

Steel

IRON SHIP.

(Received at London)

No. 3546 Survey held at Londonderry Date, First Survey June 25th 1889 Last Survey March 22nd 1889

On the Screw Steamer Brandenburg

ONNAGE under Tonnage Deck 1354.14

Ditto of Third, Spar, or Awning Deck.

Ditto of Poop, or Raised Or. Dk. 125.54

Ditto of Houses on Deck 75.40

Ditto of Forecastle & 1/2 of hatchways 19.80

Gross Tonnage 1567.54

Less Crew Space 66.80

Less Engine Room 1500.74

Register Tonnage 501.61

as cut on Beam 999.13

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

Half Breadth (moulded) 14.5

Depth from upper part of Keel to top of Upper Deck Beams 22.75

Girth of Half Midship Frame (as per Rule) 36.5

1st Number 76.75

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

Length 260

2nd Number 199.55

Proportions Breadths to Length 7.4

Depths to Length Upper Deck to Keel 11.4

Main Deck ditto 11.4

Master S. Roach

Built at Londonderry

When built 1882-9 Launched Mar. 2nd 89

By whom built C. J. Bigger

Owners Liverpool & Maranham S. S. Co. Ltd.

Residence Liverpool

Port belonging to Liverpool

Destined Voyage Maranham & Liverpool

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

Specially surveyed while Building

LENGTH on deck as per Rule 260 BREADTH Moulded 36 DEPTH top of Floors to Upper Deck Beams 19 Do. do. Main Deck Beams 19 Power of Engines 21.11 1/2 No. of Decks with flat laid 2 No. of Tiers of Beams 2

Dimensions of Ship per Register, length, 241 breadth, 35.25 depth, 19.75 Moulded depth 21.11 1/2

KEEL, depth and thickness Side bars 8 x 1 1/4 Flat Keel Plates, breadth and thickness 36 12

ITEM, moulding and thickness 9 x 2 1/2 PLATES in Garboard Strakes, br'dth & thickness 36 12

TERN-POST for Rudder do. do. 9 x 5 1/2 From Garboard to upper part of Bilges 11.10.11.11.11.11

" " for Propeller 9 x 5 1/2 Of d'bling at Bilge, or increased thickness, and length applied 11.10.11.11.11.11

Distance of Frames from moulding edge to moulding edge, all fore and aft 24 From up. prt of Bilge to l. edge of Sh'rstrake 11.10.11.11.11.11

FRAMES, Angle Iron, for 1/2 length amidships 3 x 3 1/2 Main Sheerstrake, breadth and thickness 40 17

Do. for 1/2 at each end 3 x 3 1/2 Of d'bling at Sh'stk. & lng. applied 40 17

EVERSED FRAMES, Angle Iron 3 1/2 x 3 1/2 From M'n. to Up. or Spar Dk. Sh'rstrake 10 10

FLOORS, depth and thickness of Floor Plate 36 7 Up. or Spar Dk Sh'rstrake, br'dth & thicken'ss 3 3

at mid line for half length amidships 36 7 Butt Straps to outside plating, breadth & thickness 2 1/2 - 11 1/4

thickness at the ends of vessel 36 7 Lengths of Plating Sides & Bottom 14 ft. 10 in. 14 ft. 10 in.

depth at 3/4 the half-bdth. as per Rule 36 7 Shifts of Plating, and Stringers 5, 3, 2, 1, 1, 1

height extended at the Bilges 36 7 Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness 37 10

FRAMES, Upper, Spar, or Awning Deck 9 x 1 1/2 Tie Plates fore and aft, outside Hatchways at ends 13 10

Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron 9 x 1 1/2 Diagonal Tie Plates on Beams No. of Pairs 13 10

Angle or double Angle Iron on Upper edge 40 40 Flat of Up., Spar, or Awning Dk. 3 1/2 10

Average space 40 40 How fastened to Beams 3 1/2 10

FRAMES, Main, or Middle Deck 3 1/2 x 3 1/2 Stringer Plate on ends of Main or Middle Deck 3 1/2 10

Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 1/2 x 3 1/2 Beams, breadth and thickness 3 1/2 10

Angle or double Angle Iron on Upper Edge 24 24 Is the Stringer Plate attached to the outside plating?

Average space 24 24 Angle Irons on ditto, No. 2 4 x 4 x 9 4 x 4 x 9

FRAMES, Lower Deck 3 1/2 x 3 1/2 Tie Plates, outside Hatchways 4 x 4 x 9 4 x 4 x 9

Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 1/2 x 3 1/2 Diagonal Tie Plates on Beams, No. of pairs 4 x 4 x 9 4 x 4 x 9

Angle or double Angle Iron on Upper Edge 24 24 Flat of Middle Deck* do. do. 4 x 4 x 9 4 x 4 x 9

Average space 24 24 How fastened to Beams 4 x 4 x 9 4 x 4 x 9

FRAMES, Hold, or Orlop 3 1/2 x 3 1/2 Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 34 9 34 9

Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 1/2 x 3 1/2 Is the Stringer Plate attached to the outside plating?

