

IRON OR STEEL SHIP.

(Received at London Office)

362
MON 7 OCT 1889

Date of writing Report October 4th Port of Belfast

Date, First Survey Aug¹⁶ 1888 Last Survey October 4th 1889

No. 3621 Survey held at Belfast
On the Screw Steamer Yorkshire

Rig Schooner (4 Mast)

TONNAGE under Tonnage Deck 2687.91
Do. between Tonnage Dk. and 3rd, 4th, Spar or Awaiting Dk. 1118.65
Total under Upper Dk. 3806.56
Do. of Poop -
Do. of Raised Qr. -
Dk. or Break of Bridge House -
of Houses on Deck 48.02
of excess of Hatchways of Forecastle 16.2
Gross Tonnage 3840.78
Crew Space 124.44
Engine Room 3746.01
Water Tonnage 1238.65
Cut on Beam 2507.36

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

Half Breadth (moulded) 22.5 Feet.
Depth from upper part of Keel to top of Upper Deck Beams 32
Girth of Half Midship Frame (as per Rule) 50
1st Number 104.5
1st Number, if a 3-Decked Vessel .. deduct 7 feet 97.5
Length 398.16
2nd Number 30820
Proportions—Breadths to Length... 8.8
Depths to Length—Upper Deck to Keel... 12.4
Main Deck ditto 16.39

Master Henry
Year of appointment 1889
Built at Belfast
When built 1889 Launched July 27th
By whom built Harland & Wolff Ltd.
Owners Pitby Bros & Co.
Managers "
Residence Liverpool
Port belonging to Liverpool
Destined Voyage New York
If Surveyed while Building, Afloat, or in Dry Dock. Specially surveyed while Building

LENGTH on deck as per Rule 398.16 BREADTH—Moulded... 45 DEPTH top of Floors to Upper Deck Beams 28.29 Power of Engines 500 N^o. of Decks with flat laid Two
Do. do. Main Deck Beams... 20.54 Moulded depth 31.42 N^o. of Tiers of Beams Three

