

Steel

IRON SHIP

(Received at London Office,

NOV 22 1898

No. 3492 Survey held at

Belfast

Date, First Survey

Jan 26th

Last Survey

October 13th 1898

On the

Screw Steamer "Palmas"

Sr Rtg

TONNAGE under
Tonnage Deck

2351.70

Ditto of Third, Spar,
or Awning Deck.

Ditto of Poop, or
Raised Qr. Dk.

Ditto of Houses
on Deck

Ditto of Forecastle
hatchways

Gross Tonnage

Less Crew Space

Less Engine Room

Register Tonnage
as cut on Beam

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

Half Breadth (moulded)

Depth from upper part of Keel to top of Upper Deck Beams

Girth of Half Midship Frame (as per Rule)

1st Number

1st Number, if a 3-Decked Vessel .. deduct 7 feet

Length

2nd Number

Proportions— Breadths to Length

Depths to Length—Upper Deck to Keel

Main Deck ditto

Master John Evans

Built at Belfast

When built 1898 Launched July 24th

By whom built Harland & Wolff

Owners Alfred Lewis Jones

Residence Liverpool

Port belonging to Liverpool

Destined Voyage Peru Plate, via L'pool

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

Specialty surveyed while Building

LENGTH on deck as per Rule ... 310 4 BREADTH—Moulded ... 39 DEPTH top of Floors to Upper Deck Beams ... 24 11 1/2 Power of Engines ... 240 Horse. N° of Decks with flat laid ... 2 N° of Tiers of Beams ... 3

Dimensions of Ship per Register, length, 312 breadth, 39.2 depth, 24.7 Moulded depth 24.6 1/2 KEEL, depth and thickness ... 9 x 1 1/2 STEAM, moulding and thickness ... 9 x 3 1/2 STERN-POST for Rudder do. do. ... 10 x 6 " " for Propeller ... 10 1/2 x 6 Distance of Frames from moulding edge to moulding edge, all fore and aft ... 24

FRAMES, Angle Iron, for 1/2 length amidships ... 5 x 3 1/2 Do. for 1/4 at each end ... 5 x 3 1/2 REVERSED FRAMES, Angle Iron Steel ... 5 x 3 1/2 FLOORS, depth and thickness of Floor Plate at mid line for half length amidships ... 40 thickness at the ends of vessel ... 40 depth at 1/2 the half-bath, as per Rule ... 40 height extended at the Bilges ... 13 1/2 x 69

BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper edge ... 40 Average space ... 40 BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge ... 40 Average space ... 40 BEAMS, Lower Deck—none except at ends. Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge ... 40 Average space ... 40 BEAMS, Hold, or Orlop—Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge ... 40 Average space ... 40

KEELSONS Centre line, single or double plate, box, or intercostal, plates ... 49 10 49 10 Rider Plate ... 9 Bulb Plate to Intercostal Keelson ... 4 4 9 4 4 9 Double Angle Iron Side Keelson ... 4 4 9 4 4 9 Side Intercostal Plate ... 3 1/2 3 1/2 4 3 1/2 3 1/2 4 3 1/2 3 1/2 Attached to outside plating with angle iron ... 3 1/2 3 1/2 4 3 1/2 3 1/2 4 3 1/2 3 1/2

BILGE Angle Iron Steel to flange plate 3 1/2 3 1/2 4 3 1/2 3 1/2 4 3 1/2 3 1/2 do. Bulb Iron to flange plate 7 7 9 7 7 9 7 do. Intercostal plates riveted to plating for length ... 9 9 9 9 9 9 9

BILGE STRINGER Angle Iron Steel ... 6 4 9 6 4 9 Intercostal plates riveted to plating for length ... 9 9 9 9 9 9 9

IDE STRINGER Angle Irons ... 6 4 9 6 4 9 the FRAMES extend in one length from flange plate to flange plate ... 6 4 9 6 4 9 the REVERSED ANGLE IRONS on floors and frames extend from middle line to flange plate to main and to upper decks alternately ... 6 4 9 6 4 9

EELSONS. Are the various lengths of Plates and Angles properly connected? ... 6 4 9 6 4 9 LATING. Garboard, double riveted to Keel, with rivets 1 1/2 in. diameter, averaging 4 1/2 ins. from centre to centre. Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets 1 1/2 in. diameter, averaging 3 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked clench, double riveted; with rivets 1 1/2 in. diameter averaging 3 ins. from centre to centre. Butts of All Strakes at Bilge for length, treble riveted with Butt Straps thicker than the plates they connect, where fitted in. Edges from Bilge to Main Sheerstrake, worked clench, double riveted; with rivets 1 1/2 in. diameter, averaging 3 1/2 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked clench, double riveted; with rivets 1 1/2 in. diameter, averaging 3 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 1/4 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted for 1/4 length amidships.

Butts of Main Stringer Plate, treble riveted for 1/4 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/4 length amidships. Breadth of laps of plating in double riveting 6 1/2 5/4 Breadth of laps of plating in single riveting 6 1/2 5/4 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted No. of Breasthooks, 4 Crutches, 3 & deep flange. What description of iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. James E. W. Jones, Harland & Wolff, L'pool. Manufacturer's name or trade mark, plating, London S. M. & Co. The above is a correct description. Builder's Signature, Harland & Wolff Surveyor's Signature, James E. W. Jones

Workmanship. Are the butts of plating planed or otherwise fitted? *planed when butted, mostly lapped.*
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 *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 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 *Schooner rigged as auxiliary to steam power*

Fore and Main pole masts of Steel 111' 6" by 24 and 104' 6" x 22 respectively. Constructed with three plates in the round $\frac{10}{32}$ to $\frac{5}{32}$, and 3 angles $3 \times 3 \times \frac{1}{16}$ & $3 \times 3 \times \frac{1}{16}$, doubling plates fitted at the partners, and at the heels; and the plates tested at the steel works.

