

(Received at London Office, Rec'd 26th April, 1884)

Iron Screw Steamer "Thermé"

as	Feet.	Inches.	BREADTH —	Feet.	Inches.	DEPTH top of Floors to Upper	Feet.	Inches.	Power of Engines	Horse.	N ^o . of Decks with flat laid	N ^o . of Tiers of Beams	wished
	150	-	Moulded... ..	23	-	Deck Beams	11	4					
						Do. do. Main Deck Beams.....							

ons of Ship per Register, length, 159.2 breadth, 23.15 depth, 11.3, Depth moulded 12. 12

	Inches in Ship.	Inches per Rule.							
depth and thickness	$4 \times 1\frac{1}{2}$	$4 \times 1\frac{1}{2}$	Flat Keel Plates, breadth and thickness	-					
moulding and thickness... ..	$4 \times 1\frac{1}{2}$	$4 \times 1\frac{1}{2}$	PLATES in Garboard Strakes, br'dth & thickness	34 $\frac{1}{2}$	0	30	0		
POST for Rudder do. do.	$4 \times 3\frac{1}{2}$	$4 \times 3\frac{1}{2}$	" From Garboard to upper part of Bilges... ..		7-0		7-0		
" for Propeller	$4 \times 3\frac{1}{2}$	4×3	" Of d'bling at Bilge, or increased thickness,)	28 $\frac{1}{2}$	$\frac{1}{8}$	28 $\frac{1}{2}$	$\frac{1}{8}$		
e of Frames from moulding edge to }	21	21	and length applied <i>for half</i> }						
ling edge, all fore and aft }		(Class 1004)	" From up. prt of Bilge to ledge of Sh'rstrake...		7		7		
			" Main Sheerstrake, breadth and thickness.....	30	0	30	0		

Inches.	Inches.	16ths.	Inches.	Inches.	16ths.	
In Ship.	In Ship.	In Ship.	Rule per	Rule per	Rule per	
			16ths	16ths	16ths	Of d'bling at Sh'stk. & lng. applied
						From Min. to Univ. or Spac. Dk. Sh's stroke

[illegible][illegible]

IS, depth and thickness of Floor Plate	15	6	15	6	Lengths of Plating	2 spaces	2 spaces
and line for half length amidships	2 2 2 2 2 2	2 2 2 2 2 2	2 2 2 2 2 2	2 2 2 2 2 2	Shifts of Plating, and Stringers	2 - 4 -	2 - 4 -

[illegible]

up at $\frac{1}{4}$ the half-bath, as per rule	12	12	Angle Iron on ditto	3x3x6	3x3x6
height extended at the Bilges...	30	30	Tie Plates fore and aft outside Hatchways		

S., Upper, Spar, or Awning Deck	4	2½	6	4	2½	6
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Flat of Up., Spar, or Awning Dk.*	Iron	6	Iron	6	Star
How fastened to Beams ... <i>R. 92</i> ...					

Age space... ..	28	6	24	6
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Main, or Frame Deck Iron Bulb Iron d'ble Ang. Iron, Plate or Tee Bulb Iron	3 1/2	3	6	3 1/2	3	6	Beams, breadth and thickness Is the Stringer Plate attached to the outside plating?	8.81	Required
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Angle Irons on ditto, No. 1	3 x 3 x 6	3 x 3 x 6
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5, Lower Deck -	<i>R. L. Deck</i>	<i>5 1/2</i>	<i>3</i>	<i>7</i>	<i>5 1/2</i>	<i>3</i>	<i>7</i>	Tie Plates, outside Hatchways	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
6, Upper Deck -								Diagonal Tie Plates on Beams, No. of pairs	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>

[illegible]

ge space...	42	42	How fastened to Beams	2 1/2 x 6 x 12 - Galv.
6. Hold or Orlop—			Stringer Plates on ends of Lower Deck, Hold or	

Orlop Beams				
<i>Is the Stringer Plate attached to the outside plating?</i>				

Angle Irons on ditto, No.