Dimensions of Ship per Register, length, 400.7 breadth, 45.2 depth, 28.2

DESCRIPTION	Inches in Ship		Inches per Rule		DESCRIPTION	Inches in Ship		Inches per Rule	
	In Ship	In Ship	Inches	per Rule		In Ship	In Ship	Inches	per Rule
KEEL, depth and thickness	<u>9 1/2</u>	<u>1 1/2</u>	<u>9</u>	<u>1 1/2</u>	Flat Keel Plates, breadth and thickness	<u>30</u>	<u>14</u>	<u>30</u>	<u>14</u>
TEMPERATURE, moulding and thickness	<u>9 1/2</u>	<u>3 1/2</u>	<u>11</u>	<u>3 1/2</u>	PLATES in Garboard Strakes, br'dth & thickness	<u>12, 12, 12, 13, 14</u>	<u>12, 11, 12, 11, 13, 12</u>	<u>13</u>	<u>13</u>
TEMPERATURE-POST for Rudder do. do.	<u>11 1/2</u>	<u>4 1/2</u>	<u>11</u>	<u>4 1/2</u>	From Garboard to upper part of Bilges...	<u>12, 12, 12, 13, 14</u>	<u>12, 11, 12, 11, 13, 12</u>	<u>13</u>	<u>13</u>
" for Propeller	<u>11</u>	<u>4 1/2</u>	<u>11</u>	<u>4 1/2</u>	Of d'bling at Bilge, or increased thickness, and length applied	<u>1 1/2</u>	<u>2</u>	<u>1 1/2</u>	<u>2</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	From up. prt of Bilge to l.r. edge of Sh'rstrake...	<u>12, 12, 13, 12, 13, 14</u>	<u>13</u>	<u>13</u>	<u>12</u>
FRAMES, Angle Iron, for 2/3 length amidships	<u>5 1/2</u>	<u>3 1/2</u>	<u>5 1/2</u>	<u>3 1/2</u>	Main Sheerstrake, breadth and thickness	<u>13</u>	<u>13</u>	<u>13</u>	<u>13</u>
Do. for 1/3 at each end	<u>5 1/2</u>	<u>3 1/2</u>	<u>5 1/2</u>	<u>3 1/2</u>	Of d'bling at Sh' strk. & lng. applied	<u>19</u>	<u>19</u>	<u>19</u>	<u>19</u>
REVERSED FRAMES, Angle Iron	<u>4</u>	<u>3 1/2</u>	<u>4</u>	<u>3 1/2</u>	From M'n. to Up. or Spar Dk. Sh'rstrake...	<u>14</u>	<u>14</u>	<u>14</u>	<u>14</u>
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<u>4 1/2</u>	<u>8</u>	<u>4 1/2</u>	<u>8</u>	Up. or Spar Dk Sh'rstrake, br'dth & thic'k'ns...	<u>40</u>	<u>18</u>	<u>40</u>	<u>18</u>
" thickness at the ends of vessel	<u>4 1/2</u>	<u>8</u>	<u>4 1/2</u>	<u>8</u>	Butt Straps to outside plating, breadth & thickness	<u>2 1/2</u>	<u>16</u>	<u>2 1/2</u>	<u>16</u>
" depth at 3/4 the half-bdth. as per Rule	<u>4 1/2</u>	<u>8</u>	<u>4 1/2</u>	<u>8</u>	Lengths of Plating	<u>12</u>	<u>spaces</u>	<u>12</u>	<u>spaces</u>
" height extended at the Bilges...	<u>4 1/2</u>	<u>8</u>	<u>4 1/2</u>	<u>8</u>	Shifts of Plating, and Stringers	<u>5</u>	<u>4</u>	<u>5</u>	<u>4</u>
BEAMS, Upper, Spar, or Awning Deck	<u>10</u>	<u>bulb 9</u>	<u>9 1/2</u>	<u>bulb 9</u>	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	<u>30</u>	<u>16</u>	<u>30</u>	<u>14 1/2</u>
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>10</u>	<u>bulb 9</u>	<u>9 1/2</u>	<u>bulb 9</u>	Angle Iron on ditto	<u>30</u>	<u>14</u>	<u>30</u>	<u>12 1/2</u>
Angle or double Angle Iron on Upper edge	<u>10</u>	<u>bulb 9</u>	<u>9 1/2</u>	<u>bulb 9</u>	Tie Plates fore and aft, outside Hatchways	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>
Average space...	<u>40</u>	<u>40</u>	<u>40</u>	<u>40</u>	Diagonal Tie Plates on Beams No. of Pairs	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>
BEAMS, Main, or Middle Deck	<u>11</u>	<u>bulb 10</u>	<u>11</u>	<u>bulb 10</u>	Flat of Up., Spar, or Awning Dk.*	<u>13</u>	<u>16</u>	<u>13</u>	<u>16</u>
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>11</u>	<u>bulb 10</u>	<u>11</u>	<u>bulb 10</u>	How fastened to Beams	<u>13</u>	<u>16</u>	<u>13</u>	<u>16</u>
Angle or double Angle Iron on Upper Edge	<u>11</u>	<u>bulb 10</u>	<u>11</u>	<u>bulb 10</u>	Stringer Plate on ends of Main or Middle Deck	<u>30</u>	<u>9</u>	<u>30</u>	<u>9</u>
Average space...	<u>40</u>	<u>40</u>	<u>40</u>	<u>40</u>	Beams, breadth and thickness	<u>30</u>	<u>9</u>	<u>30</u>	<u>9</u>
BEAMS, Lower Deck	<u>11</u>	<u>bulb 10</u>	<u>11</u>	<u>bulb 10</u>	Is the Stringer Plate attached to the outside plating?	<u>Yes</u>	<u>as required</u>	<u>Yes</u>	<u>as required</u>
