

Steel IRON SHIP.

Survey held at Londonderry Date, First Survey May 1st Last Survey Dec 29th 1888

the **BR "Cupica"** **ONE OR TWO DECKED, THREE DECKED VESSEL, SPAR OR AWNING DECKED VESSEL.** Master *James Appointed*
Tonnage under Deck *141.88* Built at *Londonderry*
to of Third, Spar, or Awning Deck. *37.81* When built *1888* Launched *Nov 23rd*
Ditto of Poop, or Raised Qr. Dk. *28.72* By whom built *C. J. Bigger*
Ditto of Houses on Deck *2.58* Owners *W. A. Ross & Co.*
Ditto of Forecastle Side *2.58* Residence *Liverpool*
Gross Tonnage *1240.99* Port belonging to *Liverpool*
Less Crew Space *4.10* Destined Voyage *Australia via S'pool*
Less Engine Room *1199.89* If Surveyed while Building, Afloat, or in Dry Dock.
Register Tonnage as out on Beam *1199.89* Specially Surveyed while Building

LENGTH	Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of Engines	Nº. of Decks with flat laid	Nº. of Tiers of Beams
on deck as per Rule	216	7	Moulded	36	3	top of Floors to Upper Deck Beams	22	2			
Dimensions of Ship per Register, length, 226 breadth, 36.4 depth, 21.95 moulded depth 23.6											
KEEL, depth and thickness				Inches in Ship	Inches per Rule			Flat Keel Plates, breadth and thickness			
STEM, moulding and thickness				8 1/2 x 2 1/2	9 x 2 1/2			PLATES in Garboard Strakes, br'dth & thickness			
STERN-POST for Rudder do. do.				8 1/2 x 2 1/2	8 1/2 x 2 1/2			From Garboard to upper part of Bilges			
" " for Propeller				8 1/2 x 2 1/2	8 1/2 x 2 1/2			Of d'bling at Bilge, or increased thickness, and length applied			
Distance of Frames from moulding edge to moulding edge, all fore and aft				24	24			From up. prt of Bilge to l. edge of Sh'rstrake			
FRAMES, Angle Iron, for 1/2 length amidships				5 3 8	5 3 8			Main Sheerstrake, breadth and thickness			
Do. for 1/2 at each end				5 3 7	5 3 7			Of d'bling at Sh'stk. & lng. applied			
REVERSED FRAMES, Angle Iron Steel				3 1/2 3 8	3 1/2 3 8			From M'n. to Up. or Spar Dk. Sh'rstrake			
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships				24	10 24			Up. or Spar Dk Sh'rstrake, br'dth & thicken'ss			
" thickness at the ends of vessel				10 1/2	8			Butt Straps to outside plating, breadth & thickness			
" depth at 1/2 the half-bdth. as per Rule				10 1/2	8			Lengths of Plating			
" height extended at the Bilges				10 1/2	8			Shifts of Plating, and Stringers			
BEAMS, Upper, Spar, or Awning Deck				9 1/2 bulb 9	9 1/2 bulb 9			Gunwale Plate on ends of Awning, Spar, or			
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron				40	40			Upper Deck Beams, breadth and thickness			
Single or double Angle Iron on Upper edge				40	40			Angle Iron on ditto			
Average space				40	40			Tie Plates fore and aft, outside Hatchways			
BEAMS, Main, or Middle Deck				9 1/2 bulb 9	9 1/2 bulb 9			Diagonal Tie Plates on Beams No. of Pairs			
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron				40	40			Flat of Up., Spar, or Awning Dk.			
Single or double Angle Iron on Upper Edge				40	40			How fastened to Beams			
Average space				40	40			Stringer Plate on ends of Main or Middle Deck			
BEAMS, Lower Deck				9 1/2 bulb 9	9 1/2 bulb 9			Beams, breadth and thickness			
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron				40	40			Is the Stringer Plate attached to the outside plating?			
Single or double Angle Iron on Upper Edge				40	40			Angle Irons on ditto, No.			
Average space				40	40			Tie Plates, outside Hatchways			
BEAMS, Hold, or Orlop				9 1/2 bulb 9	9 1/2 bulb 9			Diagonal Tie Plates on Beams, No. of pairs			
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron				40	40			Flat of Middle Deck do. do.			
Single or double Angle Iron on Upper Edge				40	40			How fastened to Beams			
Average space				40	40			Stringer Plates on ends of Lower Deck, Hold or Orlop Beams			
