

Steel & IRON SHIP.

No. 2748 Survey held at Belfast Date, First Survey 14 April 1880 Last Survey 28 March 1881
On the Screw Steamer "British King" - 4 masts Master J. Lecky

TONNAGE under Tonnage Deck } 2336.17	ONE, OR TWO DECKED, THREE DECKED VESSEL.	Built at Belfast
Ditto of Third, Spar, or Awning Deck. } 918.55	SPAR, OR AWNING DECKED VESSEL.	When built 1881 Launched 22 nd Jan 81
Ditto of Poop, or Raised Qr. Dk. } 3254.72	HALF BREADTH (moulded)... .. 19.5	By whom built Harland & Wolff
Ditto of Houses on Deck } 3558.82	DEPTH from upper part of Keel to top of Upper Deck Beams 31.33	Owners British Ship Owners Co
Ditto of Forecastle } 141.54	GIRTH of Half Midship Frame (as per Rule) .. 46.3	Port belonging to Liverpool
Gross Tonnage } 3558.82	1st NUMBER .. 97.13	Destined Voyage America via Liverpool and afloat
Less Crew Space } 141.54	1st NUMBER, if a 3-DECKED VESSEL, deduct 7 feet 7	Is Surveyed while Building, Afloat, or in Dry Dock.
Less Engine Room } 1138.82	LENGTH .. 408.4	
Register Tonnage } 2278.46	2nd NUMBER .. 36809.	
as cut on Beam }	PROPORTIONS —Breadths to Length .. 10.4	
	Depths to Length —Upper Deck to Keel .. 13.0	
	Main Deck ditto .. 14.1	

LENGTH on deck as per Rule ... 408 4 3/4 **BREADTH**—Moulded... 39 0 **DEPTH** top of Floors to Upper Deck Beams ... 29 2 1/2 **Power of Engines** ... 300 **Horse.** 300 **Nº. of Decks with flat laid** Three **Nº. of Tiers of Beams** Three

Dimensions of Ship per Register, length, 410.3 breadth, 39.0 depth, 28.9

	Inches in Ship.	Inches per Rule.
KEEL , depth and thickness ...	9 1/2 x 4	9 1/2 x 3 7/8
STEM , moulding and thickness... ..	9 1/2 x 4	9 1/2 x 3 7/8
STERN-POST for Rudder do. do. ...	11 x 6 5/8	11 x 6 1/2
" " for Propeller	10 x 7 1/2	10 x 6 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft ...	24	24

(Class 100 H)

	Inches in Ship.	Inches per Rule.	16ths in Ship.	16ths per Rule.
FRAMES , Angle Iron, for 3/4 length amidships ...	5 1/2	3 1/2	13/32	13/32
Do. for 1/2 at each end	5 1/2	3 1/2	13/32	13/32

