

IRON OR STEEL SHIP.

(Received at London Office)

362

Date of writing Report

October 4th

Port of

Belfast

Date, First Survey

Aug¹⁶ 1889

Last Survey

October 4th

1889

No. 3621

Survey held at

Belfast

On the

Crew Steamer Yorkshire

Rig

Schooner

(4 mst)

TONNAGE under

2687.91

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

Master

Henry

Year of appointment

As master in service of
owner of present vessel:—1889
(2) As master of this
vessel:—1889

Built at

Belfast

When built

1889

Launched July 27th

By whom built

Harland & Wolff Ltd.

Owners

Bibby Bros & Co.

Managers

(If desired to be entered in Reg. Book.)

Residence

Liverpool

Port belonging to

Liverpool

Destined Voyage

New York

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

Surveyed while Building

Do. between Tonnage Dk.
and 3rd, 4th, Spar or
Awning 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

of excess of Hatchways

of Forecastle

Gross Tonnage

3870.78

of Crew Space

124.44

of Engine Room

1238.65

of Water Tonnage

2507.36

of out on Beam

Half Breadth (moulded)

22.5

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

32.5

Girth of Half Midship Frame (as per Rule)

50.5

1st Number

104.5

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

97.5

Length

398.16

2nd Number

38820

Proportions—Breadths to Length..

8.8

Depths to Length—Upper Deck to Keel..

12.4

Main Deck ditto

16.39

LENGTH

Feet. Inches.

BREADTH—

Feet. Inches.

DEPTH top of Floors to Upper

Feet. Inches.

Power of

Horse.

N^o. of Decks with flat laid

on deck as

398.16

Moulded...

45.5

Deck Beams

20.29

Engines ...

500

N^o. of Tiers of Beams

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

Moulded depth 31.42

Inches. 16ths or 20ths In Ship. Inches. 16ths or 20ths In Ship. Inches. 16ths or 20ths In Ship. Inches. 16ths or 20ths In Ship.

KEEL, depth and thickness

Side bars

9 1/2 x 1 1/2

9 x 1 1/2

TEMP, moulding and thickness...

9 1/2 x 3 1/2

11 x 3 1/2

TERN-POST for Rudder do. do.

11 1/2 x 4 1/2

11 x 4 1/2

" " for Propeller

11 x 4 1/2

11 x 4 1/2

Distance of Frames from moulding edge to

moulding edge, all fore and aft

24

24

FRAMES, Angle Iron, for 1/2 length amidships

5 1/2 x 3 1/2

5 1/2 x 3 1/2

Do. for 1/2 at each end

5 1/2 x 3 1/2

5 1/2 x 3 1/2

REVERSED FRAMES, Angle Iron

4 x 3 1/2

4 x 3 1/2

FLOORS, depth and thickness of Floor Plate

at mid line for half length amidships

4 1/2

4 1/2

" thickness at the ends of vessel

" depth at 3/4 the half-bdth. as per Rule

" height extended at the Bilges...

Bkts 45

74

BEAMS, Upper, Spar, or Awning Deck

Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron

10 1/2 bulb 9

9 1/2 bulb 9

Angle or double Angle Iron on Upper edge

Average space...

40

40

BEAMS, Main, or Middle Deck

Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron

11 1/2 bulb 10

11 1/2 bulb 10

Angle or double Angle Iron, on Upper Edge

Average space...

40

40

BEAMS, Lower Deck—

Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron

Angle or double Angle Iron on Upper Edge

Average space...

20 feet

20 feet

BEAMS, Hold, or Orlop

Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron

Angle or double Angle Iron on Upper Edge

Average space...

40

40

BEAMS, Centre line, single or double plate,

box, or Intercoastal, Plates

5 1/2 x 11

5 1/2 x 11

" Rider Plate

" Bulb Plate to Intercoastal Keelson

" Angle Irons

" Double Angle Iron Side Keelson

" Side Intercoastal Plate

" do. Angle Irons

" Attached to outside plating with angle iron

Large Angle Irons

" do. Bulb Iron

" do. V Intercoastal plates riveted to

Margin plating for entire length

Large STRINGER Angle Irons

" Intercoastal plates riveted to plating for

length

DE STRINGER Angle Irons

FRAMES extend in one length from

Margin plate

to Margin plate

REVERSED ANGLES

on floors and frames extend

from middle line to

Margin plate

thence and to

margin plate

thence and to

margin plate

thence and to

margin plate

thence and to

margin plate

BEELSONS. Are the various lengths of Plates and Angle

properly connected?