KEELSONS Centre line, single or double plate				17	12 17			Is the Stringer Plate attached to the outside plating?			
Box, or Intercoastal, Plates				11	12 10 3/4			Angle Irons on ditto, No. 2			
" Rider Plate				11	12 10 3/4			Stringer or Tie Plates, outside Hatchways			
" Bulb Plate to Intercoastal Keelson				5 4 9	5 4 9			Flat of Lower Deck			
" Angle Irons Steel				5 4 9	5 4 9			Ceiling betwixt Decks, thickness and material			
" Double Angle Iron Side Keelson				5 4 9	5 4 9			" in hold do. do.			
" Side Intercoastal Plate				5 4 9	5 4 9			Main piece of Rudder, diameter at head			
" do. Angle Irons				5 4 9	5 4 9			do. at heel			
" Attached to outside plating with angle				5 4 9	5 4 9			Can the Rudder be unshipped afloat?			
BILGE Angle Irons Steel				5 4 9	5 4 9			Bulkheads No. one No. per Rule			
" do. Bulb Iron				5 4 9	5 4 9			" Thickness of			
" do. Intercoastal plates riveted to plating for length				5 4 9	5 4 9			" Height up			
BILGE STRINGER Angle Irons Steel				5 4 9	5 4 9			How secured to sides of ship			
Bulb Intercoastal plates riveted to plating for length				5 4 9	5 4 9			Size of Vertical Angle			
SIDE STRINGER Angle Irons Steel				5 4 9	5 4 9			Are the outside Plates doubled two spaces of Frames in length?			
The FRAMES extend in one length from				5 4 9	5 4 9			Riveted through plates with			
The REVERSED ANGLE IRONS on floors and frames extend				5 4 9	5 4 9			And butts properly shifted?			
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected?				5 4 9	5 4 9			PLATING. Garboard, double riveted to Keel, with rivets			
PLATING. Garboard, double riveted to Keel, with rivets				5 4 9	5 4 9			Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets			
" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets				5 4 9	5 4 9			Butts from Keel to turn of Bilge, worked clencher, double riveted; with rivets			
" Butts from Keel to turn of Bilge, worked clencher, double riveted; with rivets				5 4 9	5 4 9			Butts of all Strakes at Bilge for			
" Butts of all Strakes at Bilge for				5 4 9	5 4 9			Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets			
" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets				5 4 9	5 4 9			Butts from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets			
" Butts from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets				5 4 9	5 4 9			Edges of Main Sheerstrake, double or single riveted.			
" Edges of Main Sheerstrake, double or single riveted.				5 4 9	5 4 9			Upper Sheerstrake, double or single riveted.			
" Butts of Main Sheerstrake, treble riveted for				5 4 9	5 4 9			Butts of Main Sheerstrake, treble riveted for			
" Butts of Main Sheerstrake, treble riveted for				5 4 9	5 4 9			Butts of Main Stringer Plate, treble riveted for			
" Butts of Main Stringer Plate, treble riveted for				5 4 9	5 4 9			Butts of Upper or Spar Stringer Plate, treble riveted for			
" Butts of Upper or Spar Stringer Plate, treble riveted for				5 4 9	5 4 9			Breadth of laps of plating in double riveting			
" Breadth of laps of plating in double riveting				5 4 9	5 4 9			Breadth of laps of plating in single riveting			
" Breadth of laps of plating in single riveting				5 4 9	5 4 9			Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted			
" Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted				5 4 9	5 4 9			No. of Breasthooks,			
" No. of Breasthooks,				5 4 9	5 4 9			Crutches, 42 deep floor			
" Crutches, 42 deep floor				5 4 9	5 4 9			description of			
" description of				5 4 9	5 4 9			maker's name or trade mark,			
" maker's name or trade mark,				5 4 9	5 4 9			above is a correct description.			
" above is a correct description.				5 4 9	5 4 9			er's Signature,			
" er's Signature,				5 4 9	5 4 9			Surveyor's Signature,			

