

IRON OR STEEL SHIP.

(Received at London Office, 28 Feb 1890)

28 Feb 1890

No. **3688** Survey held at **Belfast** Date of writing Report **April 23rd 90** Port of **Belfast**
 On the **Four masted sailing ship 'California'** Date, First Survey **Augst 2nd 89** Last Survey **April 23rd 1890**
 Rig **Ship - 4 masts.**

TONNAGE under Tonnage Deck **2886.92** **ONE, OR TWO DECKED, THREE DECKED VESSEL,**
~~SPAR, OR AWNING DECKED VESSEL.~~
 Do. between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk. **-**
 Total under Upper Dk. **-**
 Do. of Poop **124.65**
 Do. of Raised Qr. Dk. or Break **-**
 Do. of Bridge House **-**
 Do. of Houses on Deck **87.82**
 Do. of excess of Hatchways **-**
 Do. of Forecastle **-**
 Gross Tonnage **3099.39**
 Less Crew Space **74.02**
 Less Engine Room **-**
 Register Tonnage **2990.89**
 as cut on Beam

Half Breadth (moulded) **22.5**
 Depth from upper part of Keel to top of Upper Deck Beams **29.84**
 Girth of Half Midship Frame (as per Rule) **45.45**
 1st Number **97.27**
 1st Number, if a 3-Decked Vessel deduct 7 feet **-**
 Length **316.16**
 2nd Number **30.49**
 Proportions— Breadths to Length **7.06**
 Depths to Length— Upper Deck to Keel **10.4**
 Main Deck ditto **-**

Master **Mr. Dickinson**
 Year of appointment **-**
 Built at **Belfast**
 When built **1889** Launched **Feb. 22nd 90**
 By whom built **Harland & Wolff Ltd.**
 Owners **North Western S.S. Co.**
 Managers **-**
 (If desired to be entered in Reg. Book.)
 Residence **Liverpool**
 Port belonging to **Liverpool**
 Destined Voyage **San Francisco via L'pool.**
 If Surveyed while Building, Afloat, or in Dry Dock.
 Specially surveyed while Building

LENGTH on deck as per Rule **316** **BREADTH** Moulded **22** **DEPTH** top of Floors to Upper Deck Beams **26** **Power of Engines** **104** **Horse.** **-** **No. of Decks with flat laid** **Two**
 Dimensions of Ship per Register, length **329.3** breadth **45.2** depth **26.4** Moulded depth **28.54**

KEEL, depth and thickness **9 1/2 x 3 3/4**
STEM, moulding and thickness **9 1/2 x 3 3/4**
STERN-POST for Rudder do. do. **9 x 3 3/4**
 " for Propeller **-**
 Distance of Frames from moulding edge to moulding edge, all fore and aft **24**

AMES, Angle **Iron**, for 1/2 length amidships **5 1/2 x 3 1/2**
 do. for 1/4 at each end **5 1/2 x 3 1/2**
VERSED FRAMES, Angle **Iron** **4 x 3 1/2**
DOORS, depth and thickness of Floor Plate **28**
 at mid line for half length amidships **10**
 thickness at the ends of vessel **8**
 depth at 3/4 the half-bdth. as per Rule **14**
 height extended at the Bilges **56**

AMS, Upper, Spar, or Awning Deck **11 1/2 x 10**
 do. double Angle Iron, Plate or Tee Bulb **10 1/2 x 10**
 do. or double Angle Iron on Upper edge **-**
 Average space **40**

AMS, Main, or Middle Deck **-**
 do. double Angle Iron, Plate or Tee Bulb **-**
 do. or double Angle Iron on Upper Edge **-**
 Average space **-**

AMS, Lower Deck **-**
 do. double Angle Iron, Plate or Tee Bulb **-**
 do. or double Angle Iron on Upper Edge **-**
 Average space **-**

AMS, Hold, or Orlop—Rider Plate **13**
 do. double Angle Iron, Plate or Tee Bulb **11**
 do. or double Angle Iron on Upper Edge **3 1/2 x 3 1/2**
 Average space **24**

AMS, Centre line, single or double plate, **21**
 do. or Intercoastal Plates **14**
 Rider Plate **14**
 Bulb Plate to Intercoastal Keelson **14**

Angle **Iron** **6 1/2 x 4**
 Double Angle **Iron** Side Keelson **6 1/2 x 4**
 Side Intercoastal Plate **Iron**
 do. Angle Irons **Iron**

Attached to outside plating with angle iron **3 1/2 x 3 1/2**
LGE Angle **Iron** **6 1/2 x 4**
 do. Bulb Iron **6 1/2 x 4**
 do. Intercoastal plates riveted to plating for length **-**

LGE STRINGER Angle **Iron** **6 1/2 x 4**
 Intercoastal plates riveted to plating for length **-**

DE STRINGER Angle Irons **-**
FRAMES extend in one length from **Keel** to **gunwale**

REVERSED ANGLES on floors and frames extend across the middle line to the gunwale on and to every frame alternately
KEELSONS. Are the various lengths of Plates and Angles properly connected? **yes** And butts properly shifted? **yes**

PLATING. Garboard, double riveted to Keel, with rivets **1 1/4** in. diameter, averaging **4 3/4** ins. from centre to centre.
 Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets **1** in. diameter, averaging **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 **entire** length, treble riveted with Butt Straps **outside straps to the first rib strake and double straps to the second**

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 **Upper Sheerstrake, double or single riveted.**
 Butts of Main Sheerstrake, treble riveted for **entire** length amidships. Butts of Upper or Spar Sheerstrake, treble riveted **length** amidships.

Butts of Main Stringer Plate, treble riveted for **length** amidships. Butts of Upper or Spar Stringer Plate, treble riveted for **length** amidships.
 Breadth of laps of plating in double riveting **6** Breadth of laps of plating in single riveting **-**

Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted **Double & double** No. of Breasthooks, **5** Crutches, **4**
 description of **Iron** is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c? **James & Co. of Belfast, Harland & Wolff, and West Cumberland, Beam Tonnage**
 manufacturer's name or trade mark, **Long & Co., Keelsons, Steel Co. of Scotland, Barrow & Co., Keelsons, Crockett & Co., and deck plating**
 the above is a correct description. **Mosser and Co.**

Builder's Signature, **Harland & Wolff Ltd.** Surveyor's Signature, **James & Co.**
 Surveyor to **Foreign Shipping**

State whether plating is of alternate thicknesses as distinguished from divided thickness at ends of vessel.

* If Iron Deck, state if whole or part, and if wood deck, state whether it is of Iron or Wood.

