

IRON OR STEEL SHIP.

(Received at London Office,

3638
MON 2 DEC 1889

No. **3638** Survey held at **Belfast** Date of writing Report **Belfast** Port of **Belfast**
 On the **Steel Screw Steamer "Mount Hebron"** Date, First Survey **Dec-13-1888** Last Survey **Nov-29-1889**
 Rig **Schooner** Master **E. Elliot**
 Tonnage under Tonnage Deck **1942.26** ONE, OR TWO DECKED, THREE DECKED VESSEL, **STAR, OR AWNING DECKED VESSEL.**
 Do. between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk. **-**
 Total under Upper Dk. **-**
 Do. of Poop **-**
 Do. of Raised Qr. **130.94**
 Dk. or Break **-**
 Do. of Bridge House **348.96**
 Do. of Houses on Deck **30.20**
 Do. of excess of Hatchways **54.03**
 Do. of Forecastle **14.15**
 Gross Tonnage **2560.14**
 Less Crew Space **42.86**
 Less Engine Room **2487.20**
 Register Tonnage **219.24**
 as cut on Beam **1662.04**
 Half Breadth (moulded) **20.66**
 Depth from upper part of Keel to top of Upper Deck Beams **22.75**
 Girth of Half Midship Frame (as per Rule) **41.08**
 1st Number **84.49**
 1st Number, if a 3-Decked Vessel .. deduct 7 feet **-**
 Length **290.33**
 2nd Number **25205.9**
 Proportions—Breadths to Length **7.25**
 Depths to Length—Upper Deck to Keel **13.10**
 Main Deck ditto **-**
 Year of appointment **-**
 Built at **Belfast**
 When built **1889** Launched **Oct-26-1889**
 By whom built **MacShivaine & MacCall Ltd.**
 Owners **Smith & Parnice**
 Managers **-**
 (If desired to be entered in Reg. Book.)
 Residence **Glasgow**
 Port belonging to **Glasgow**
 Destined Voyage **-**
 If Surveyed while Building, Afloat, or in Dry Dock. **Specially Surveyed while Building.**

LENGTH on deck as **290 4** Feet. Inches. **BREADTH—** Moulded... **41 4** Feet. Inches. **DEPTH** top of Floors to Upper Deck Beams **19 3 2** Feet. Inches. **Power of** **300** Horse. **N° of Decks with flat laid** **One**
 Ship per Register, length, **300** breadth, **41.5** depth, **19.3** Moulded depth **21-11 1/2**
 and thickness **Side bars** **10 x 1 1/2** Inches in Ship. **10 x 1 1/2** Inches per Rule.
 ing and thickness... **10 x 2 3/4** **10 x 2 3/4**
 for Rudder do. do. **10 x 6** **10 x 6**
 for Propeller **10 x 6** **10 x 6**
 frames from moulding edge to **24** (Class **100A**)
 e, all fore and aft **24**
Steel **10 x 1 1/2** **10 x 1 1/2**
 ch end **10 x 2 3/4** **10 x 2 3/4**
AMES, Angle Iron **5 x 3 1/2** **5 x 3 1/2**
 and thickness of Floor Plate **5 x 3 1/2** **5 x 3 1/2**
 half length amidships **40** **40**
 at the ends of vessel **40** **40**
 the half-bdth. as per Rule **40** **40**
 ded at the Bilges... **80 Bkts.** **80 Bkts.**
Spar, or Awning Deck **10** **10**
Iron, Plate or Tee Bulb **3 1/2** **3 1/2**
 gle **40** **40**
Middle Deck **8 1/2** **8 1/2**
Iron, Plate or Tee Bulb **3 1/2** **3 1/2**
 gle **40** **40**
Deck— **11** **11**
Iron, Plate or Tee Bulb **3 1/2** **3 1/2**
 e **40** **40**
Orlop **11** **11**
Iron, Plate or Tee Bulb **3 1/2** **3 1/2**
 e **40** **40**
Lower Edge **5** **5**
Through **50** **50**
ne, single **50** **50**
castal, Plates **9** **9**
tercostal Keelson **4** **4**
on Side Keelson **4** **4**
Plate **3 1/2** **3 1/2**
Angle Irons **3 1/2** **3 1/2**
de plating with angle iron **3 1/2** **3 1/2**
Margin plate **29** **26**
Margin plate **29** **26**
al plates riveted to **18** **18**
g for **18** **18**
gle Irons **18** **18**
riveted to plating for **18** **18**
entire length **18** **18**
Irons **18** **18**
See hold Beam Str.
length from Margin plate to Margin plate **See hold Beam Str.**
E Irons on floors and frames extend across middle line to **See hold Beam Str.**
ious lengths of Plates and Angle Irons properly connected? **yes**
double riveted to Keel, with rivets **1 1/2** in. diameter, averaging **5** ins. from centre to centre.
ards and to upper part of Bilge, worked clencher, double riveted; with rivets **1 1/2** in. diameter, averaging **3 1/2** ins. from centre to centre.
to turn of Bilge, worked carvel, riveted; with rivets **1 1/2** in. diameter averaging **3 1/2** ins. from centre to centre.
Strakes at Bilge for entire length, treble riveted with Butt Straps **20** thicker than the plates they connect for **1/4** length.
Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets **1 1/2** in. diameter, averaging **3 1/2** ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, riveted; with rivets **1 1/2** in. diameter, averaging **3 1/2** ins. from cr. to cr.
Edges of Main Sheerstrake, double or single riveted.
Butts of Main Sheerstrake, double riveted for **3** in. length amidships. **Butts of Upper or Spar Stringer Plate, treble riveted for** **3** in. length amidships.
Butts of Main Stringer Plate, treble riveted for **3** in. length amidships. **Butts of Upper or Spar Stringer Plate, treble riveted for** **3** in. length amidships.
Breadth of laps of plating in double riveting **5 1/4** Breadth of laps of plating in single riveting **-**
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted **See hold Beam Str.** No. of Breasthooks, **5** Crutches, **38** deep floor.
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. **See hold Beam Str.**
Manufacturer's name or trade mark. **See hold Beam Str.**
The above is a correct description.
Builder's Signature, MacShivaine & MacCall Ltd. **Surveyor's Signature, James Martin.**
Surveyor to Lloyd's Register of British and Foreign Shipping.