Workmanship. Are the butts of plating planed or otherwise fitted? *planed where butted*
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 Scantling 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 *Bowsprit Jibboom in one 33 x 26 diam, 3 pto in the round 32 to 32 and 3 angles 32 x 3 1/16; Lower Masts & Topmasts all in one; The 1st in 111.9 x 27 1/2 2nd 20 resp. 3 plates in the round 32 to 32; Mizzen 104.6 x 22; 2 plates in the round 32 to 32; The 2nd Main Lower Yards 74 x 19; 2 plates in the round 32 to 32; The 2nd Main Lt. Top's Yards 67 x 16; 2 plates in the round 32 to 32. Masts doubled at partners & at heels, and the yards at slings, and all steel tested at the Com.*

NUMBER & LETTER for EQUIPMENT		Test per Certificate	Inches per Rule	Machine where Tested and Superintendent, also Number of Certificate	ANCHORS	Nº	Weight Ex. Stock	Test per Certificate	W'ght req'd per Rule	Machine where Tested Superintendent, also Number of Certificate
SAILS.					Bower Anchors					
Fore Sails,					1 32.0.21 30.6.1.0 32 24 Oct.					
Fore Top Sails,					1 31.3.21 30.2.2.0 32 24 - "					
Fore Topmast Stay Sails,					1 24.3.0.26.18.3.0 24 24					
Main Sails,					Total 91.3.14					
Main Top Sails, and					Stream Anchor 1 10.2.21 12.13.0.14 10 24					
Sails, and					Kedge 1 5.3.14 7.11.3.14 5 24					
CABLES, &c.					2nd Kedge. 1 2.3.0.5.5.0.0 2 24					
Chain										
Iron Stream Chain										
or Steel Wire										
or Hempen Strm										
Cable										
Towline, Hemp.										
or Steel Wire										
Hawser										
Warp										
quality										

Standing and Running Rigging *Wire & Hemp* sufficient in size and *good* in quality. She has *One* Boat and *3* other boats
The Windlass is *Patent and good* Capstan *good* and Rudder *good* Pumps *good*

Engine Room Skylights. How constructed? *✓* How secured in ordinary weather? *✓*

What arrangements for deadlights in bad weather? *✓*

Coal Bunker Openings. How constructed? *✓* How are lids secured? *✓* Height above deck? *✓*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Three scuppers, three freeing port and two mousing pipes each side.*

Cargo Hatchways. How formed? *of plates and angles, Comings 18 ins. above deck.*

State size Main Hatch *16.0 x 11.0* Forehatch *8.0 x 4.0* Quarterhatch *8.0 x 4.0*

If of extraordinary size, state how framed and secured? *One strong beam in the main hatch, and one fore*

What arrangement for shifting beams? *and after in all hatches.*

Hatches, If strong and efficient? *yes 3" solid.*

Order for Special Survey No. *232*
Date *June 6th 1888*
Order for Ordinary Survey No. *-*
Date *-*
No. *10* 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 *May 1, 2, 14, 15, 29, 30; June 19, 20, 25, 26*
2nd. On the plating during the process of riveting *July 5, 6, 13; Aug. 9, 10, 23, 24, 29; Sep. 1*
3rd. When the beams were in and fastened, and before the decks were laid... *14, 28; Oct. 11, 12, 18, 19, 25, 26, 30; Nov. 1*
4th. When the ship was complete, and before the plating was finally coated or cemented... *14, 21, 22; Dec. 5, 6, 18, 19, 20 & 29th 1888*
5th. After the ship was launched and equipped

State dates of letters respecting this case *May 24th and Aug⁵ 28th 1888.*

General Remarks (State quality of workmanship, &c.) *This steel Barque has been built in accordance with the approved plans forwarded with the Belfast Report No. 3.0 on the sister vessel "Paulsenberg", in compliance with the Secretary's letters dated as above; and the Rules in all other respects, including the Committee's Circulars on steel, have been adhered to; she is a two decked vessel, with a Forecastle 25.6 long, a Raised Quarter deck 40.9 long, and a deck house 33.0 x 14.0.*

The materials used in her construction and the workmanship are very good.

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

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*

The amount of the Entry Fee £ 4 : : : is received by me, *James Curpin*

Special £ 56 : 0 : 0 Dec. 29. 1888

(to be sent as per margin). Certificate .. *Grates* :

(Travelling Expenses, if any. £ 6.15.6.

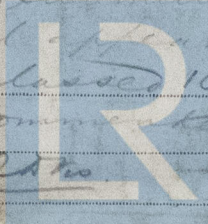
Committee's Minute

Character assigned *100 A 1 Steel*

HULL CERTIFICATE WRITTEN.

TUES 8 JAN 1889

2 dks



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