3402

Steel ~~IRON~~ SHIP.

(Received at London Office, 20 FEB 1888)

No. 3402 Survey held at Belfast, Date, First Survey Sept 11th 86 Last Survey February 18th 88

On the Screw Steamer "Oceana"

TONNAGE under Tonnage Deck	2874.43
Ditto of ~~Third~~, Spar, or ~~Awning~~ Deck	1384.9
	1437.61
Ditto of Poop, or Raised Qr. Dk.	5696.94
Ditto of Houses on Deck	280.41
Ditto of Forecastle	114.74
Gross Tonnage	6362.09
Less Crew Space	327.95
	6034.14
Less Engine Room	2685.04
Register Tonnage as cut on Beam	3349.10

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.

	Feet.
Half Breadth (moulded)	26.
Depth from upper part of Keel to top of Upper Deck Beams	29.10
Girth of Half Midship Frame (as per Rule)	48.83
1st Number	103.99
1st Number, if a 3-Decked Vessel .. deduct 7 feet	—
Length	465.75
2nd Number	484.33
Proportions— Breadths to Length	8.95
Depths to Length—Upper Deck to Keel	12.5
Main Deck ditto	15.9

Master F. N. Hector 1864 - 88

Built at Belfast

When built 1887-8 Launched Sept 17th 87

By whom built Harland & Wolff

Owners Peninsular & Oriental Steam Nav. Co.

Residence London

Port belonging to Belfast

Destined Voyage Australia, via London

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

	Feet.	Inches.		Feet.	Inches.		Feet.	Inches.		Horse.		
LENGTH on deck as per Rule	465	9	BREADTH— Moulded	52		DEPTH top of Floors to Upper Deck Beams / Do. do. Main Deck Beams	34 / 25	6 / 8	Power of Engines	1000	N°. of Decks with flat laid / N°. of Tiers of Beams	4 / 4

Dimensions of Ship per Register, length 468.4 breadth, 52.15 depth, 34.6 Moulded depth 36 - 3½ to Spar Dk. = 32½ Feet

	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	9½ × 4⅜	9½ × 4½
STEM, moulding and thickness	12 × 3½	12 × 4½
STERN-POST for Rudder do. do.	13 × 7½	12 × 8
" " for Propeller	14 × 8½	12 × 8
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24

(Class 100 ✠)

	Inches In Ship.	Inches In Ship	16ths In ship	Inches per Rule	Inches per Rule	20ths per Rule
FRAMES, Steel Angle ~~Iron~~, for ⅓ length amidships	6½	3½	10	6½	3½	10
Do. for ⅓ at each end	6½	3½	9	6½	3½	9
REVERSED FRAMES, Angle ~~Iron~~ Steel	4	2½	9	4	2½	9

	Feet.	Inches.		Inches In Ship.	16ths In Ship.	Inches per Rule.	20ths per Rule.
Flat Keel Plates, breadth and thickness				36	14 to 12	36	14 to 12
PLATES in Garboard Strakes, br'dth & thickness				all	14 to 13	all	14 to 13
" From Garboard to upper part of Bilges				—	12 to 10	—	12 to 10
" Of d'bling at Bilge, or increased thickness, and length applied							
" From up. prt of Bilge to lr. edge of Sh'rstrake				all	14 to 13	all	14 to 13
" Main Sheerstrake, breadth and thickness				48	12 to 10	48	12 to 10
" Of d'blng at Sh'stk. & lng. applied				—	12 to 11	—	12 to 11
" From M'n. to Upr. or Spar Dk. Sh'rstrake					10 to 9		10 to 9
" Up. or Spar Dk Sh'rstrake, brdth & thickn'ss				54	20 to 18	54	20 to 18
Butt Straps to outside plating, breadth & thickness				20	13	20	13

PARTICULARS for RECORD OF DOUBLE BOTTOMS, &c., in LLOYD'S REGISTER.

(Received at London Office, 18)

No. of Report 3402 Port Belfast Date February 18th 1888

No. in Register Book 9 in Sup 1/- On the S. S. "Oceana"

Double bottom, aft, length — and water capacity in tons —. Double bottom, forward, length 45 and water capacity in tons 73

Double bottom, under engines and boilers, length — and water capacity in tons —. If under Engines only, or Boilers only, state which —

Double bottom, constructed on the cellular system, length 101.3" and water capacity in tons 190.

