Workmanship. Are the butts of plating planed or otherwise fitted? Hammered

Do the edges of the carvel work and of the butts fay 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 steam. Plates of Steel. Fore & main masts 84' 2" and 150 x 22 x 1/4 by 31" dia., 3 plates in the round 14/32 to 5/32 and 3 angles of iron 3½ x 3 x 7/16; Mizen mast 120 x 29; 3 plates in the round 12/32 to 5/32, and 3 angles of iron 3½ x 3 x 7/16; Fore & main lower yards 78 x 19; 2 plates in the round 11/32 to 5/32; in way of rigging and at heels, yards doubled, in way of jiggermast 114 x 26; 3 plates in the round 10/32 to 5/32; and 3 angles of iron 3½ x 3 x 7/16; masts double & all plates tested at the manufactory.

NUMBER & LETTER for EQUIPMENT 6205 (cf)		Fathoms	Inches.	Test per Certificate. Tons	Inches per Rule.	Machine where Tested and Superintendant, also Number of Certificate.
SAILS.	CABLES, &c.					
	Chain (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendant.)	165	2½	152 / 112	330 × 2¼ Netherton	30 Sep. 87 D. G. Lewis
Fore Sails,	Iron Stream Chain	165	2½	" "		25 May. 87
	or Steel Wire	240	6	88	240 × 6	18 Oct. 87
Fore Top Sails,	or Hempen Strm	120	4½	39	5.20	Cuttriss & Co
	Cable	120	3½	26	120 × 4½	" " London
Fore Topmast Stay Sails,	Towline, Hemp.	120	3½	26	240 × 3½	" " "
	or Steel Wire	120	8	Manill	120 × 8	
Main Sails,	Hawser	120	7	"	240 × 7	
	Warp	120	7	"	120 × 6	
Main Top Sails, and	quality good	120	6	"		

ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested and Superintendant, also Number of Certificate.
Bower Anchors	1	52.1.15 / 16.3.22	58.1.18	52	18 Aug. 87
	1	52.0.15 / 14.1.22	47.7.2.0	52	18 "
	1	53.0.7 / 14.0.7	44.6.1.0	52	26 "
	1	54.3.13 / 14.0.2	45.5.3.21	52	25 "
Stream Anchor	1	22.3.14	23.2.2.0	22	29 Sep. "
	1	11.1.16	12.5.0.0	12	29 "
Kedge	1	8.3.0	10.17.2.0	8	29 "
	1	9.0.2	11.4.2.21	9	29 "
2nd Kedge	1	6.0.18	8.10.0.0	6	29 "

(Certificate Machine where Tested, Date, or No. of Certificate, & Name of Superintendant.) Netherton D. G. Lewis & Sons Ltd.

Two complete lists of all houseful sails

Standing and Running Rigging wire & hemp sufficient in size and good in quality. She has Eight Long Boat and one Steam launch and three other boats.

The Windlass is Mansfield's P. Steam Capstan Good and Rudder Good Pumps Good

Engine Room Skylights.—How constructed? Of Teak on Iron Casing How secured in ordinary weather? Screw bolts and nuts

What arrangements for deadlights in bad weather? Iron gratings and tarpaulins.

Coal Bunker Openings.—How constructed? Circular Cast iron 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; Coamings 27 inches above top of deck

State size **Main Hatch** 13.6 × 11.6, No 1 Forehatch 9.0 × 8.2 ½ 3/4 9.0 × 6.0 (Each side one) Quarterhatch No 5 9.0 × 11.0; No 6 8.0 × 11.0

If of extraordinary size, state how framed and secured? One Shifting beam in the main hatch, and fore & afters in other

What arrangement for shifting beams? One Shifting beam in the Main hatch, and fore & afters in other

Hatches, If strong and efficient? Yes 3 ins. Solid.

Order for Special Survey No. 194 Date Aug. 31st 1886

Order for Ordinary Survey No. — Date —

No. 201 in builder's yard.

