMS, Main, or Middle Deck

*6 1/2 x 3*

Single or double Ang. Iron, Plate or Tee Bulb Iron

*6 1/2 x 3*

Single, or double Angle Iron, on Upper Edge

*24*

Average space

*24*

BEAMS, Lower Deck

*10 x 10*

Single or double Ang. Iron, Plate or Tee Bulb Iron

*10 x 10*

Single or double Angle Iron on Upper Edge

*4 x 4 x 9*

Average space

*4 x 4 x 9*

BEAMS, Hold, or Orlop

*10 x 10*

Single or double Ang. Iron, Plate or Tee Bulb Iron

*10 x 10*

Single or double Angle Iron on Upper Edge

*4 x 4 x 9*

Average space

*4 x 4 x 9*

KEELSONS Centre line, single or double plate,

*36 x 8*

box, or intercostal, Plates

*36 x 8*

Rider Plate

*36 x 8*

Bulb Plate to Intercostal Keelson

*4 x 4 x 9*

Angle Irons to centre plate

*4 x 4 x 9*

Double Angle Iron Side Keelson

*4 x 4 x 9*

Side Intercostal Plate

*4 x 4 x 9*

do. Angle Irons

*3 x 3 x 7*

Attached to outside plating with angle iron

*3 x 3 x 7*

BILGE Angle Irons

*3 x 3 x 7*

do. Bulb Iron

*3 x 3 x 7*

do. Intercostal plates riveted to

*3 x 3 x 7*

plating for length

*3 x 3 x 7*

BILGE STRINGER Angle Irons

*3 x 3 x 7*

Intercostal plates riveted to plating for

*3 x 3 x 7*

length

*3 x 3 x 7*

SIDE STRINGER Angle Irons

*3 x 3 x 7*

The FRAMES extend in one length from margin to margin

*from margin to margin*

The REVERSED ANGLE IRONS on floors and frames extend

*from middle line to main deck*

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected?

*Yes*

PLATING. Garboard, double riveted to Keel, with rivets

*1/4 in. diameter, averaging 4 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 ins. from centre to centre.*

Butts of Strakes at Bilge for length, treble riveted with Butt Straps

*2 1/2 in. 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 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 length amidships.

*Butts of Upper or Spar Sheerstrake, treble riveted length amidships.*

Butts of Main Stringer Plate, treble riveted for length amidships.

*Butts of Upper or Spar Stringer Plate, treble riveted for length.*

Breadth of laps of plating in double riveting

*5 1/2*

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted

*2*

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?

*Good quality, Steel tested.*

Manufacturer's name or trade mark.

*Steel Plates, Consul. Moor, J.C. & Co. Ltd. Iron Plates and angles, Bownfield & Co. Stockton-on-Tees.*

The above is a correct description.

Builder's Signature, *C. S. Swan & Hunter*

*for Abington*

Surveyor's Signature, *C. M. J. Shulston*

Surveyor to Lloyd's Register of British and Foreign Shipping.

State clearly where plating is of alternate thicknesses - as distinguished from distributed 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.

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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 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? *A few only*

Masts, Bowsprit, Yards, &c., are *tested steel* in *Good* condition, and sufficient in size and length. If of Iron or Steel give scantlings of Puting, 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 for auxiliary purposes.  
*Fore Mast 72 ft by 2 1/2 dia. plates 7/8 to 1 1/4 plates two in the round, seams single riveted*  
*Main Mast 64 - 18 1/2 - 1/2 to 3/4 butts table above fastners, double below, and doubled in way of wedging*

Number for Equip- ment 22025	CABLES, &c.			Fathoms & Inches per Rule	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS.			Weight Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested Superintendent, also Name of Anchor Maker.
	Number of Certificate	Fathoms	Inches			Number of Certificate	State of any and which Anchors are Stocked.	Test per Certificate				
Letter for do. 7	8250	135	1 1/4	7 1/2	270 1/2	11772	31-1-21 29-15-0-0	29-1-3-14	30	25-2-14	25-5-3-21	25 1/2
N. SAILS.	8251	135	1 1/4	555 tons	270 1/2	11736	30-2-14 29-1-3-14	29-1-3-14	30	25-2-14	25-5-3-21	25 1/2
Fore Sails,	Links in each length call forered											
Fore Top Sails,	Iron Stream Canin											
Fore Topmast Stay Sails,	75 1 1/4 30 3/4 75 1/4											
Main Sails,	Hempen Steel Cable											
Main Top Sails,	TOWLINE											
and quality	Hempen Steel Wire											
Good	Hawser do do											
	Warp											