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>11</u>	<u>bulb 10</u>	<u>11</u>	<u>bulb 10</u>	Angle Irons on ditto, No. 2	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>
Angle or double Angle Iron on Upper Edge	<u>11</u>	<u>bulb 10</u>	<u>11</u>	<u>bulb 10</u>	Tie Plates, outside Hatchways	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>
Average space...	<u>40</u>	<u>40</u>	<u>40</u>	<u>40</u>	Diagonal Tie Plates on Beams, No. of pairs	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>
BEAMS, Hold, or Orlop	<u>11</u>	<u>bulb 10</u>	<u>11</u>	<u>bulb 10</u>	Flat of Middle Deck* do. do.	<u>Iron 7/8</u>	<u>Iron 7/8</u>	<u>Iron 7/8</u>	<u>Iron 7/8</u>
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>11</u>	<u>bulb 10</u>	<u>11</u>	<u>bulb 10</u>	How fastened to Beams	<u>Iron 7/8</u>	<u>Iron 7/8</u>	<u>Iron 7/8</u>	<u>Iron 7/8</u>
Angle or double Angle Iron on Upper Edge	<u>11</u>	<u>bulb 10</u>	<u>11</u>	<u>bulb 10</u>	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	<u>44</u>	<u>12</u>	<u>44</u>	<u>12</u>
Average space...	<u>40</u>	<u>40</u>	<u>40</u>	<u>40</u>	Is the Stringer Plate attached to the outside plating?	<u>Yes</u>	<u>as required</u>	<u>Yes</u>	<u>as required</u>
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	<u>5 1/2</u>	<u>11</u>	<u>5 1/2</u>	<u>11</u>	Angle Irons on ditto, No. 4	<u>2</u>	<u>4</u>	<u>2</u>	<u>4</u>
" Rider Plate	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	Stringer or Tie Plates, outside Hatchways	<u>2</u>	<u>4</u>	<u>2</u>	<u>4</u>
" Bulb Plate to Intercoastal Keelson	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	Flat of Lower Deck* in No. 1, 2, 3 holds	<u>30</u>	<u>P.P.</u>	<u>30</u>	<u>P.P.</u>
" Angle Irons	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	Ceiling betwixt Decks, thickness and material	<u>6</u>	<u>2 P.P.</u>	<u>6</u>	<u>2 P.P.</u>
" Double Angle Iron Side Keelson	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	" in hold do. do.	<u>2 1/2</u>	<u>P.P.</u>	<u>2 1/2</u>	<u>P.P.</u>
" Side Intercoastal Plate	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	Main piece of Rudder, diameter at head	<u>9 1/2</u>	<u>9 1/2</u>	<u>9 1/2</u>	<u>9 1/2</u>
" do. Angle Irons	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	do. at heel	<u>5 3/8</u>	<u>4 3/4</u>	<u>5 3/8</u>	<u>4 3/4</u>
" Attached to outside plating with angle iron	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	Can the Rudder be unshipped afloat? <u>Yes</u>	<u>5 3/8</u>	<u>4 3/4</u>	<u>5 3/8</u>	<u>4 3/4</u>
LARGE Angle Irons	<u>6 1/2</u>	<u>4 1/2</u>	<u>6 1/2</u>	<u>4 1/2</u>	Bulkheads No. 7 No. per Rule <u>9</u>	<u>5 3/8</u>	<u>4 3/4</u>	<u>5 3/8</u>	<u>4 3/4</u>
" do. Bulb Iron	<u>6 1/2</u>	<u>4 1/2</u>	<u>6 1/2</u>	<u>4 1/2</u>	" Thickness of <u>2 1/2</u> to <u>2 1/2</u>	<u>5 3/8</u>	<u>4 3/4</u>	<u>5 3/8</u>	<u>4 3/4</u>
" do. Intercoastal plates riveted to Margin plating for entire length	<u>6 1/2</u>	<u>4 1/2</u>	<u>6 1/2</u>	<u>4 1/2</u>	" Height up <u>Upper deck</u>	<u>5 3/8</u>	<u>4 3/4</u>	<u>5 3/8</u>	<u>4 3/4</u>
LARGE STRINGER Angle Irons	<u>6 1/2</u>	<u>4 1/2</u>	<u>6 1/2</u>	<u>4 1/2</u>	" How secured to sides of ship <u>between double frames</u>	<u>5 3/8</u>	<u>4 3/4</u>	<u>5 3/8</u>	<u>4 3/4</u>
" Intercoastal plates riveted to plating for 3/4 length	<u>6 1/2</u>	<u>4 1/2</u>	<u>6 1/2</u>	<u>4 1/2</u>	" Size of Vertical Angle Irons <u>5 1/2 x 3 1/2 x 9/8</u> and distance apart <u>30</u> ins.	<u>5 3/8</u>	<u>4 3/4</u>	<u>5 3/8</u>	<u>4 3/4</u>
MIDDLE STRINGER Angle Irons	<u>6 1/2</u>	<u>4 1/2</u>	<u>6 1/2</u>	<u>4 1/2</u>	" Are the outside Plates doubled two spaces of Frames in length? <u>Yes</u>	<u>5 3/8</u>	<u>4 3/4</u>	<u>5 3/8</u>	<u>4 3/4</u>