REVERSED FRAMES , Angle Iron	3 1/2	3 1/2	13/32	13/32
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FLOORS , depth and thickness of Floor Plate at mid line for half length amidships ...	2 1/2	x	8	2 1/2	x	8
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" thickness at the ends of vessel	13/32		13		13/32
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" depth at 3/4 the half-bdth. as per Rule ...	13/32		13		13/32
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" height extended at the Bilges... ..	8 1/2	x	8	8	tee hull
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BEAMS , Upper, Spar, or Awning Deck } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron }	8 1/2	x	8	8	tee hull
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Single or double Angle Iron on Upper edge... ..	48		48		
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BEAMS , Main, or Middle Deck	9	x	9	9	tee hull
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Single or d'ble Ang. Iron, Plate or Tee Bulb Iron }	9	x	9	9	tee hull
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Single, or double Angle Iron, on Upper Edge... ..	48		48		
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BEAMS , Lower Deck, Hold, or Orlop } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron }	10	x	9	10	tee hull
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Single or double Angle Iron on Upper Edge... ..	48		48		
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KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates ...	30 1/2	x	23/32	30	x	23/32
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" Rider Plate	14	x	23/32	14	x	23/32
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" Bulb Plate to Intercoastal Keelson	6	4	9	6	4	9
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" Angle Irons	6	4	9	6	4	9
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" Double Angle Iron Side Keelson	12	x	19/32	12	x	19/32
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" Side Intercoastal Plate Keelson	13	x	19/32	13	x	19/32
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" do. Angle Irons Rider	13	x	19/32	13	x	19/32
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" Attached to outside plating with angle iron wash plates	7 1/16		7		
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BILGE Angle Irons	6	4	9	6	4	9
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" do. Bulb Iron	12	x	19/32	12	x	19/32
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" do. Intercoastal plates riveted to plating for Rider length	13	x	19/32	13	x	19/32
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BILGE STRINGER Angle Irons	6	4	9	6	4	9
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Intercoastal plates riveted to plating for length	13	x	19/32	13	x	19/32
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SIDE STRINGER Angle Irons	6	4	9	6	4	9
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Transoms, material. Knight-heads. Hawse Timbers. Steel						
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Windlass Iron patent Pall Bitt						
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The FRAMES extend in one length from Keel to Gunwale						
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The REVERSED ANGLE IRONS on floors and frames extend across middle line to main & middle deck and to upper deck alternately						
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KEELSONS . Are the various lengths of Plates and Angle Irons properly connected? yes						
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And butts properly shifted? yes						
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PLATING . Garboard, double riveted to Keel, with rivets 1 1/4 in. diameter, averaging 5 ins. from centre to centre.						
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" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 1 in. diameter, averaging 3 1/2 ins. from centre to centre.						
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" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 1 in. diameter averaging 3 1/2 ins. from centre to centre.						
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" Butts of all Strakes at Bilge for over 3/4 length, treble riveted with Butt Straps 1/8 thicker than the plates they connect.						
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" Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 1 in. diameter, averaging 3 1/2 ins. from cr. to cr.						
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" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets in. diameter, averaging ins. from cr. to cr.						
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" Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.						
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" Butts of Main Sheerstrake, treble riveted for length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 3/4 length amidships.						
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" Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 3/5 length.						
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" Breadth of laps of plating in double riveting 6 1/4 Breadth of laps of plating in single riveting						
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Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Quadruple, treble and double.						
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Waterway, how secured to Beams Gutter (Explain by Sketch, if necessary.)						
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Beams of the various Decks, how secured to the sides? Turned knees welded No. of Breasthooks, 4 Crutches, 3						
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What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Good						
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Manufacturer's name or trade mark, Steel Co. of Scotland, Parkhead & Landore.						
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The above is a correct description.						
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Builder's Signature, Harland & Wolff.						
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Flat Keel Plates , breadth and thickness						
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PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges	35	23/32	36	23/32
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" of doubling at Bilge, or increased thickness, and length applied	19 1/2	32	19 1/2	32
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" fm up. part of Bilge to l. edge of Sh'rstrake.	19 1/2	32	19 1/2	32
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" Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Upr. or Spar Dk. Sh'rstrake.	40	12	40	12
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" Up. or Spar Dk Sh'rstrake, brdth & thickness	40	12	40	12
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Butt Straps to outside plating, breadth & thickness	20 1/2	13	15 1/2	13
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Lengths of Plating	12		10	
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Shifts of Plating, and Stringers... ..	48		48	
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Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness...	30 1/2	9	30	9
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Angle Iron on ditto	6 x 4 x 8	6 x 4 x 8		
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Tie Plates fore and aft, outside Hatchways	13/32	13/32	13/32	13/32
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Diagonal Tie Plates on Beams No. of Pairs	✓			
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Planksheer material and scantling	✓			
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Waterways do. do.	✓			
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Flat of Upper Deck do. do.	4		4	
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How fastened to Beams	hollow			
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Stringer Plate on ends of Main or Middle Deck	30	8	30	8
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Beams, breadth and thickness				
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Is the Stringer Plate attached to the outside plating? yes				
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Angle Irons on ditto, No. 2	4 x 4 x 15/32	4 x 4 x 15/32	4 x 4 x 15/32	4 x 4 x 15/32
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Tie Plates, outside Hatchways	13/32	13/32	13/32	13/32
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Diagonal Tie Plates on Beams, No. of pairs	✓			
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Waterways materials and scantlings	3 1/2			
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Flat of Middle Deck do. do.	3 1/2			
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How fastened to Beams	47 1/2	8	48	8
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Stringer Plates on ends of Lower Deck, Hold or Orlop Beams				
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Is the Stringer Plate attached to the outside plating? yes				
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Angle Irons on ditto, No. 2	4 x 4 x 15/32	4 x 4 x 15/32	4 x 4 x 15/32	4 x 4 x 15/32
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Stringer or Tie Plates, outside Hatchways	✓			
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Flat of Lower Deck	3 1/2			
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Ceiling betwixt Decks, thickness and material ...	Pattern as per			
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" in hold do. do.	3		2 1/2	
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Main piece of Rudder, diameter at head ...	9 1/2		9 1/4	
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do. at heel	4 3/4		4 3/4	
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Can the Rudder be unshipped afloat? yes				
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Bulkheads No. 7 Thickness of	13/32		13/32	
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" Height up to upper or lower deck				
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" How secured to sides of ship double frames				
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" Size of Vertical Angle Irons 5 1/2 x 3 1/2 x 6 and distance apart 30 ins.				
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" Are the outside Plates doubled two spaces of Frames in length? yes				
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Workmanship. Are the butts of plating planed or otherwise fitted? *Hammered*
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 faying surfaces? *yes*
Do any rivets break into or through the seams or butts of the plating? *no*

Masts, Bowsprit, Yards, &c., are *Iron & Wood* 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 *These masts were built from the same drawings as approved of for similar vessel "British Empire" Belfast Report No 2544 & Secretary's letter of the 24th May 1879.*
Plates tested and found satisfactory. Four masts as auxiliary to the steam power.