NUMBER & LETTER for EQUIPMENT		30170 (22)	Test per Certificate.	Inches per Rule.	Machine where Tested and Number of Certificate.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Machine where Tested and Superintendent, also Number of Certificate.
SAILS.	Chain	150	1 1/16	9 1/2	300 x 1 1/16 4 June 80	Bower Anchors	1	36.2.10	33.11.3.4	36 1/2	24 April 80
	Fore Sails,	150	1 1/16	9 1/2	90 x 1 1/16 6 May 80	Stream Anchor	1	36.1.20	33.8.3.0	36 1/2	24 " "
	Fore Top Sails,	45	1 1/16	9 1/2	45 x 1 1/16 24 Sept 80	Kedge	1	32.0.10	30.6.1.0	31	8 May -
	Fore Topmast Stay Sails,	100	4 S.W.	33	100 x 12 24 Sept 80	2nd Kedge.	1	2.3.10	5.7.2.0	2 1/2	4 June "
	Main Sails,	90	9 1/2	90 x 10	90 x 10 24 Sept 80						
	Main Top Sails, and	45	9 1/2	90 x 8 1/2	90 x 8 1/2 24 Sept 80						
	Iron Stream Chain	150	1 1/16	9 1/2	90 x 1 1/16 6 May 80						
	or Steel Wire	45	1 1/16	9 1/2	45 x 1 1/16 24 Sept 80						
	or Hempen Strm Cable	100	4 S.W.	33	100 x 12 24 Sept 80						
	Towline, Hemp.	100	4 S.W.	33	100 x 12 24 Sept 80						
	or Steel Wire	90	9 1/2	90 x 10	90 x 10 24 Sept 80						
Standing and Running Rigging		sufficient in size and good in quality. She has two life boats and two others									

The Windlass is *Patent and good* Capstan *good* and Rudder *good* Pumps *good*.
Engine Room Skylights. How constructed? *of Iron on Comings* How secured in ordinary weather? *with screw bolts & nuts*

What arrangements for deadlights in bad weather? *Solid top with bulls eyes.* Height above deck? *9 ins.*
Coal Bunker Openings. How constructed? *plates & angles* How are lids secured? *with hatch bars*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *2 Scuppers, 4 peeing ports and two mooring pipes forward, and 3 Scuppers, 3 peeing ports & 2 mooring pipes aft each side.*
Cargo Hatchways. How formed? *of plates and angles, comings 24 ins above deck.*

State size Main Hatch *10' 3" by 12' 0"* Fore hatch *15' 3" x 18' 0"* Quarter hatch *11' 3" x 10' 0" & 15' 3" x 10' 0"*
If of extraordinary size, state how framed and secured? *One shifting beam in each of the 1st and 4th hatchways*

What arrangement for shifting beams? *One deep web plate in the 2nd or main hatchway, & one fore & after in all*
Hatches, If strong and efficient? *yes, 3 inches solid*

Order for Special Survey No. *212* Date *Jan 24th 1888*
Order for Ordinary Survey No. *212* Date *Jan 24th 1888*
No. *212* in builder's yard.
State dates of letters respecting this case *Dec 8th, 22nd, 1887. Jan 6th, 11th, March 13th, and June 4th 1888*

General Remarks (State quality of workmanship, &c.) *This steamer has been built in accordance with the approved tracings of midship section - so far as it applies, "Compensation for hold beams", arrangement of beams in engine & boiler space, most an pumping plans forwarded on the 16th October; in compliance with the Secretary's letters, dated as above - excepting as regards the quadruple over riding of the lapped butts, the system adopted having been personally inspected by Messrs Martell & Carnish, and approved by them subsequent to the receipt of above letters. The Rules in other respects, including the Committee's Circular on steel, have been adhered to. She is a two deck vessel, constructed under the '3 deck Rule' having a Forecastle 41 feet long a Bridge 20 feet long, covering the engines & boilers, on top of which is fitted a Chart room and the Engine skylight, and a poop 32 feet long; she has a double bottom constructed in the Cellular system 34 long with water capacity for 522 tested as required by the Rules. The materials used in her construction and the workmanship are very good.*

State if *one, two, or three decked vessel, or if open, or closing decked*; and the lengths of poop, bridge, forecastle, *or 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 2 decks (1 Steel) 3 deck Rule, 5 Bull*

The amount of the Entry Fee£ *5* : : : is received by me, *James Curpin*
Special£ *85* : 14 : 18. 10. 1888

(to be sent as per margin). Certificate *Gratis*

(Travelling Expenses, if any, £ *—*).

Committee's Minute

Character assigned *100 A 1 Steel*

25 Ks (Steel) 3 SK Rule

LA MUP WRITTEN.

+ LMC 10, 88

23 OCT 1888

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

It is submitted that this vessel has been built in accordance with the approved plans appears worthy to be classed 100 A 1 Steel.

25 Ks (Steel) 3 SK Rule
Call 50 Ks (particulars appended)

Lloyd's Register
23/10/88