

IRON OR STEEL SHIP.

(Received at London Office)

3718

No. 3718 Survey held at **Belfast** Date, First Survey **July 26th 89** Last Survey **June 20th 1890**

On the **Crew Steamer Michigan** Rig **4 masted schooner**

TONNAGE under Tonnage Deck **2397.92** **ONE, OR TWO DECKED; THREE DECKED VESSEL,** Master **W. R. Williams**

Do. between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk. **1075.33** **SPAR, OR AWNING DECKED VESSEL.** Year of appointment **1890**

Total under Upper Dk. **3473.25** Half Breadth (moulded) **22.5** Built at **Belfast**

Do. of Poop **22.62** Depth from upper part of Keel to top of Upper Deck Beams **30.5** When built **1890** Launched **April 19th**

Do. of Raised Or. Dk. or Break **89.65** Girth of Half Midship Frame (as per Rule) **47.92** By whom built **Harland & Wolff Ltd.**

Do. of Bridge House **81.16** 1st Number **100.42** Owners **The Bernard, Steam Ship Co. Ltd.**

Do. of Houses on Deck **10.95** 1st Number, if a 3-Decked Vessel deduct 7 feet **93.42** Managers **Alfred S. Williams**

Do. of excess of Hatchways (Forecastle) **43.59** Length **368.16** Residence **100 Finchchurch St.**

is Tonnage **3721.62** 2nd Number **34393** Port belonging to **London**

Do. Crew Space **144.32** Proportions Breadths to Length **8.36** Destined Voyage **Philadelphia**

Engine Room **1190.92** Depths to Length—Upper Deck to Keel **12.06** If Surveyed while Building, Afloat, or in Dry Dock.

Water Tonnage as out on Beam **2383.88** Main Deck ditto **16.33** Specially surveyed while Building

NGTH **368.16** BREADTH **44.2** DEPTH top of Floors to Upper Deck Beams **20.75** Power of Engines **375** No. of Decks with flat laid **Two**

Rule **368.16** Moulded **44.2** Do. do. Main Deck Beams **18.79** No. of Tiers of Beams **Three**

Dimensions of Ship per Register, length **370.5** breadth **44.2** depth **26.6** Moulded depth **29.9**

KEEL, depth and thickness **9 x 1 1/2** Inches in Ship. Inches per Rule. **9 x 1 1/2**

STEM, moulding and thickness **6 x 3 1/2** Inches in Ship. Inches per Rule. **6 x 3 1/2**

STERN-POST for Rudder do. do. **11 x 4** Inches in Ship. Inches per Rule. **11 x 4**

Distance of Frames from moulding edge to moulding edge, all fore and aft **24** (Class **100A**)

FRAMES, Angle **Steel** for 1/2 length amidships **5 1/2 x 3 1/2** Inches in Ship. Inches per Rule. **5 1/2 x 3 1/2**

Do. for 1/2 at each end **5 1/2 x 3 1/2** Inches in Ship. Inches per Rule. **5 1/2 x 3 1/2**

REVERSED FRAMES, Angle **Steel** **4 x 3 1/2** Inches in Ship. Inches per Rule. **4 x 3 1/2**

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships **4 1/2** Inches in Ship. Inches per Rule. **4 1/2**

thickness at the ends of vessel **4 1/2** Inches in Ship. Inches per Rule. **4 1/2**

depth at 1/2 the half-bdth. as per Rule **5 1/2** Inches in Ship. Inches per Rule. **5 1/2**

height extended at the Bilges **5 1/2** Inches in Ship. Inches per Rule. **5 1/2**

BEAMS, Upper, Spar, or Awning Deck **9 x 10** Inches in Ship. Inches per Rule. **9 x 10**

Single or double Angle Iron, Plate or Tee Bulb Iron **11 x 11** Inches in Ship. Inches per Rule. **11 x 11**

Average space **48** Inches in Ship. Inches per Rule. **48**

BEAMS, Main, or Middle Deck **11 x 11** Inches in Ship. Inches per Rule. **11 x 11**

Single or double Angle Iron, Plate or Tee Bulb Iron **10 1/2 x 10 1/2** Inches in Ship. Inches per Rule. **10 1/2 x 10 1/2**

