

3 Decks.

IRON OR STEEL STEAMER.

(Received at London Office)

MO. 7 SEP 1891

State if Report is also sent on the Machinery of the Vessel

Date of completion of report Sept. 2nd 1891 Port of BelfastDate, First Survey Sept. 25. 1890 Last Survey Sept. 2nd 1891

Rig 4 masts, schooner

Master Geo. Harms

Year of appointment (1) As Master in service of owner of present vessel - 1889 (2) As Master of this vessel - 1891

Built at Belfast

When built 1891 Launched June 6th

By whom built Harland & Wolff Ltd.

Owners (Bobby Bros & Co. Ltd.)

Managers " " " "

(Where necessary to be entered in Log Book.)

Residence Liverpool

Port belonging to Liverpool

THREE DECKED VESSEL.

CLASS 100 A 1

FEET.

Half Breadth (moulded) 24.5

Depth from upper part of Keel to top of Upper Deck Beams 34.16

Girth of Half Midship Frame (as per Rule) 53.86

112.52

deduct 7 feet 4

1st Number 105.52

Length 443

2nd Number 46745

Proportions - Breadth to Length 9.04

Depth to Length - Upper Deck to top of Keel 12.9

Main Deck ditto 16.4

Destined Voyage Rangoon If Surveyed while Building, Afloat, or in Dry Dock 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
443			49			29	10		630		Three	Three

Dimensions of Ship per Register, Length 445.5 breadth 49.15 depth 29.7 Moulded depth, ft. 33 ins. 6 To Upper Dk. Round up of Beam, Upper Dk. 8 ins.

FORGINGS or CASTINGS.

Inches in Ship.

Inches per Rule.

KEEL, Bar or Side Plates, depth and thickness

10 x 3

10 x 3

STEM, moulding and thickness

10 x 3

10 x 3

STERN-POST for Rudder do. do.

12 x 8

12 x 8

" for Propeller

10 x 2

10 x 2

MAIN-PIECE of Rudder, diameter at head

5 1/2

5 1/2

" do. at heel

5 1/2

5 1/2

RUDDER, how constructed of Cast Steel with single plate 18

Can the Rudder be unshipped afloat? Yes

FRAMING.

Inches in Ship.

Inches in Ship.

Inches in Ship.