Yes

And butts properly shifted?

Yes

Can the Rudder be unshipped afloat?

Yes

Bulkheads No.

7

No. per Rule

6

Thickness of

2 1/2 to 3

Height up

Upper deck

Ceiling betwixt Decks, thickness and material

6 x 2 P.P.

" in hold

do. do.

2 1/2 P.P.

Main piece of Rudder, diameter at head

9 1/2

do. at heel

5 1/2

Can the Rudder be unshipped afloat?

Yes

Bulkheads No.

7

No. per Rule

6

Thickness of

2 1/2 to 3

Height up

Upper deck

How secured to sides of ship

between double frames

Size of Vertical Angle Irons

5 1/2 x 3 1/2 x 9/16

and distance apart

30 ins.

Are the outside Plates doubled two spaces of Frames in length?

Yes

And thence to gunwale

Riveted through plates with

1 in. Rivets, about 6 apart.

Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets

1 in. diameter, averaging

4 1/4 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked clench, double riveted; with rivets

1 in. diameter averaging

3 1/2 ins. from centre to centre.

Butts of all Strakes at Bilge for lapped length, treble riveted with Butt Straps

with outside straps, and the straps are lapped and quadruple riveted for half length

Edges from Bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets

1 in. diameter, averaging

4 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked clench, double riveted; with rivets

1 in. diameter, averaging

3 1/2 ins. from cr. to cr.

Edges of Main Sheerstrake, double or single riveted.

Butts of Main Sheerstrake, treble riveted for entire length amidships.

Butts of Main Stringer Plate, treble riveted for entire length amidships.

Breadth of laps of plating in double riveting

6 1/4

Breadth of laps of plating in single riveting

and quadruple riveted for half length

Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?

No. of Breasthooks,

4

Crutches, 3 1/2 deep

What description of

is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?

James Martin Steel

Manufacturer's name or trade mark,

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.

Foundation

Workmanship. Are the butts of plating planed or otherwise fitted? *Mostly lapped, 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 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. *Rigged with four pole masts as auxiliary to steam power.*

Fore and Main Masts *120.32 120.20 diam. 3 plates in the round 13/32 to 5/32, and 3 angles 4 x 3 x 1/16.*

Mizen Mast *93.0 x 24 - 3 - 10/32 to 5/32 - 3 - 4 x 3 x 1/16*

Jigger *98.6 x 23 - 3 - 10/32 to 5/32 - 3 - 3 1/2 x 3 x 1/16*

As previously approved, all plates tested at the steel works, and masts doubled at partners dat head.

Number for Equip-ment		CABLES, &c.			Test per Certificate.	Fathoms & Inches per Rule.	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS.	Weight.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested and Superintendent, also Name of Anchor Maker.	
Letter for do.		Number of Certificate.	Fathoms.	Inches.	Tons.			Number of Certificate (State if any and which Anchors are Stockless.)	Ex. Stock.	Certificate			
One Complete Set	SAILS.	14684	160.4	2 3/8	120 1/2	200-2 3/8	July 11. 89	25869	43.1.9	38.5.0.0	43	July 24. 89	
	Fore Sails,	14690	149.2	2 3/8	120 1/2	180-2 3/8	July 11. 89	25494	42.3.24	37.14.2.0	43	" 11 "	
	Fore Top Sails,				86 1/2	180-2 3/8	July 11. 89	25840	42.3.0	37.13.3.0	43	" 24 "	
	Fore Topmast Stay Sails,				90 x 1 1/2	180-2 3/8	July 11. 89	25493	36.2.0	33.10.1.4	36 1/2	" 11 "	
	Main Sails,				4 1/2 S.W. 47	120 x 14	" 26. 89	Collective Weights	165.2.9		165.2		
	Main Top Sails, and quality				3 1/2 S.W. 26	4 1/2 S.W.	" 26. 89	Stream	25.267	14.0.4	15.14.2.21	14	July 24. 89
	Good				12 Manila.	90 x 12		Kedge	25.267	7.0.12	9.7.0.21	7	" 24 "
					90 x 10			2nd Kedge	25.267	3.1.11	5.16.2.4	3 1/2	" 26 "

