

Steel IRON SHIP. No. 3402 Survey held at Belfast Date, First Survey Sept 11. 86 Last Survey February 18 88 On the Screw Steamer Oceana Master G. H. Hector 1864-88 Built at Belfast When built 1884-8 Launched Sept 14. 84 By whom built Harland & Wolff Owners Peninsular & Oriental Steam Navigation 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

LENGTH on deck as per Rule 46.9 Breadth Moulded 32.5 Depth top of Floors to Upper Deck Beams 26.5 Do. do. Main Deck Beams 25.5 Power of Engines 1000 Horse. No. of Decks with flat laid 4 No. of Tiers of Beams 4

Dimensions of Ship per Register, length 468.4 breadth, 32.5 depth, 26.5 Moulded depth 36.5

KEEL, depth and thickness 9 1/2 x 4 1/2 STEEL, moulding and thickness 12 x 3 1/2 STERN-POST for Rudder do. do. 13 x 1 1/2 " for Propeller 14 x 2 1/2 Distance of Frames from moulding edge to moulding edge, all fore and aft 24

FRAMES, Angle Iron, for 1/2 length amidships 6 1/2 x 3 1/2 Do. for 1/4 at each end 6 1/2 x 3 1/2 REVERSED FRAMES, Angle Iron Steel 4 x 3 1/2 FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 30 thickness at the ends of vessel 16 depth at 1/2 the half-bdth. as per Rule 10 height extended at the Bilges 69

BEAMS, Upper, Spar, or Awning Deck Angle or double Angle Iron, Plate or Tee Bulb Iron single or double Angle Iron on Upper edge Average space 54

BEAMS, Main, or Middle Deck Angle or double Angle Iron, Plate or Tee Bulb Iron single, or double Angle Iron, on Upper Edge Average space 54

BEAMS, Lower Deck Angle or double Angle Iron, Plate or Tee Bulb Iron single or double Angle Iron on Upper Edge Average space 54

BEAMS, Hold-Orlop Angle or double Angle Iron, Plate or Tee Bulb Iron single or double Angle Iron on Upper Edge Average space 54

KEELSONS Centre line, single or double plate, and 1/2" or Intercoastal, Plates 21 17 21 17 Rider Plate 14 14 Bulb Plate to Intercoastal Keelson 6 1/2 x 4 1/2 Angle Iron Steel 17 1/2 x 14 Double Angle Iron Side Keelson 17 1/2 x 14 Side Intercoastal Plate 6 1/2 x 4 1/2 do. Angle Iron Steel 6 1/2 x 4 1/2 Attached to outside plating with angle iron 6 1/2 x 4 1/2

BILGE Angle Iron Steel 6 1/2 x 4 1/2 Intercoastal plates riveted to plating for 3/4 length 9

BILGE STRINGER Angle Iron Steel 6 1/2 x 4 1/2 Intercoastal plates riveted to plating for 3/4 length 9

SIDE STRINGER Angle Irons See Orlop Stringer

The FRAMES extend in one length from Keel to Spar Dk Stringer Riveted through plates with 1 in. Rivets, about 6 1/4 apart. The REVERSED ANGLE IRONS on floors and frames extend across middle line to 18 ins, and 4.9 above and below in Dk Orlop alternately

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

PLATING. Garboard, double riveted to Keel, with rivets 1 1/4 in. diameter, averaging 5 1/4 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 1/2 ins. from centre to centre. 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. Butts of all Strakes at Bilge for entire length, treble riveted with Butt Straps 30 thicker than the plates they connect for 2 and 30 ends. 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. Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 1 in. diameter, averaging 3 1/2 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 entire length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for entire length. Butts of Main Stringer Plate, treble riveted for 11" length amidships. Butts of plates double with straps for 3/4 length, remainder lapped. Breadth of laps of plating in double riveting 6 1/4 Breadth of laps of plating in single riveting 9

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted 2 1/2 No. of Breasthooks, 8 Crutches, 4 deep floors

What description of Steel is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Common Martin's Steel Frames, Riv. bars, Stringers, Bulkheads & Outside plating, Steel of Scotland, Beams, Butts, Rivets, Irons, Steel of Scotland, & Consett & Co. Dk. Steel of Scotland, & Consett & Co. The above is a correct description. Keelsons, Consett & Co. Builder's Signature, Harland & Wolff Surveyor's Signature, James Surpurn Surveyor to Lloyd's Register of British and Foreign Shipping.



