

IRON OR STEEL SHIP.

(Received at London Office,

3761

Date of writing Report

28th Aug. 1890

Port of Belfast

MON. 8

1890

Survey held at

Belfast

Date, First Survey

12th Nov.

Last Survey

3rd Sept.

1890

3761

the Steel Screw Steamer

Marlay

Rig

Schooner

GE

621.23

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

Master

John Straney

Year of appointment

1890

Built at

Belfast

When built

1890

Launched 20th May, 90

By whom built

Workman Clark & Co.

Owners

R. Sedgewick & Co.

Managers

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

Residence

Dublin.

Port belonging to

Dublin

Destined Voyage

Channel

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

Specially during Construction

Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Horse.	Nº. of Decks with flat laid
198	10	29	0	19	0 1/2	150	One

Dimensions of Ship per Register, length, 200.2 breadth, 29.2 depth, 14.0

2, depth and thickness 2 side bars 6 x 1 1/2

1, moulding and thickness 8 x 4 1/2

FOR POST for Rudder do. do. 8 x 4 1/2

for Propeller 22

ance of Frames from moulding edge to moulding edge, all fore and aft

AMES, Angle 3/4, for 1/2 length amidships 3 1/2

for 1/2 at each end 3 1/2

VERSED FRAMES, Angle 3/4 3 1/2

COORS, depth and thickness of Floor Plate 3 1/2

mid line for half length amidships 3 1/2

thickness at the ends of vessel 3 1/2

depth at 1/2 the half-bath, as per Rule 3 1/2

height extended at the Bilges 3 1/2

AMS, Upper, Spar, or Awning Deck 3 1/2

le or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 1/2

le or double Angle Iron on Upper edge 3 1/2

verage space 3 1/2

MS, Main, or Middle Deck 3 1/2

le or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 1/2

le or double Angle Iron on Upper Edge 3 1/2

verage space 3 1/2

AMS, Lower Deck 3 1/2

le or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 1/2

le or double Angle Iron on Upper Edge 3 1/2

verage space 3 1/2

AMS, Hold, or Orlop 3 1/2

le or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 1/2

le or double Angle Iron on Upper Edge 3 1/2

verage space 3 1/2

ELSONS Centre line, single plate, 3 1/2

box, or Intercoastal, Plates 3 1/2

Rider Plate 3 1/2

Angle 3 1/2

Double Angle Iron Side Keelson 3 1/2

Side Plate 3 1/2

do. Angles 3 1/2

Attached to outside plating with angle 3 1/2

Angle 3 1/2

do. Bulb Iron 3 1/2

Intercoastal plates riveted to plating for 160 ft. length 3 1/2

GE STRINGER Angle 3 1/2

Intercoastal plates riveted to plating for length 3 1/2

DE STRINGER Angle Irons 3 1/2

FRAMES extend in one length from middle line to flange plate thence to upper 3 1/2

REVERSED ANGLES on floors and frames extend from middle line to flange plate thence to side 3 1/2

ELSONS. Are the various lengths of Plates and Angle properly connected? Yes

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

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

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3/4 ins. from centre to centre.

Butts of two Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 3/4

Edges from Bilge to Main Sheerstrake, worked clench, double riveted; with rivets 3/4 in. diameter, averaging 3/4 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3/4 ins. from cr. to cr.

Edges of Main Sheerstrake, double riveted. Upper Sheerstrake, double or single riveted.

Butts of Main Sheerstrake, treble riveted for 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 1/2 length amidships.

Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.

Breadth of laps of plating in double riveting 4 1/2 + 5 1/2. Breadth of laps of plating in single riveting.

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

at description of 1/2 is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Same as 1/2

manufacturer's name or trade mark, James R. & Co. Belfast; Keelsons - Coats; Stringer plates - Steel Works

The above is a correct description. Mossend. Iron decks - West Hartlepool.

lder's Signature, James R. & Co.

Surveyor's Signature, James R. & Co.

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

General Steam Printers, 19, Old Street, Goswell Road, London, E.C.

BEL 57-0163



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? *No*

Masts, Bowsprit, Yards, &c., are *18th Pine* in *Good* condition, and sufficient in size and length. If of Iron or Steel give scantlings, and if stamped with Maker's name.  
State also Length and Diameter of Lower Masts and Bowsprit *This steamer is fitted with two hole masts and as fore and aft Schooner as auxiliary to steam.*  
*Fore mast 58 ft. + 25 ft. Main mast 50 ft. + 25 ft. 16" dia. at partner 13" at heel and rounds.*