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

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

Engine Room Skylights.—How constructed? *of plates and angles on comings 30 above Bridge deck* How secured in ordinary weather? *with screw bolts & nuts*

What arrangements for deadlights in bad weather? *Solid top with bulls eyes.*

Coal Bunker Openings.—How constructed? *plates & angles* How are lids secured? *with hatch bars* Height above deck? *40" above 13.8 11 under*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *4 freeing ports, 3 Scuppers & 2 mousing pipes forward; 1 freeing port 3 Scuppers, 2 mousing pipes, and open railings in way of after hatch, aft each side*

Cargo Hatchways.—How formed? *of plates and angles* Hatches, if strong and efficient? *yes, 3 solid*

State size Main Hatch *(No 2) 23-6 x 16-0* Forehatch *No 1-13-6 x 12-0 No 3-15-6 x 12-0 Quarterhatch No 4-11-6 x 13-0 No 5-13-6 x 11-0*

If of extraordinary size, state how framed and secured... *Shifting beam 2 1 fore & after in No 1, 3 & 5, 2 fore plates & 3 fore & after in No 2, 1 fore plate and 1 fore & after in No 3, and 1 fore & after in No 4.* What arrangement for shifting beams?

Order for Special Survey No. *227* Date *April 21. 1889*

Order for Ordinary Survey No. *217* Date *—*

No. *217* in builder's yard. DATES of Surveys held while building as per Section 18.

State dates of letters respecting this case *March 15th April 5th 1888. April 9th May 7th & 11th 1889*

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the approved tracings forwarded on the 28th ult. with the Freeboard Report No 3519 the requirements contained in the Memorandum which accompanied the Test Entry Report No 3594 have been carried out by*

1. The beams of the several decks are supported by double rows of pillars.

2. The Bridge side plating, and the sheer strake at the ends of bridge have been increased in thickness.

3. The Strake of deck plating adjacent to the hatchways has been increased in thickness.

4. The arrangement of string beams and web frames in 8 & 13 space, as approved has been carried out and the painting arrangements are satisfactory. The Secretary's letters dated as above.

and the Rules in other respects, including the Committee's Circulars on steel,

have been adhered to; she is built to the 3 deck Rule, having a Forecastle

46 feet, a Bridge 90 feet, and a Poop 51 feet long; a double bottom constructed

on the Cellular system 304 feet long with water capacity for 774 tons; a fore

peak tank holding 56 tons and an after peak tank 44 tons, all tested as

required by the Rules; she is much stronger in many parts than required

by the Rules; The materials used in her construction, and the workman

ship are very good.

How are the surfaces preserved from oxidation? Inside *Cement (Portland) & paint* Outside *Paint*

Particulars for Record in R.B.—Length of Poop *51 ft.* R.Q.D. *—* ft, Bridge Dk., *90 ft.* F'castle *46 ft.*; No. of Dks. (excluding spar, awn., &c.) *2*

Material of dks *2 D. Steel* If spar, awn. dk., &c. *—* Material of spar, awn. dk., &c. *—*; No. of tiers of beams (with and without dks. laid) *3*

Official No. *96366* Signal Letters *—* *double bottom, state particulars on separate form.*

I am of opinion this Vessel should be Classed *+ 100 A 1, Steel 2 Dks, 1 Iron 1 Steel 3 Dks Rule.*

The amount of the Entry Fee *£ 5* is received by me, *James Curpin*

Special *£ 21 : 15 : 6* *5. 10. 1889*

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

(Travelling Expenses, if any, £ *—*).

Committee's Minute

Character assigned *100 A 1 Steel*

2 Dks (1 Iron, 1 Steel) 3 Dks

+ 5 m

6 OCT 1889

It is submitted that this vessel appears eligible to be Classed

100 A 1 Steel as recommended

2 Dks (1 Iron & 1 Steel) 3 Dks

All D.B. particulars appended

James Curpin

Surveyor to Lloyd's Register of British and Foreign Shipping

100 A 1 Steel

2 Dks (1 Iron & 1 Steel) 3 Dks

All D.B. particulars appended