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: Sep. 11, 27, 29; Nov. 5, 9, 12, 13, 16, 19, 26; Dec. 1
2nd. On the plating during the process of riveting: 8, 15, 20, 24, 1885. Jan. 4, 7, 14, 21, 28; Feb. 8, 15, 2
3rd. When the beams were in and fastened, and before the decks were laid: Mar. 4, 10, 12, 17, 23, 28; Ap. 2, 6, 13, 19, 21, 27; May
4th. When the ship was complete, and before the plating was finally coated or cemented: 12 - Strike - June 20, 27; July 7, 9, 22, 29; Aug 12, 20, 27; Sep. 9, 13, 16, 17, 28; Oct. 5, 11, 17, 20, 29; Nov. 15, 25; Dec 3,
5th. After the ship was launched and equipped: 14, 21, 31; 1887; Jan. 16, 17, 20, 31; Feb. 6, 11, 13, 16, 17, 18; 1

State dates of letters respecting this case Aug. 19th; Sept. 15th; Nov. 22nd; Dec. 9th 1886; Jan. 1st and Feb. 27th 1887.

General Remarks (State quality of workmanship, &c.) This vessel has been built in accordance wi the approved tracing of Midship section forwarded on the 17th Feb., and with the approved tracings which accompany this report, viz.- Bulk & Pump arrangement, Section through double bottom, Compensation for Coal & Ca ports, and Mast & Yard plan; in compliance with the Secretary's letters d as above, and the Rules generally - including the Committee's Circulars on steel - have been adhered to. She is a Spar deck vessel having 4 tiers o beams, four decks in fore holds and three in after holds, a Turtle back Freeca 91 ft and a Poop 47 ft long, with a shade deck between, covering Eng & Bs Casi and Saloons, and on top of which the Chart room, Entrances to Saloon, an Engine Skylights are fitted. She has a double bottom in the Fore hold 43 long with water capacity for 73 tons, and one in the after hold, constructed the Cellular system, 101.3 long with water capacity for 190 tons, tested as requ by the Rules. The materials used, and workmanship are very good.

State if ~~one two, or three decked vessel, or if~~ spar, ~~or awning~~ decked; and the lengths of poop, ~~bridge~~, forecastle, ~~raised quarter deck~~. (~~If~~ double bottom, ~~state~~ particulars on separate for

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

I am of opinion this Vessel should be Classed + 100 A 1 Steel, Spar deck, Main & Spar decks Steel.

The amount of the Entry Fee ....£ 5 : : : is received by me, J.S.
Special ....£184 : 1 : 18. 2. 1888

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

(to be sent as per margin) Certificate Gratis :
(Travelling Expenses, if any, £ :

FRIDAY 24 FEB 1888

Committee's Minute
Character assigned 100 A 1 Steel Spar dk
La + CP 2 Dks 1 Stl + Spr Dk Stl
+ L hule 2/88 4 trs B
Cell D B

It is submitted that this vessel appears eligible to be classed 100 A 1 "Steel" "Spar Deck" as second 2 Dks (1 Steel) & Spar Dk (Steel) 4 tws Bms Cell DB. (Particulars appended)

Reference should be made to any correspondence connected with the case.

Certificate to be sent to

(The Surveyors are requested not to write on or below this space, for Committee's Minute.)

REPORT ON MACHINERY.

3402

Port of Belfast

Received at London Office MONDAY 20 FEB 1888

No. 3402 No. in Reg. Book. Survey held at Belfast Date, first Survey 23rd Nov. 86 Last Survey 17th Feb. 7 1888 (Number of Visits 62)

Tons (Net 3349 Gross 3675 Ad 2874)

in Sup. on the Steel Screw Steamer "Oceana"

Master E. N. Hector Built at Belfast By whom built Harland & Wolff When built 188847

Engines made at Belfast By whom made Harland & Wolff when made 188748

Boilers made at Belfast By whom made Harland & Wolff when made 188748

Registered Horse Power 1000 Owners Peninsular & Oriental S. N. Co. Port belonging to Belfast

ENGINES, &c.— Description of Engines Triple Expansion Three Cylinders & Three Cranks

Diameter of Cylinders 40" 63" & 102" Length of Stroke 72 No. of Rev. per minute 65 Point of Cut off, High Pressure 52¾" Low Pressure 43¾" MP 47¾"

Diameter of Screw shaft 19½ Diam. of Tunnel shaft 18½ Diam. of Crank shaft journals 19½ Diam. of Crank pin 19½ size of Crank webs All shafting of Iron except Crank shaft which is built of Krupp's Steel.

Diameter of screw 21 ft. Pitch of screw 28 ft 3" No. of blades four state whether moveable Yes total surface 118.4

No. of Feed pumps Two diameter of ditto 5" Stroke 36" Can one be overhauled while the other is at work Yes

" Bath " Two " " " 5" " " 36" "

No. of Bilge pumps Two diameter of ditto 5" Stroke 36 Can one be overhauled while the other is at work Yes.