Number for Equipment	CABLES, &c.		Test per Certificate	Fathoms & Inches per Rule	Machine where Tested and Name of Chain Maker	ANCHORS.		Test per Certificate	Weight req'd per Rule	Machine where Tested and Name of Anchor Maker
	Number of Certificate and date	Fathoms.				Number of Certificate (State if 225 and which Anchors are Stockless.)	Weight.			
Letter for do.							Ex. Stock.			
SAILS.	10835	120	1 1/2	34 + 51 tons	240 x 1 1/2	27586	22-1-0	22-11-1-0	163 + 2 1/2	Harthorn Stockless
	10836	120 1/2	1 1/2	34 + 51 tons	240 x 1 1/2	28017	19-2-14	20-10-2-14	167 + 3 1/2	Harthorn Stockless
	Iron Stream Chain or Steel Wire	60	3 1/2	34 + 51 tons	240 x 1 1/2	12426	15-0-4	16-12-0-21	147	Lipton
	Main Sails,					3rd Kedge	3-2-24			
	Fore Top Sails,					2nd Kedge				
	Fore Topmast Stay Sails,									
	Main Top Sails,									
	and quality									
	no spare									
	sails									
TOWLINE—Hemp or Steel Wire		90	9		90 x 9	Collective Weights		56-3-18	47 1/2 + 4 3/8	
Hawser		90	7		90 x 7	Stream		27904	5-1-16	7-16-1-0
Warp		90	5		90 x 5	Kedge		27244	2-3-11	5-7-2-0
						2nd Kedge		1-3-27	1-3-27	1-3-27

Standing and Running Rigging *Fore Main Shrouds* sufficient in size and *Good* in quality. She has *two* *Large* Boats and one dingy.  
The Windlass is *Harfield hand* Capstan *ditto* and Rudder *Good* Pumps *Good*.

Engine Room Skylights. How constructed? *Leak on top of casing* How secured in ordinary weather? *Screw Squadrants*  
What arrangements for deadlights in bad weather? *Solid bulls eye lights in teak sashes*

Coal Bunker Openings. How constructed? *2 1/2" iron riveted* How are lids secured? *Hatches* Height above deck? *2'-6"*  
Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *3 clearing ports 28 1/2" x 20" x 19 1/2" + 2*

Cargo Hatchways. How formed? *3/4" iron plates riveted to deck through* Hatches, If strong and efficient? *Yes* 3" *Sc* in R  
State size *Main Hatchway 21'-6" x 14'-0" x 2'-6" 1st Deck 25'-0" x 3'-10" x 15'-0" x 2'-6" 2nd Deck 27'-6" x 15'-0" x 2'-0"*

If of extraordinary size, state how framed and secured... *No 1 has one deep web plate and 3 fore fastenings No 2 has 3 fore and aft fastenings* What arrangement for shifting beams?

Order for Special Survey No. 261	1st. On the several parts of the frame, when in place, and before the plating was wrought	No. 12, 15, 21, 29, Dec. 3, 10, 16, 18, 31, Jan.
Date 8th July 1889	2nd. On the plating during the process of riveting	7, 16, 17, 21, 24, 30, Feb. 4, 14, 18, 27, March
Order for Ordinary Survey No.	3rd. When the beams were in and fastened, and before the decks were laid...	17, 25, April, 3, 11, 15, 22, 28, May 7, 13, 17, 19, 2
Date	4th. When the ship was complete, and before the plating was finally coated or cemented...	June 4, 7, 11, 20, July 3, 8, 16, 17, 24, 29, Aug. 1, 12, 21, 23, 26
No. 70 in builder's yard.	5th. After the ship was launched and equipped	30, Sept. 1, 2
State dates of letters respecting this case		April 25, May 2, 1889, March 11 & 20, May 2, 13, 19, June 18

General Remarks (State quality of workmanship, &c.) *Aug. 7/18 - 1890.*

This steamer has been constructed in accordance with the following approved plans excepting a few modifications marked thereon; viz: - the Midship Section (sent to London 29.6.90); the profile deck; hatch coamings, etc. and gunnery arrangement; the Secretary's letters of above dates the Rules, Circulars of the Society for Steel vessels, or equal thereto and to the satisfaction of the undersigned.

The vessel has a long raised quarter deck 104'-6" x 4'-3", and a fore-castle 27' x 7'-3" and a fuelboard has been assigned & marked on sides (see separate form).

A Cellular double bottom on the longitudinal system is fitted over a length of 153 ft. having a water capacity of 177 tons; a deep tank forward of 26 tons an aft peak tank of 24 tons cap. are fitted; all tested as required by the Rules (see form).

The steel used has been tested as required by the Rules and the material and workmanship throughout are good & satisfactory.

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

Particulars for Record in R.B.—Length of Poop *104'-6"* ft., R.C.D. *104'-6"* ft., Bridge Dk., *27* ft.; No. of Dks. (excluding spar, awn, &c.) *5*  
Material of dks. *Iron* & spar, awn, dk., &c. *Steel*; No. of tiers of beams (with and without dks. laid) *100 A 1 Steel*  
Official No. *95320* Signal Letters *100 A 1 Steel*

I am of opinion this Vessel should be Classed *+ 100 A 1 Steel*; 1 DK (Iron). *5 B Heads with record of L.A. & C.P.*  
The amount of the Entry Fee *£ 3 : 0 : 0* is received *10/9/1890*

Special *£ 37 : 15 : 0* Certificate *Strait*  
(to be sent as per margin) Travelling Expense, if any, *£ 10/9/1890*

Committee's Minute *TUES 9 SEPT 1890*

Character assigned *100 A 1 Steel*

*+ 100 A 1 Steel*  
*1 DK Iron & web frames*  
*well*

*James Maxton*  
Surveyor to Lloyd's Register of British and Foreign Shipping  
It is submitted that this vessel appears eligible to be Classed *100 A 1 Steel* as recommended by the Rules & the material & workmanship throughout are good & satisfactory.