" FRAMES extend in one length from Margin plate to Margin plate	<u>6 1/2</u>	<u>4 1/2</u>	<u>6 1/2</u>	<u>4 1/2</u>	and thence to penultimate Riveted through plates with <u>1</u> in. Rivets, about <u>6</u> apart.	<u>5 3/8</u>	<u>4 3/4</u>	<u>5 3/8</u>	<u>4 3/4</u>
REVERSED ANGLE IRONS on floors and frames extend from middle line to Margin plate, thence and to penultimate	<u>6 1/2</u>	<u>4 1/2</u>	<u>6 1/2</u>	<u>4 1/2</u>	Are the various lengths of Plates and Angle Irons properly connected? <u>Yes</u>	<u>5 3/8</u>	<u>4 3/4</u>	<u>5 3/8</u>	<u>4 3/4</u>
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? <u>Yes</u>	<u>6 1/2</u>	<u>4 1/2</u>	<u>6 1/2</u>	<u>4 1/2</u>	And butts properly shifted? <u>Yes</u>	<u>5 3/8</u>	<u>4 3/4</u>	<u>5 3/8</u>	<u>4 3/4</u>
PLATING. Garboard, double riveted to Keel, with rivets 1 1/4 in. diameter, averaging 4 3/4 ins. from centre to centre.	<u>6 1/2</u>	<u>4 1/2</u>	<u>6 1/2</u>	<u>4 1/2</u>		<u>5 3/8</u>	<u>4 3/4</u>	<u>5 3/8</u>	<u>4 3/4</u>
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 1 in. diameter, averaging 4 ins. from centre to centre.	<u>6 1/2</u>	<u>4 1/2</u>	<u>6 1/2</u>	<u>4 1/2</u>		<u>5 3/8</u>	<u>4 3/4</u>	<u>5 3/8</u>	<u>4 3/4</u>
Butts from Keel to turn of Bilge, worked clencher, double riveted; with rivets 1 in. diameter averaging 3 1/2 ins. from centre to centre.	<u>6 1/2</u>	<u>4 1/2</u>	<u>6 1/2</u>	<u>4 1/2</u>		<u>5 3/8</u>	<u>4 3/4</u>	<u>5 3/8</u>	<u>4 3/4</u>
Butts of all Strakes at Bilge for lapped length, treble riveted with Butt Straps	<u>6 1/2</u>	<u>4 1/2</u>	<u>6 1/2</u>	<u>4 1/2</u>		<u>5 3/8</u>	<u>4 3/4</u>	<u>5 3/8</u>	<u>4 3/4</u>
Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 1 in. diameter, averaging 4 ins. from cr. to cr.	<u>6 1/2</u>	<u>4 1/2</u>	<u>6 1/2</u>	<u>4 1/2</u>		<u>5 3/8</u>	<u>4 3/4</u>	<u>5 3/8</u>	<u>4 3/4</u>
Butts from Bilge to Main Sheerstrake, worked clencher, double riveted; with rivets 1 in. diameter, averaging 4 ins. from cr. to cr.	<u>6 1/2</u>	<u>4 1/2</u>	<u>6 1/2</u>	<u>4 1/2</u>		<u>5 3/8</u>	<u>4 3/4</u>	<u>5 3/8</u>	<u>4 3/4</u>
Edges of Main Sheerstrake, double or single riveted.	<u>6 1/2</u>	<u>4 1/2</u>	<u>6 1/2</u>	<u>4 1/2</u>		<u>5 3/8</u>	<u>4 3/4</u>	<u>5 3/8</u>	<u>4 3/4</u>
Butts of Main Sheerstrake, treble riveted for entire length amidships.	<u>6 1/2</u>	<u>4 1/2</u>	<u>6 1/2</u>	<u>4 1/2</u>		<u>5 3/8</u>	<u>4 3/4</u>	<u>5 3/8</u>	<u>4 3/4</u>
Butts of Main Stringer Plate, treble riveted for entire length amidships.	<u>6 1/2</u>	<u>4 1/2</u>	<u>6 1/2</u>	<u>4 1/2</u>		<u>5 3/8</u>	<u>4 3/4</u>	<u>5 3/8</u>	<u>4 3/4</u>
Breadth of laps of plating in double riveting <u>6 1/4</u> Breadth of laps of plating in single riveting <u>6 1/4</u>	<u>6 1/2</u>	<u>4 1/2</u>	<u>6 1/2</u>	<u>4 1/2</u>		<u>5 3/8</u>	<u>4 3/4</u>	<u>5 3/8</u>	<u>4 3/4</u>
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? <u>Yes</u>	<u>6 1/2</u>	<u>4 1/2</u>	<u>6 1/2</u>	<u>4 1/2</u>		<u>5 3/8</u>	<u>4 3/4</u>	<u>5 3/8</u>	<u>4 3/4</u>
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?	<u>6 1/2</u>	<u>4 1/2</u>	<u>6 1/2</u>	<u>4 1/2</u>		<u>5 3/8</u>	<u>4 3/4</u>	<u>5 3/8</u>	<u>4 3/4</u>

Manufacturer's name or trade mark, W. W. Cunliffe & Co. Ltd., Belfast
The above is a correct description.
Builder's Signature, Harland & Wolff Ltd. Surveyor's Signature, James Surpin
Surveyor to Lloyd's Register of British and Foreign Shipping.

State clearly where plating is of alternate thicknesses—as distinguished from dissimilar thicknesses at ends of vessel.

* If Iron Deck, state if whole or part, and if wood deck is laid thereon.

Linn & Keel Steaming

100-95729