Where do they pump from Feed from hotwell:- Bath from Sea + Bilge from all bilges

No. of Donkey Engines Seven Size of Pumps 9"-8"-7½"-6" thru 4½" dia. Where do they pump from all bilges, Ballast tanks, sea, hotwell, exhaust tank, fresh water tanks, boilers + condenser

Are all the bilge suction pipes fitted with roses Yes Are the roses always accessible Yes Are the sluices on Engine room bulkheads always accessible Yes

No. of bilge injections Two and sizes 4" Are they connected to condenser, or to circulating pump Condenser

How are the pumps worked By levers from two after engines (Independant Ci. pumps)

Are all connections with the sea direct on the skin of the ship Yes Are they Valves or Cocks Valves & Cocks

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes Are the discharge pipes above or below the deep water line below

Are they each fitted with a discharge valve always accessible on the plating of the vessel Yes Are the blow off cocks fitted with a spigot and brass covering plate Yes

What pipes are carried through the bunkers None How are they protected ✓

Are all pipes, cocks, valves, and pumps in connection with the machinery accessible at all times Yes

Are the pipes, cocks, and valves arranged so as to prevent an unintentional connection between the sea and the bilges Yes

When were stern tube, propeller, screw shaft, and all connections examined in dry dock On 17th Sept. 1887 before launching

Is the screw shaft tunnel watertight Yes and fitted with a sluice door Yes worked from Main Deck

BOILERS &c.— There are 6 boilers [illegible] + 2 of another; for latter see Report attached.

Distribution of Steel or Iron Steel

0 lbs Dates of test 21st Oct. & 10th Nov. 1887

one fitted

Is the boiler worked separately ✓

safety valves Sir. Cockburn Pt. Spring No. to each boiler Two

safety valves to ~~superheater~~ Steam pipe. One area of ~~each~~ valve 12.56 sq in.

nkers or woodwork 2 + 3 + air screen Diameter of boilers 13'-8"

Treble Riv. circum. seams Inner Lapped seams 3 ble mds — — ble Thickness of shell plates 1 3/16"

pitch

itch of rivets 8.2" Lap of plating 20" × 15/16" Buttstraps

by rules 156 lbs size of manholes in shell 12" × 16"

No. of Furnaces in each boiler Six

17/32" description of joint Fox's Welded if rings are fitted on bot. of Com. box T Steel

combustion chamber plating, thickness, sides 9/16 back ✓ top 5/8"

with nuts or riveted heads Nuts on Com. plates, riveted on shell plate. working pressure of plating by

tto by rules 161/179 End plates in steam space, thickness 18"

ch of stays to ditto 18 + 17 how stays are secured nuts + washers 15 × 15 riveted to plates working pressure by rules 160 lbs with 160 Diameter of stays at

smallest part Steel 2¾ & 3 Iron 3¼ working pressure by rules 169 & 173 Front plates at bottom, thickness 13/16 Back plates, thickness ✓

atest pitch of stays ✓ working pressure by rules ✓ Diameter of tubes 3½-7 S.W.G. pitch of tubes 4¾ × 4¾ thickness of tube

plates, front 7/8 back ¾ how stayed Stay tubes + solid stays + double at wide spaces. pitch of stays 14¼ × 9½ width of water spaces Sides of boxes 8.5" Bt. tubes 5.3" Bt. Cub. Elastic 11.2

meter of Superheater or Steam chest ✓ length ✓ thickness of plates ✓ description of longitudinal joint ✓ diam. of rivet holes ✓

h of rivets ✓ working pressure of shell by rules ✓ diameter of flue ✓ thickness of plates ✓ If stiffened with rings ✓

tance between rings ✓ working pressure by rules ✓ end plates of superheater, or steam chest; thickness ✓ how stayed ✓

✓ Superheater or steam chest; how connected to boiler ✓

Lloyd's Register of British & Foreign Shipping.

PARTICULARS FOR RECORD OF MATERIAL OF BOILERS.

Belfast Date 18th Feb. 1888.

of Report 3402

p's Name "Oceana" No. in Reg. Bk. Pri. Sup.

terial of Shell Plates Steel

Do. Stays { Longitudinal Steel + Iron; Screw Steel

Do. End Plates Steel

Do. Furnaces Steel

Do. Combustion Chamber Plating Steel

Do. Other Parts All steel except tubes } Iron. Comb. box girders + hanging stays

James Maxton.
ENGINEER-SURVEYOR TO LLOYD'S REGISTER.

BEGSH-0245

BEGSH-0246

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