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

* If Iron Deck, state if whole or part, and if wood deck, state whether rivets are of iron or steel.

BEL56-0110

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 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. Schooner rigged with two pole masts, as Auxiliary to Steam Power. Fore Mast heel to truck 112.6 x 23, and Main Mast 105.10 x 21, constructed with two plates in the round 2 to 3/8. Fore Yard 51.9 x 13, 2 plates 2 to 3/8. Masts doubled at partners and at heels, Yard doubled at flings, and all plates tested at the steel works.

Number for Equip-ment Letter for do.	CABLES, &c.		Test per Certificate Tons.	Fathoms & Inches per Rule.	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS.		Test per Certificate	W'ght req'd per Rule.	Machine where Tested and Superintendent, also Name of Anchor Maker.
	Number of Certificate.	Fathoms.				Number of Certificate (State if any and which Anchors are Stockless.)	Weight. Ex. Stock.			
SAILS. Fore Sails, Fore Top Sails, Fore Topmast Stay Sails, Main Sails, Main Top Sails, and quality <u>Good</u>	1919	135 1/2	1 1/2	28.10.0	270 x 1 1/2	19238	42.2.14	37.11.3.14	42.2.0	Aug 24 - 89
	4923	135	1 1/2	"	"	19239	40.2.21	36.6.1.0	40.2.14	" - "
	Makers of Wood 10. Tested 75 x 1 1/2 at Chequer									
	Iron Steam Casing or Steel Wire 75 4 1/2 35 ton 11 1/2 W. at Chequer									
	Hempen Str'm Cable 100 4 33 - 100 x 12 1/2 W. at Chequer									
	TOWLINE- Hemp or Steel Wire 75 3 18 - 11 1/2 W. at Chequer									
	Hawser 90 9 90 x 9 1/2 W. at Chequer									
	Warp 120 6 90 x 8 W. at Chequer									
	Standing and Running Rigging wire and hemp sufficient in size and good in quality. She has 2 Long Boats and two other boats									
	The Windlass is Patent and good. Capstan Good and Rudder Good. Pumps Good									

Engine Room Skylights.—How constructed? of plates and angles. How secured in ordinary weather? permanently riveted

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

Coal Bunker Openings.—How constructed? of plates & angles. How are lids secured? with hatch bars. Height above deck? 10 inches

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? 2 freeing ports and 2 scuppers in well, and 3 freeing ports and 3 scuppers on the Raised Quarter deck each side.

Cargo Hatchways.—How formed? of plates and angles. Hatches, If strong and efficient? yes

State size Main Hatch 26 x 16 ft in No. 1. Forehatch 20 x 14, 16 x 14. Quarterhatch 8 ft x 6 ft in No. 5

If of extraordinary size, state how framed and secured... one web plate in No. 1, 2, 3, 4, three. What arrangement for shifting beams? —

Order for Special Survey No. 243. Date Nov 16th 1888

Order for Ordinary Survey No. —. Date —

No. 35 in builder's yard. State dates of letters respecting this case Sept 27th and Oct 23rd 1888, March 9th and June 13th 1889

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

approved tracings of Midship and Longitudinal sections forwarded with the

Freeboard Report No 3634, and with the accompanying tracings of profile

mast plan, and pumping plan, the Secretary's letters dated as above have been

complied with, and the Rules in other respects, including the Committee's

circulars on steel, have been adhered to, she is a well deck vessel, having

a Forecastle 31.6, a Bridge 125.9 combined with a Raised Quarter deck 111 ft long

a double bottom constructed on the Cellular system 240 ft long with water capacity

for 500 tons, and an after peak tank holding 30 tons, all tested as required

by the Rules.

The materials used in her construction, and the workmanship, are

very good.

Pitcher's patent bituminous cement has been used at

the written request of the Owners.

How are the surfaces preserved from oxidation? Inside Patent Cement, and paint Outside Paint

Particulars for Record in R.B.—Length of Poop — ft., R.Q.D. 111 ft., Bridge Dk. 125.9 ft., F'castle 31.5 ft.; No. of Dks. (excluding spar, awn., &c.) One

Material of dks. Iron. If spar, awn. dk., &c. —. Material of spar, awn. dk., &c. —; No. of tiers of beams (with and without dks. laid) One;

Official No. 97545; Signal Letters —. Double bottom, state particulars on separate form.

I am of opinion this Vessel should be Classed + 100 A 1, Steel, 1 in deck.

The amount of the Entry Fee £ 5; is received by me, 1889

Special £ 87; 2; 6 5/12 1889

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

(Travelling Expenses, if any, £ —).

Committee's Minute FRIDAY 6 DEC 1889

Character assigned 100 A 1 Sll

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