NUMBER for EQUIPMENT 39664		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
N ^o . <i>one piece and a few spare sails.</i>	SAILS.											
	CABLES, &c.											
	Chain	149-18	2 1/8	8 1/4 tons	3 09276	8 1/4 tons	Bower Anchors	4	41.2.14	36.14.3.7	41 1/2 cwt	36 1/2 tons
	Fore Sails,	<i>(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)</i>	150.5ft	2 1/8	---	---			41.1.21	36.16.1.0	41 1/2 --	---
	Fore Top Sails,	Iron Str'm Chain	<i>Lloyd's proving house Ketterton & Sons Sept 13/11/80</i>						40.0.22	35.18.3.0	40 1/2 --	36 --
	Fore Topmast Stay Sails,	Ditto do.	90 1/2	1 3/8	<i>Iron at Lloyd's</i>	90-1 3/8			37.0.0	33.15.0.0	36 1/4 --	33 7/20
	Main Sails,	Hmpn Strm Cbl	100	5" Mill Hammer	<i>3 as app'd for sister vessels</i>		Stream	...	1 12.2.3	14.8.1.21	12 3/4 cwt	14 1/2 tons
and	Main Top Sails,	Hawser ...	100	3 1/4	---	---	Kedge	...	1 6.2.1	8.17.2.0	6 1/2 --	8 1/2 tons
		Towlines	100	8" Manila	---	90-12"	Ditto	...	1 3.3.2	6.5.1.7	3 1/4 --	5 1/4 tons
		Warp ...	200	7"	---	90-12"						
	quality	good	200	6"	---	90-8"						

Standing and Running Rigging *Wire & hemp* sufficient in size and good in quality. She has *four* Long Boats and *two* gigs

The Windlass is *good* Capstan *good* and Rudder *good* Pumps *good*

Engine Room Skylights.—How constructed? *thoroughly of Lead* How secured in ordinary weather? *always shipped*

What arrangements for deadlights in bad weather? *Bulls' eyes*

Coal Bunker Openings.—How constructed? *In ship's side* How are lids secured? *locks bolted* Height above deck? *---*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Four ports and open gangways on each side, and six scuppers on each side.*

Cargo Hatchways.—How formed? *Plates & angles*

State size *Main Hatchways*—Fore 11.6 x 10.0; 19.6 x 12.0 Fore Hatch 11.6 x 10; 11.6 x 10.0. Quarterhatch

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? *oak shifting beams and oak fore & afters.*

Hatches, If strong and efficient? *yes*

Order for Special Survey No. <i>90</i>	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	<i>April 14, 19, May 14. June 7-10-14 July 15, 19, 23, 30,</i>
Date <i>23rd Dec 1879</i>		2nd. On the plating during the process of riveting	<i>August 3, 10, 13, 17, 23, 24, 27. Sept 1-6-15-16-23-28 Oct 1</i>
Order for Ordinary Survey No. <i>✓</i>		3rd. When the beams were in and fastened, and before the decks were laid, ...	<i>1-6-28. Nov 1-5-12-16-22. Dec 6-10-16-30. January</i>
Date <i>4</i>		4th. When the ship was complete, and before the plating was finally coated or cemented..	<i>5-7-12-20-24-26-28 Feb 1-4-10-14-22-24 March</i>
No. <i>139</i> in builder's yard.		5th. After the ship was launched and equipped	<i>1. 7. 28 - 1881-</i>

General Remarks (State quality of workmanship, &c.) *This three decked vessel has been built in accordance with the tracings submitted and approved and in other respects to the Secretary's letters of the 4/12/79; 11/12/79 & 5/1/80, and to the Rules for the 100 H grade.*

She is built of steel with the exceptions of the beams, keel, skin & skin post, stanchions, wash plates, bulwarks and the erections above deck which are of iron. She has a fore castle 86 feet long not enclosed, top in the form of a turtle back. Beams 5 x 3 x 1/8, partly plated & partly covered with yellow pine deck 2 1/2" thick. Iron enclosures around engine & boiler spaces extending forward & aft for cabins &c. making a total length of 137 feet, beams extend to ship's side, frames carried up to receive them forming sheds for boats and covered with a 2 1/2" yellow pine deck, upon which are fitted a chart house and the engine room skylight, she is steered by machinery the chain working over an angle iron wheel, the spaces between the sides of the house (which protects the steering gear) and bulwarks are lightly plated forming a turtle back poop 50 feet long, not enclosed. Materials good Workmanship superior.

For approved drawings please see report on sister ship "British Queen" Belfast Report No 2733.

State if one, two, or three decked vessel, or if spar, or arming decked; and the lengths of poop, ^{50ft} fore-castle, ^{86ft} or raised quarter deck, and the length of double, or part double bottom.

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

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

The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me, *J.W. Scullard*

Special ... £ 113 : 19 : 6 *2nd April 1881*

Certificate ... *grat.*

(Travelling Expenses, if any, £ ...).

Committee's Minute *Tuesday April 5th 1881.*

Character assigned

100 A.1
Steel
2 Steel Decks
3 Decks
Iron Beams

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

This vessel appears eligible to be classed "100 A.1."

recommended

2 Steel decks

3 Decks

Iron beams

100 A.1

Steel

2 Steel Decks

3 Decks

Iron beams