Average space **48** Inches in Ship. Inches per Rule. **48**

BEAMS, Lower Deck **11 x 10** Inches in Ship. Inches per Rule. **11 x 10**

Single or double Angle Iron, Plate or Tee Bulb Iron **12 x 12** Inches in Ship. Inches per Rule. **12 x 12**

Average space **48 and 96** Inches in Ship. Inches per Rule. **48 and 96**

BEAMS, Hold, or Orlop **11 x 10** Inches in Ship. Inches per Rule. **11 x 10**

Single or double Angle Iron, Plate or Tee Bulb Iron **12 x 12** Inches in Ship. Inches per Rule. **12 x 12**

Average space **48 and 96** Inches in Ship. Inches per Rule. **48 and 96**

KEELSONS Centre line, single or double plate, **5 1/2 x 10** Inches in Ship. Inches per Rule. **5 1/2 x 10**

Rider Plate **10** Inches in Ship. Inches per Rule. **10**

Bulb Plate to Intercoastal Keelson **4 x 4** Inches in Ship. Inches per Rule. **4 x 4**

Angle **Steel** **4 x 4** Inches in Ship. Inches per Rule. **4 x 4**

Double Angle Iron Side Keelson **4 x 4** Inches in Ship. Inches per Rule. **4 x 4**

Side Intercoastal Plate **4 x 4** Inches in Ship. Inches per Rule. **4 x 4**

do. Angle **Steel** **4 x 4** Inches in Ship. Inches per Rule. **4 x 4**

Attached to outside plating with angle **4 x 4** Inches in Ship. Inches per Rule. **4 x 4**

BILGE Angle **Steel** **4 x 4** Inches in Ship. Inches per Rule. **4 x 4**

do. Bulb Iron **4 x 4** Inches in Ship. Inches per Rule. **4 x 4**

Intercoastal plates riveted to plating for **3** length **6 1/2 x 4 1/2** Inches in Ship. Inches per Rule. **6 1/2 x 4 1/2**

BILGE STRINGER Angle **Steel** **6 1/2 x 4 1/2** Inches in Ship. Inches per Rule. **6 1/2 x 4 1/2**

Intercoastal plates riveted to plating for **3** length **9** Inches in Ship. Inches per Rule. **9**

SIDE STRINGER Angle Irons **Compensated for**

The FRAMES extend in one length from Margin plate to Margin plate

The REVERSED ANGLE IRONS on floors and frames extend from middle line to Margin plate, then to fore and aft

KEELSONS. Are the various lengths of Plates and Angles properly connected? **Yes**

PLATING. Garboard, double riveted to Keel, with rivets **1 1/2** in. diameter, averaging **4 1/4** ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets **3/8** in. diameter, averaging **3 3/4** ins. from centre to centre.

Butts from Keel to turn of Bilge, **lapped and treble** riveted; with rivets **3/8** in. diameter averaging **3 3/4** ins. from centre to centre.

Butts of **all** Strakes at Bilge, **lapped and treble** riveted; with rivets **3/8** in. diameter averaging **3 3/4** ins. from centre to centre.

Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets **3/8** in. diameter, averaging **3 3/4** ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, **lapped and treble** riveted; with rivets **3/8** in. diameter, averaging **3 3/4** 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 **Spar** Sheerstrake, treble riveted for **entire** length amidships.

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

Breadth of laps of plating in double riveting **6** Breadth of laps of plating in single riveting **4**

Butt Straps of Keelsons, Stringer and Tie Plates, **double or single Riveted** **Quadruple** **Yes** No. of Breasthooks, **4** Crutches **4**

What description of **Steel** is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c? **Siemens** **British** **Steel**

Manufacturer's name or trade mark, **Harland & Wolff** **W. R. Williams** **Alfred S. Williams** **James** **Curpin**

The above is a correct description. Outside plating. **Harland & Wolff** **W. R. Williams** **Alfred S. Williams** **James** **Curpin**

Builder's Signature, **Harland & Wolff** Surveyor's Signature, **James** **Curpin**

Surveyor to Lloyd's Register of British and Foreign Shipping.

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