ONS Centre line, single or double plate, box or Intercoastal Plates	10 1/2	P	10	P	Stringer or Tie Plates, outside Hatchways	...				
					Flat of Lower Deck *					

[illegible]

Bulb Plate to Intercoastal Keelson	-						Ceiling betwixt Decks, thickness and material ...	3 Spruce	Sold in way of batches to Berm. Isls.	late
Angle Irons	3	3	6	3	3	6				

Double Angle Iron Side Keelson	...	...	3	3	6	3	3	6	" in hold	do.	do.	...	3 spruce	22
Side Transverse Plate	...	...	4	4	4	4	4	4	Main piece of Budder. diameter at head	...	...	...	23	22

[illegible]

Attached to outside plating with angle iron	-	-	-	-	-	-	Can the Rudder be unshipped afloat?	Yes	-	-
Angle Irons	3	3	6	3	3	6	Bulkheads No.	4	No. per Bulk	11

[illegible]

do.	Intercoastal plates riveted to plating for _____ length			"	Height up <u>3 to upper deck and 1 to Cabin deck</u>
					<u>plates there at</u>

STRINGER Angle Irons ... 3 3 6 3 3 6 " How secured to sides of ship *between double frames*

Intersecting plates riveted to plating for length) 6 for 5 6 6 for 7 6 " Size of Vertical Angle Irons $2\frac{1}{2} \times 2\frac{1}{2} \times \frac{7}{16}$ and distance apart 30 ins.

TRINGER Angle Irons Are the outside plates doubled two spaces or frames in length? Yes
Pivoted through plates with $\frac{3}{8}$ " Pivoted at C

... extend in one length from Middle line to gunwale riveted through plates with 4 in. Rivets, about 6 apart.

VERSER ANGLE IRONS on floors and frames extend across inside line to main ranges and to fineste alternately

QNS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes

NG. **Garboard**, double riveted to Keel, with rivets $\frac{1}{2}$ in. diameter, averaging 5 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets $\frac{3}{4}$ in. diameter, averaging 2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, ~~double~~ riveted; with rivets $\frac{3}{4}$ in. diameter averaging 3 ins. from centre to centre.

Edges from Bilge to Main Sheerstrake, worked clencher, double ^{and} single riveted; with rivets $\frac{3}{4}$ in. diameter, averaging 3 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, ^{double} riveted; with rivets $\frac{3}{4}$ in. diameter, averaging 3 ins. from cr. to cr.

Butts of Main Sheerstrake, double riveted for entire length amidships. Butts of Upper or Spar Sheerstrake, treble riveted — length amidships.

Butts of Main Stringer Plate, ~~treble~~ ^{double} riveted for entire length ~~amidships~~. Butts of Upper or Spar Stringer Plate, treble riveted for _____ length.

Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 2 1/2

variation of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Best*

turer's name or trade mark. All mugs "Dorman Long & Co"; all plates "Bolchov Vaughan & Co."

above is a correct description.

Signature, MacLachlan Lewis & Co. Ltd. Surveyor's Signature, James Purkin
Surveyor to Lloyd's Register of British and Foreign Shipping.

ROBERT EDMUND TAYLOR & SON Commercial and General Steam Printers, 19, Old Street, Goswell Road, E.C., London.