Angle or double Angle Iron on Upper Edge 3 1/2 x 3 1/2 Angle Irons on ditto, No. 2 4 x 4 x 9 4 x 4 x 9

Average space 3 1/2 x 3 1/2 Stringer or Tie Plates, outside Hatchways 4 x 4 x 9 4 x 4 x 9

KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates 44 9 44 9

Rider Plate 44 9 44 9 Flat of Lower Deck* 44 9

Bulb Plate to Intercoastal Keelson 44 9 44 9 Ceiling betwixt Decks, thickness and material 44 9

Angle Irons 44 9 44 9 " in hold do. do. 44 9

Double Angle Iron Side Keelson 44 9 44 9 Main piece of Rudder, diameter at head 44 9

Side Intercoastal Plate 44 9 44 9 do. at heel 44 9

do. Angle Irons 44 9 44 9 Can the Rudder be unshipped afloat? 44 9

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? *very few*

Masts, Bowsprit, Yards, &c., are *all* in *good* condition, and sufficient in size and length. If of Iron or Steel give Scantlings
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 Material
and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit *Two pole masts schooner rigged, as Auxiliary*

to steam power. The mast extreme 102.0 x 23 diam. Main mast 96.0 x 22 diam. constructed with 2 plates in the round 3/2 to 3/2, doubled at partners and at heels. All plates all tested at the steel works. Bowsprit (stump) 26.3 extreme x 21.0

NUMBER & LETTER for EQUIPMENT						ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested & Superintendent, also Number of Certificate
SAILS.											
CABLES, &c.											
	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested and Superintendent, also Number of Certificate.						
Fore Sails,	Chain	135	1 3/4	270 x 1 1/2	Dec. 4 th 88	Bower	1	34.1.14	34.0.2.14	30	Oct 10
	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					Stockton	1	30.0.14	28.14.1.14	30	Dec. 10
Fore Top Sails,	Iron Stream Chain	135	1 3/4	270 x 1 1/2	Dec. 4 th 88	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1	30.0.14	28.14.1.14	30	Dec. 10
	or Steel Wire ..	45	1 1/2	30 x 1 1/2	Dec. 4 th 88		4.3.14	Lepton	E. R. Pitt	Superintendent	2 1/2
Fore Topmast Stay Sails,	or Hempen Strm Cable	Lepton	E. R. Pitt	Superintendent		1	32.0.0	30.2.2.0	2 1/2	Dec 10	
	Towline, Hemp.	90	4 S.W.	33 1/2	90 x 11	Stockton	1	99 1/2	Low Walker R. Bunell	5 1/2	Dec 10
Main Sails,	or Steel Wire ..	90	4 S.W.	33 1/2	90 x 11	Stream Anchor	1	9.3.6	11.7.3.7	9 1/2	Dec. 10
	Hawser	90	10	90 x 9	90 x 9		1	4.3.2	7.7.2.0	4 1/2	" 10
Main Top Sails, and	Warp	90	10	90 x 9	90 x 9	Kedge	1	2.2.2	5.5.0.0	2 1/2	" 10
	quality good	2 x 90 x 6	2 x 90 x 4	2 x 90 x 4			1	2.2.2	5.5.0.0	2 1/2	" 10

Standing and Running Rigging *wire & hemp* sufficient in size and *good* in quality. She has *Two* Life Boats and *two* other boats

The Windlass is *Patent and good* Capstan *good* and Rudder *good* Pumps *good*

Engine Room Skylights. How constructed? *of weak iron comings* How secured in ordinary weather? *Screw bolts and nuts*

What arrangements for deadlights in bad weather? *gratings and tarpaulins*

Coal Bunker Openings. How constructed? *plates & angles* How are lids secured? *with hatch bars* Height above deck? *36 ins.*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *5 Scuppers, & freeing ports and*

4 Spring Pipes each side.

Cargo Hatchways. How formed? *of plates and angles.*

State size Main Hatch *21.10 x 12.0* Forehatch *4.10 x 8.0* Quarterhatch *11.10 x 10.0*

If of extraordinary size, state how framed and secured? *Two deep web plates and three fore and afters in M*

What arrangement for shifting beams? *hatch, and one fore & after in the other hatchways*

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

Order for Special Survey No. *234* DATES of Surveys held while building as per Section 18.

Date *June 6th 1889*

Order for Ordinary Survey No. *12*

Date *June 6th 1889*

No. *12* in builder's yard.

State dates of letters respecting this case *May 24th June 9th & 13th, Aug. 20th and Nov. 5th 1889.*

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with*

the approved tracing of midship section forwarded on the 25th ult., and with

the accompanying approved tracings of longitudinal section, rigging plan

and pumping plan; in compliance with the Secretary's letters dated as

above, and the Rules generally, including the Committee's Circulars on

steel, have been adhered to; she is a two decked vessel, having a

forecastle, mean length 48 feet; Bridge 82 feet, enclosing the Engine & Boiler

with a chart room on top; and a poop 60 feet long. She has a double

bottom constructed on the Cellular system, 194 feet long, with water capacity

for 269 tons.

The workmanship, and the materials of which she is constructed

are very good.

The Owners sanction was obtained for the use of the Patent Cement

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