

IRON OR STEEL SHIP.

(Received at London Office, 3726)

No. 3726 Date of writing Report July 8th 90 Port of Belfast
 Survey held at Belfast Date, First Survey Oct. 2nd 1889 Last Survey July 8th 1890
 On the Screw Steamer "Plassey" MEMNON Rig Phoenix

ONNAGE under Tonnage Deck 2962.25
 ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.
 Master Joseph Wadley
 Year of appointment 1889
 Built at Belfast
 When built 1890 Launched May 22nd
 By whom built Harland & Wolff Ltd.
 Owners African Steam Ship Co.
 Managers E. Bicker-Carter
 Residence 217, F. Helen's London
 Port belonging to London
 Destined Voyage Bombay via Liverpool
 If Surveyed while Building, Afloat, or in Dry Dock.
 Specially surveyed while Building

LENGTH on deck as per Rule	Feet. Inches.	BREADTH Moulded	Feet. Inches.	DEPTH top of Floors to Upper Deck Beams	Feet. Inches.	Power of Engines	Horse.	No. of Decks with flat laid	No. of Tiers of Beams
343.10		40.75		26.66		300		4	2
Dimensions of Ship per Register, length	345.6	breadth	40.95	depth,	26.4	Moulded depth	29.6		
KEEL, depth and thickness	Side bars	9 x 1 1/2	9 x 1 1/2						
STEM, moulding and thickness		9 x 3 3/8	9 x 3 3/8						
TERNPOST for Rudder do. do.		11 x 6 1/2	11 x 6 1/2						
" " for Propeller		11 x 6 1/2	11 x 6 1/2						
Distance of Frames from moulding edge to moulding edge, all fore and aft		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 1/4 at each end		5 1/2 x 3 1/2	5 1/2 x 3 1/2						
REVERSED FRAMES, Angle Iron		5 1/2 x 3 1/2	5 1/2 x 3 1/2						
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships		42							
" thickness at the ends of vessel		8							
" depth at 3/4 the half-bdth. as per Rule		69							
" height extended at the Bilges		69							
BEAMS, Upper, Spar, or Awning-Deck		9 x 1 1/2	9 x 1 1/2						
Single or double Angle Iron on Upper edge		40							
Average space		40							
BEAMS, Main, or Middle Deck		10 x 1 1/2	10 x 1 1/2						
Single or double Angle Iron on Upper edge		40							
Average space		40							
BEAMS, Lower Deck									
Single or double Angle Iron on Upper edge									
Average space									
BEAMS, Hold, or Orlop									
Single or double Angle Iron on Upper edge									
Average space									
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates		51	10	51	10				
" Rider Plate		9		9					
" Bulb Plate to Intercoastal Keelson		4	4	4	4				
" Double Angle Iron Side Keelson									
" Side Intercoastal Plate									
" do. Angle Irons		3 1/2 x 3 1/2	3 1/2 x 3 1/2						
" Attached to outside plating with angle		3 1/2 x 3 1/2	3 1/2 x 3 1/2						
BILGE Angle Irons		4	4	4	4				
" do. Bulb Iron									
" do. Intercoastal plates riveted to plating for length									
BILGE STRINGER Angle Irons		6 1/2	4	6 1/2	4				
Intercoastal plates riveted to plating for length									
SIDE STRINGER Angle Irons									
FRAMES extend in one length from margin plate to margin plate									
REVERSED ANGLE IRONS on floors and frames extend from middle line to margin plate									
KEELSONS, Are the various lengths of Plates and Angle Irons properly connected?									
PLATING, Garboard, double riveted to Keel, with rivets 1/2 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 1/2 in. diameter, averaging 3 3/4 ins. from centre to centre.									
Butts from Keel to turn of Bilge, worked clench, double riveted; with rivets 1/2 in. diameter averaging 3 ins. from centre to centre.									
Butts of All Strakes at Bilge for entire length, treble riveted with Butt Straps thicker than the plates they connect.									
Edges from Bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets 1/2 in. diameter, averaging 3 3/4 ins. from cr. to cr.									
Butts from Bilge to Main Sheerstrake, worked clench, double riveted; with rivets 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, treble riveted for entire length amidships.									
Butts of Main Stringer Plate, treble riveted for 1/2 length amidships.									
Breadth of laps of plating in double riveting 5 1/2 x 2 6									
Breadth of laps of plating in single riveting									
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted									
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?									
Manufacturer's name or trade mark.									
The above is a correct description.									

Builder's Signature, Harland & Wolff
 Surveyor's Signature, James Surpin
 Surveyor to Lloyd's Register of British and Foreign Shipping.

State clearly where plating is of alternate thickness—no distinguishing from diminished thickness at ends of vessel.
 * If Iron Deck, state if whole or part, and if wood deck is laid thereon.

BEL 57-0084

Workmanship.

Are the butts of plating planed or otherwise fitted? *planed where butted but mostly lapped*
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 as auxiliary to steam power.*

Fore and Main pole masts of steel 111.0 x 24, and 104.0 x 22 respectively. Constructed with 3 plates in the round 32 to 32, and 3 angles 3.3 x 16 and 3.3 x 16. doubling plates fitted at the partners, and at the heels, and the plates tested at the steel works.