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 faying surfaces? *Yes*
Do any rivets break into or through the seams or butts of the plating? *very few*

Masts, Bowsprit, Yards, &c., are *of P. Pine* in *good* condition, and sufficient in size and length. If of Iron or Steel give Scantling, 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 Material, and if stamped with Maker's name.
State also Length and Diameter of Lower Masts and Bowsprit *Schooner rigged with two pole masts a auxiliary to the Steam power.*
Foremast - heel to truck 75.0
Mainmast - " " " 72.0

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprtd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine Tested & St
SAILS.												
CABLES, &c.												
N ^o .	Chain	90-2	1 1/8	30.0-0-0	165-1 1/8	28 Feb. 84	Bower Anchors	1	8.0-15-10.7-2.0	8 1/4	29 7/8	
Fore Sails,	Iron Stream Chain	75-	1 1/8	20.0-0-0	165-1 1/8	28 Feb. 84		1	8.0-15-10.7-2.0	8 1/4	29 7/8	
Fore Top Sails,	or Steel Wire	60-1	1 1/8	12.15-0-0	60-1 1/8	29 Feb. 84		1	7.1-16-9.13-3.0	7 1/4	27 1/2	
Fore Topmast Stay Sails,	or Hempen Strm Cable											
Main Sails,	Towline, Hemp.	75	1 1/2	75-1 1/2	90-5 1/2		Stream Anchor	1	2.2-3-5-2-2.0	2 1/2	27 1/2	
Main Top Sails,	or Steel Wire	60	1 1/2	90-5 1/2			Kedge	1	1-1-0	1 1/4		
and	Hawser	90	5 1/2				2nd Kedge					
	Warp	60	5									
	quality	120	3 1/2									

Standing and Running Rigging *Wire & hemp* sufficient in size and *good* in quality. She has *one* Long Boat and a *dingy*
The Windlass is *Patent and good* Capstan *and* Rudder *Good* Pumps *Good*
Engine Room Skylights.—How constructed? *Peak on iron comings* How secured in ordinary weather? *Bolts and nuts*
What arrangements for deadlights in bad weather? *24 above Bridge deck* Gratings and tarpaulins
Coal Bunker Openings.—How constructed? *Cast iron circular* How are lids secured? *Bayonet fixings* Height above deck? *Flush*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *2 Scuppers, 2 freeing ports and Spring pipe forward; 2 Scuppers, 1 freeing port and 1 Spring pipe aft each side*
Cargo Hatchways.—How formed? *of plates and angles*
State size Main Hatch *19.3 x 10.0* Forehatch *7.0 x 7.0* Quarterhatch *19.3 x 10.0*
If of extraordinary size, state how framed and secured? *lost plates in each of the large hatchways, and*
What arrangement for shifting beams? *fore and afters in all hatchways*
Hatches, If strong and efficient? *Yes solid*

Order for Special Survey No. *47*
Date *June 6. 83*
Order for Ordinary Survey No. *21*
Date *21*
No. *21* in builder's yard.
State dates of letters respecting this case *May 23. 1883*

General Remarks (State quality of workmanship, &c.) *This one decked vessel has been built in accordance with the accompanying approved sketch of midship section in compliance with the Secretary's letter dated as above, and in general conformity with the rules; The pumping arrangement is the same approved for the Sea Fisher, a similar vessel, Belfast Report 3016. She has a Forecastle (not enclosed) 30.0, Bridge (not enclosed) 42.6, a short raised quarter deck over the cabin 25.0 long; A fore trimming tank water capacity in tons 20; and an after peak tank, water capacity in tons 22, tested as required by the rules. The workmanship and Materials are very good.*

State if one, two, or three decked vessel, or if spar, or sailing decked; and the lengths of poop, bridge, forecastle, or raised quarter deck. (If double bottom, state particulars on separate sheet.)
How are the surfaces preserved from oxidation? Inside *Cement and paint* Outside *paint*
I am of opinion this Vessel should be Classed *+ 100 A1*
The amount of the Entry Fee *£ 2* is received by me, *James Purpin*
Special *£ 15* *24.4.1884*
(to be sent as per margin). Certificate *Gratis*
(Travelling Expenses, if any, £ *—*).
Committee's Minute *TUESDAY 23 APRIL 1884*
Character assigned *100 A1*
James Purpin
Surveyor to Lloyd's Register of British and Foreign Ships
Lloyd's Register Foundation
LRF/PUN/BCL52A/64R