# REPORT ON MACHINERY.

3402

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? *No*

Masts, Bowsprit, Yards, &c., are *all* 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. *Barque rigged with 4 pole masts, as Auxiliary to the main mast. Fore & Main masts 4 1/4, 144' 2 and 160' 22 1/2 by 31 dia. 3 plates in the round 32 to 32, and 3 angles of iron 3 1/2 x 3 1/2. Jigger mast 114 x 26; 3 plates in the round 32 to 32, and 3 angles of iron 3 1/2 x 3 1/2. Fore Main lower yards 72 x 19. 2 plates in the round 32 to 32, and 3 angles of iron 3 1/2 x 3 1/2. All plates tested at the Manufactory, and all plates doubled in way of working and at heels. Yards covered in iron plates.*

NUMBER & LETTER FOR SAILS.	EQUIPMENT	CABLES, &c.	Test per Certificate.	Inches per Rule.	ANCHORS, N°.	Weight, Ex. Stock.	Test per Certificate.	per Rule.	Machine where made and Number of Certificate.
Fore Sails,	Chain	166-32 22 1/2	15 1/2	330 x 2 1/2	30 Sep. 87	1	59.1.15	12.1.1.8	18 Aug.
Fore Top Sails,	or Steel Wire	120 42 39	80	240 x 9	10 Oct. 87	1	50.0.15	14.1.2.4	18 "
Fore Topmast Stay Sails,	or Hempen Strm Cable	120 32 26	80	240 x 9	10 Oct. 87	1	53.0.15	14.1.2.4	25 "
Main Sails,	or Steel Wire	120 42 39	80	240 x 9	10 Oct. 87	1	54.3.13	14.5.3.21	25 "
Main Top Sails, and quality	Warp	120 42 39	80	240 x 9	10 Oct. 87	1	54.3.13	14.5.3.21	25 "

Standing and Running Rigging *Wire & Hemp* sufficient in size and *good* in quality. She has *Eight* Life Boats and *one* Steam launch.  
The Windlass is *Marfields P. Steam* Capstan *Good* and Rudder *Good* Pumps *Good*  
Engine Room Skylights. How constructed? *Of Oak or Iron Casings* How are lids secured? *With studs* Height above deck? *Flush*  
Coal Bunker Openings. How constructed? *Circular* How are lids secured? *With studs* Height above deck? *Flush*  
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Eight Scuppers each side, and open railings nearly all fore and aft.*  
Cargo Hatchways. How formed? *Of plates and angles* *Emings 2 1/2 inches above top of deck*  
State size Main Hatch *13.6 x 11.6, No. 1 Fore hatch 9.6 x 8.2, No. 2 11.6 x 8.2, No. 3 11.6 x 8.2, No. 4 11.6 x 8.2, No. 5 11.6 x 8.2, No. 6 11.6 x 8.2, No. 7 11.6 x 8.2, No. 8 11.6 x 8.2, No. 9 11.6 x 8.2, No. 10 11.6 x 8.2, No. 11 11.6 x 8.2, No. 12 11.6 x 8.2, No. 13 11.6 x 8.2, No. 14 11.6 x 8.2, No. 15 11.6 x 8.2, No. 16 11.6 x 8.2, No. 17 11.6 x 8.2, No. 18 11.6 x 8.2, No. 19 11.6 x 8.2, No. 20 11.6 x 8.2, No. 21 11.6 x 8.2, No. 22 11.6 x 8.2, No. 23 11.6 x 8.2, No. 24 11.6 x 8.2, No. 25 11.6 x 8.2, No. 26 11.6 x 8.2, No. 27 11.6 x 8.2, No. 28 11.6 x 8.2, No. 29 11.6 x 8.2, No. 30 11.6 x 8.2, No. 31 11.6 x 8.2, No. 32 11.6 x 8.2, No. 33 11.6 x 8.2, No. 34 11.6 x 8.2, No. 35 11.6 x 8.2, No. 36 11.6 x 8.2, No. 37 11.6 x 8.2, No. 38 11.6 x 8.2, No. 39 11.6 x 8.2, No. 40 11.6 x 8.2, No. 41 11.6 x 8.2, No. 42 11.6 x 8.2, No. 43 11.6 x 8.2, No. 44 11.6 x 8.2, No. 45 11.6 x 8.2, No. 46 11.6 x 8.2, No. 47 11.6 x 8.2, No. 48 11.6 x 8.2, No. 49 11.6 x 8.2, No. 50 11.6 x 8.2, No. 51 11.6 x 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