Standing and Running Riggins *Wire & Rope* sufficient in size and *Good* in quality. She has *two* Long Boats and *two* others  
The Windlass is *Non Patent* Capstan *4 Stn* and Rudder *Good* Pumps *hand pumps* as approved  
Engine Room Skylights. How constructed? *Plates and angles* How secured in ordinary weather? *Thumb screws*  
What arrangements for deadlights in bad weather? *Bulls eyes in flaps*

Coal Bunker Openings. How constructed? *of Iron* How are lids secured? *By hatch battens* Height above deck? *14"*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Five ports on each side on raised quarter decks and scuppers*

Cargo Hatchways. How formed? *Plates and angles* Hatches, if strong and efficient? *Yes*

State size Main Hatch *24 ft by 12 1/2 by 23"* Fore hatch *16 ft by 10 ft by 30"* Quarter hatch *20 ft by 14 ft by 30"* Hatch by 12 ft by 30"

If of extraordinary size, state how framed and secured... *Efficient w/plates, shifting beams fore and aft* What arrangement for shifting beams? *Efficient*

Order for Special Survey No. *2258* 1st. On the several parts of the frame, when in place, and before the plating was wrought *1889 Nov 8. 21. Dec 3. 6. 9. 18. 20. Jan 8. 31. Feb*

Date *1st July 1900* 2nd. On the plating during the process of riveting *4. 11. 12. 14. 19. 25. 26. Mar. 3. 7. 10. 12. 14. 18. 21.*

Order for Ordinary Survey No. *2* 3rd. When the beams were in and fastened, and before the decks were laid... *25. 31. April 3. 12. 15. 17. 21. 29. May 2. 13. 16. 28.*

Date *June 2. 4. 14/90* 4th. When the ship was complete, and before the plating was finally coated or cemented... *June 2. 4. 14/90*

No. *101* in builder's yard 5th. After the ship was launched and equipped *June 2. 4. 14/90* Total No. of Visits

State dates of letters respecting this case *1889. Sep 19. 23. Nov 9. 27. Dec 6. 1890. Apr 16.*

General Remarks (State quality of workmanship, &c.) *Good quality.* (hereover)

*This vessel has been built in accordance with the approved plan (except as pointed out below) agreeably to the Secretaries letters and in general conformity to the Rules.*

*She has been constructed with a cellular double bottom for water ballast, the same having been tested with a head of water to the load line and found satisfactory, particulars of which are found on separate form.*

*A sketch is forwarded herewith showing the strength applied at the fore and after ends of the bridge, which although not identical with that as approved by the Committee is respectfully submitted as compensated for.*

*The after end of the after raised quarter deck and the fore end*

How are the surfaces preserved from oxidation? Inside *holds, painted asphalt. Machinery Shaced* Outside *Paint*

Particulars for Record in R.B. Length of Poop *26* ft., R.Q.D. *24* ft., Bridge Dk. *112* ft., F'castle *31* ft.; No. of Dks. (excluding spar, awn., &c.) *10*

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) *10*

Official No. *100A1*; Signal Letters *✓* If double bottom, state particulars on separate form.

I am of opinion this Vessel should be Classed *100A1*

The amount of the Entry Fee *£ 4 - -* is received by me, *17. 1890*

Special *£ 69 - 0 - 6* 17. 1890

(to be sent as per margin). Certificate *100A1*

(Travelling Expenses, if any, £) *100A1*

Committee's Minute *100A1*

Character assigned *100A1*

*arep*

*+ Am 6 6/90*

*18th June 1890*

Newcastle

Continuation of Report No. 218314 dated June 1900 on the

S/S "Abundant" Continued

*raised*  
end of the fore quarter deck are attached to the poop and forecastle bulkheads respectively by single steel angles but seeing the poop is only 26 ft long and that the forecastle deck is well secured to the fore raised deck by side houses (w.c.s) of iron, it is respectfully submitted that this may be considered compensation sufficient.

*donkey*  
The beams have not been fitted across boiler recess but as the iron deck extends over this recess with a bulkhead from side to side above it, it is respectfully submitted as fairly met.

Subject to the approval of the Committee of the points named above this vessel is eligible in my opinion for the Class recommended.

The Freeboard as assigned by the Committee's letter dated 12<sup>th</sup> June 1890 was not marked on the vessels sides before she left the Tyne. The Builders stating however that the same is to be done at the first opportunity.

J. Shilston



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