Fore peak tank, water capacity in tons —. After peak tank, water capacity in tons —.

Midship deep tank, length — and water capacity in tons —. Other tanks, if fitted, length — and water capacity in tons —

(If necessary, furnish further information by sketch.)

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

1(000—4 12/82.)

BELS4-0243

" Rider Plate to ~~Iron~~ Steel Keelson	Outer	1	for 2	14	1	for 2	14	" in hold do. do.	2½ deep
" Side Intercostal Plate				9			9	Main piece of Rudder, diameter at head	22
" do. Angle ~~Iron~~ Steel		6½	4½	10	6½	4½	10	do. at heel	10½
" Attached to outside plating with angle ~~Iron~~ Steel		3½	3½	8	3½	3½	8	Can the Rudder be unshipped afloat?	5½
BILGE Angle ~~Iron~~ Steel		6½	4½	10	6½	4½	10	Bulkheads No. 14 No. per Rule 6	Yes
" do. Bulb Iron ~~Plates~~ Steel Rider plate to ~~Iron~~ Steel Keelson	Outer	12½		14	12½		14	Watertight or partial?	Wt'ht
" do. Intercostal plates riveted to plating for ⅗ length	to Outer	11		14	to Outer		14	Thickness of 5/20 to 6/20	4 to 6
BILGE STRINGER Angle ~~Iron~~ Steel		6½	4½	10	6½	4½	10	Height up 5/6 to Spar deck, 3 to main deck 3 to Lower deck and 3 to Orlop deck.	
Intercostal plates riveted to plating for ⅗ length				9			9	How secured to sides of ship between double frames.	
SIDE STRINGER Angle Irons — See Orlop Stringer								Size of Vertical Angle Irons 6½ × 3½ × 10/20 and distance apart 30 ins.	
								Are the outside Plates doubled two spaces of Frames in length?	Yes

The FRAMES extend in one length from Keel to Spar Dk Stringer Riveted through plates with 1 in. Rivets, about 6¼ apart.

The REVERSED ANGLE ~~IRONS~~ Steel on floors and frames extend across middle line to 18 ins, and 4·9 above ~~and to~~ M. Dk Flr alternately

KEELSONS. Are the various lengths of Plates and Angles ~~Irons~~ properly connected? Yes And butts properly shifted? Yes

PLATING. Garboard, double riveted to Keel, with rivets 1¼ in. diameter, averaging 5¼ ins. from centre to centre.

" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 1 in. diameter, averaging 3 6/7 ins. from centre to centre.

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 1 in. diameter averaging 3½ ins. from centre to centre.

" Butts of All Strakes ~~at Bilge~~ for Entire length, treble riveted with Butt Straps 4/20 thicker than the plates they connect, for ⅖ and ⅔ at ends

" Edges from Bilge to Main Sheerstrake, worked clencher, double ~~or single~~ riveted; with rivets 1 in. diameter, averaging 3 6/7 ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, ~~double~~ riveted; with rivets 1 in. diameter, averaging 3½ ins. from cr. to cr.

" Edges of Main Sheerstrake, double ~~or single~~ riveted. Upper Sheerstrake, double ~~or single~~ riveted. Arrangement with double Butt Straps

" Butts of Main Sheerstrake, treble riveted for Entire length ~~amidships~~. Butts of ~~Upper or~~ Spar Sheerstrake, treble riveted for ~~single amidships~~ length

" Butts of Main Stringer Plate, treble riveted for " length ~~amidships~~. Butts of Upper or Spar Stringer Plate, treble riveted for Entire length.

" Breadth of laps of plating in double riveting 6¼ Breadth of laps of plating in single riveting —

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Quadruple Treble & double No. of Breasthooks, 5 Crutches, 4 & deep floors

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

Manufacturer's name or trade mark, Frames, Rev. bars, Stringers, Bulkheads & Outside plates, Steel Co. of Scotland, Beams, Buttock, Horn Steel Co. of Scotland & Consett I. Co., Deck Steel Co. of Scotland & Rocket Mc. I. Co.

The above is a correct description. Keelsons, Consett Iron Co.

Builder's Signature, Edmund Wolff

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

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

BELS4-0244

* If Iron Deck, state so.