at the steel works.		CABLES, &c.			Test per Certificate.	Fathoms & Inches per Rule.	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested and Superintendent, also Name of Anchor Maker.	
Number for Equipment.		Number of Certificate.	Fathoms.	Inches.	Tons.			Number of Certificate (State if any and which Anchors are Stockless.)					
Letter for do.	35146	20129	1492	2	100.16.00	300.2	15 May 90	24859	38.0.14	35.4.0.7	38	17 May 90	
		14959	1502	2	100.16.00	300.2	15 May 90	24841	38.0.14	35.4.0.7	38	15 May 90	
SAILS.								24854	38.0.14	35.4.0.7	32 1/4	14 May 90	
Fore Sails,													
Fore Top Sails,													
Fore Topmast Stay Sails,													
Main Sails,													
Main Top Sails, and quality													
Good													
Iron Steam Chain or Steel Wire ..		90	4 1/2	SW	39	90.17.00	D.G. Lewis	Collective Weights	09.1.0		108 1/4	D.G. Lewis	
Hempen Sur'm Cable		120	4		33	42.5W	16 June 90	Stream	24837	11.3.6	13.15.0.0	11 1/2	15 May 90
TOWLINE—Hemp or Steel Wire.		60	3		18	42.5W	Pullivan	Kedge	24835	5.3.3	0.2.3.7	5 3/4	15 May 90
Hawser		60	3		18	40.10	20 May 90	2nd Kedge	24836	2.6.25	5.0.0.0	2 3/4	15 May 90
Warp		20	2		12	90.17.00							

Standing and Running Rigging *fine hemp* sufficient in size and good in quality. She has *Long* Boat and *two* other boats.

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

Engine Room Skylights.—How constructed? *of iron on Comings 36* How secured in ordinary weather? *with screw bolts & nuts*

What arrangements for deadlights in bad weather? *Slid top with bull's eyes*

Coal Bunker Openings.—How constructed? *plates & angles* How are lids secured? *latch bars & studs* Height above deck? *3' above D.P.K.*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *5 freeing ports, 2 Scuppers and 2 Spring pipes forward, and 4 freeing ports, 4 Scuppers and 2 Spring pipes aft each side.*

Cargo Hatchways.—How formed? *of plates and angles, Comings 24* Hatches, If strong and efficient? *yes 3 Solid.*

State size Main Hatch *26.6 x 12.0* Fore hatch *19.6 x 11.0* Quarter hatch *19.6 x 11.0 and 15.6 x 10.0*

If of extraordinary size, state how framed and secured... *Two deep web plates in main hatch, one deep web plate in each of No. 8, one shifting beam in No. 4, and one strong fore & after in all.* What arrangement for shifting beams? *pr. rule*

Order for Special Survey No. *266* Date *July 5. 1889*

Order for Ordinary Survey No. *266* Date *July 5. 1889*

No. *220* in builder's yard.

State dates of letters respecting this case *October 10th 1889*

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the approved tracing of midship section, and otherwise in accordance with the plans approved for the S.S. "British Empire", of which vessel she is a duplicate. Belfast Report No. 3553, in compliance with the Secretary's letter dated as above; but frames have been fitted in the Engine & Boiler space and the Rules in other respects, including the Committee's Circulars on Steel, have been adhered to. She is a two deck vessel, built on the 3 D.R. Rule, having a fore-castle 44 7/8 feet long; a Bridge 80 feet enclosing the Engines and Boilers, and a poop 32 feet long. She has a double bottom constructed on the Cellular system 26 4 feet long, with water capacity for 545 tons, and an after peak tank with water capacity for 40 tons; tested as required by the Rules. She is stronger than required by the Rules in several parts of the bottom, and at the gunwale. The materials used in her construction, and the workmanship are very good.*

How are the surfaces preserved from oxidation? Inside *Portland cement & paint* Outside *Paint*

Particulars for Record in R.B.—Length of Poop *32* ft., R.Q.D.— ft., Bridge Dk., *80* ft., F' castle *44* ft.; No. of Dks. (excluding spar, awn, &c.) *4*

Material of dks. *1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th, 101st, 102nd, 103rd, 104th, 105th, 106th, 107th, 108th, 109th, 110th, 111th, 112th, 113th, 114th, 115th, 116th, 117th, 118th, 119th, 120th, 121st, 122nd, 123rd, 124th, 125th, 126th, 127th, 128th, 129th, 130th, 131st, 132nd, 133rd, 134th, 135th, 136th, 137th, 138th, 139th, 140th, 141st, 142nd, 143rd, 144th, 145th, 146th, 147th, 148th, 149th, 150th, 151st, 152nd, 153rd, 154th, 155th, 156th, 157th, 158th, 159th, 160th, 161st, 162nd, 163rd, 164th, 165th, 166th, 167th, 168th, 169th, 170th, 171st, 172nd, 173rd, 174th, 175th, 176th, 177th, 178th, 179th, 180th, 181st, 182nd, 183rd, 184th, 185th, 186th, 187th, 188th, 189th, 190th, 191st, 192nd, 193rd, 194th, 195th, 196th, 197th, 198th, 199th, 200th, 201st, 202nd, 203rd, 204th, 205th, 206th, 207th, 208th, 209th, 210th, 211st, 212th, 213th, 214th, 215th, 216th, 217th, 218th, 219th, 220th, 221st, 222nd, 223rd, 224th, 225th, 226th, 227th, 228th, 229th, 230th, 231st, 232nd, 233rd, 234th, 235th, 236th, 237th, 238th, 239th, 240th, 241st, 242nd, 243rd, 244th, 245th, 246th, 247th, 248th, 249th, 250th, 251st, 252nd, 253rd, 254th, 255th, 256th, 257th, 258th, 259th, 260th, 261st, 262nd, 263rd, 264th, 265th, 266th, 267th, 268th, 269th, 270th, 271st, 272nd, 273rd, 274th, 275th, 276th, 277th, 278th, 279th, 280th, 281st, 282nd, 283rd, 284th, 285th, 286th, 287th, 288th, 289th, 290th, 291st, 292nd, 293rd, 294th, 295th, 296th, 297th, 298th, 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