NAME, Angles, or Bars for 1/2 length amidships

4 x 3 1/2 x 12

4 x 3 1/2 x 12

4 x 3 1/2 x 12

for 1/2 at each end Angles

4 x 3 1/2 x 10

4 x 3 1/2 x 10

4 x 3 1/2 x 10

in way of Double Bottoms

6 x 3 1/2 x 10

6 x 3 1/2 x 10

6 x 3 1/2 x 10

in way of Frames from moulding edge to

30

30

30

moulding edge, all fore and aft

3 1/2 x 3 1/2 x 10

3 1/2 x 3 1/2 x 10

3 1/2 x 3 1/2 x 10

INCREASED FRAME Angles at ends

3 1/2 x 3 1/2 x 10

3 1/2 x 3 1/2 x 10

3 1/2 x 3 1/2 x 10

FLOORS, depth and thickness of Floor Plate

5 1/2

5 1/2

5 1/2

at mid-line for 1/2 length amidships

5 1/2

5 1/2

5 1/2

in way of Engines and Boilers

5 1/2

5 1/2

5 1/2

thickness at the ends of vessel

5 1/2

5 1/2

5 1/2

depth at 1/2 the half breadth, as per Rule

5 1/2

5 1/2

5 1/2

height extended at the Bilges

5 1/2

5 1/2

5 1/2

BARS & BRACKETS in Cell Dble Bottoms

5 1/2

5 1/2

5 1/2

Distance apart

30

30

30

FORE GIRDER, in Dbl Btm, depth & thickness

4 1/2 x 4 1/2 x 20

4 1/2 x 4 1/2 x 20

4 1/2 x 4 1/2 x 20

Angles, Top 4 x 4 x 20 Bottom

4 x 4 x 20

4 x 4 x 20

4 x 4 x 20

GIRDERS, number and thickness

3 1/2 x 3 1/2 x 10

3 1/2 x 3 1/2 x 10

3 1/2 x 3 1/2 x 10

IN PLATE, dpth (excl. of flange) & thickness

3 1/2 x 3 1/2 x 10

3 1/2 x 3 1/2 x 10

3 1/2 x 3 1/2 x 10

Angles

4 x 4 x 10

4 x 4 x 10

4 x 4 x 10

BOTTOM PLATING, breadth and thickness of Middle Line Strake

5 1/2

5 1/2

5 1/2

in Engine and Boiler space

5 1/2

5 1/2

5 1/2

Remainder in Holds

5 1/2

5 1/2

5 1/2

MS, Upper Deck, Single Angle, Bulb

8 x 3 1/2 x 12

8 x 3 1/2 x 12

8 x 3 1/2 x 12

Angle, Plate or Tee Bulb

8 x 3 1/2 x 12

8 x 3 1/2 x 12

8 x 3 1/2 x 12

Angles on upper edge

8 x 3 1/2 x 12

8 x 3 1/2 x 12

8 x 3 1/2 x 12

Average space

30

30

30

BEAMS, Middle Deck, Single Angle, Bulb

8 x 3 1/2 x 12

8 x 3 1/2 x 12

8 x 3 1/2 x 12

Angle, Plate or Tee Bulb

8 x 3 1/2 x 12

8 x 3 1/2 x 12

8 x 3 1/2 x 12

Angles on upper edge

8 x 3 1/2 x 12

8 x 3 1/2 x 12

8 x 3 1/2 x 12

Average space

30

30

30

BEAMS, Lower Deck, Single Angle, Bulb

8 x 3 1/2 x 12

8 x 3 1/2 x 12

8 x 3 1/2 x 12

Angle, Plate or Tee Bulb

8 x 3 1/2 x 12

8 x 3 1/2 x 12

8 x 3 1/2 x 12

Angles on upper edge

8 x 3 1/2 x 12

8 x 3 1/2 x 12

8 x 3 1/2 x 12

Average space

30

30

30

BEAMS, Hold, or Orlop, Plate or Tee Bulb

4 x 3 x 8

4 x 3 x 8

4 x 3 x 8

Angles on upper edge

4 x 3 x 8

4 x 3 x 8

4 x 3 x 8

Average space

30

30

30

BEAMS, Poop and Bridge Deck, Angle, Bulb

4 x 3 x 8

4 x 3 x 8

4 x 3 x 8

Angle, Plate or Tee Bulb

4 x 3 x 8

4 x 3 x 8

4 x 3 x 8

Angles on upper edge

4 x 3 x 8

4 x 3 x 8

4 x 3 x 8

Average space

30

30

30

MS, Forecastle Deck, Angle, Bulb

4 x 3 x 8

4 x 3 x 8

4 x 3 x 8

Angle, Plate or Tee Bulb

4 x 3 x 8

4 x 3 x 8

4 x 3 x 8

Angles on upper edge

4 x 3 x 8

4 x 3 x 8

4 x 3 x 8

Average space

30

30

30

LARS, In 'tween Decks, Size and Spacing

3 1/2 x 3 x 60

3 1/2 x 3 x 60

3 1/2 x 3 x 60

Hold " " "

4 x 4 x 120

4 x 4 x 120

4 x 4 x 120

FRAMES, In Fore Body, No. and spacing

4 x 4 x 120

4 x 4 x 120

4 x 4 x 120

Brdth. & Thickness

4 x 4 x 120

4 x 4 x 120

4 x 4 x 120

FRAMES, In After Body, No. and spacing

4 x 4 x 120

4 x 4 x 120

4 x 4 x 120

Brdth. & Thickness

4 x 4 x 120

4 x 4 x 120

4 x 4 x 120

Size of Angles or Tee Bars to Web Frames

4 x 4 x 120

4 x 4 x 120

4 x 4 x 120

BRACKET PLATES to Stringers between

4 x 4 x 120

4 x 4 x 120

4 x 4 x 120

Web Frames, Depth and Thickness

4 x 4 x 120

4 x 4 x 120

4 x 4 x 120

KEELSONS & STRINGERS.

Inches in Ship.

Inches in Ship.

Inches in Ship.

Inches in Ship.

CENTRE LINE KEELSON, Vertical Plate above

floors, Through Plate, or Intercoastal Plate

Rider Plate

Bulb Plate to Intercoastal Keelson

Horizontal Plates on Floors

Angles

SIDE KEELSON, Angles

Bulb or Plate above floors, for length

Intercoastal Plate, for length

Attached to outside Plating with Angle

BILGE KEELSON, Angles

Bulb or Plate above floors, for length

Intercoastal Plate for length

Attached to outside Plating with Angle

BILGE STRINGER Angles

Bulb Plate for length

Intercoastal Plate for length

Attached to outside Plating with Angle

SIDE STRINGER Angles

Bulb or Intercoastal Plate for length

Attached to outside Plating with Angle

Upper Deck Stringer Plate, on ends of Beams,

breadth and thickness

Angle on ditto

Tie Plates fore and aft, outside Hatchways

Flat of Dk. * Steel, for entire length

Wood * Material & thickness

How fastened to Beams

Middle Deck Stringer Plate, br'dth & thickness

Angles on ditto, No. 2

Tie Plates outside Hatchways

Diagonal Tie Plates on Bms, No. of prs.

Flat of Dk. * Steel, for entire length

Wood * Material & thickness

How fastened to Beams

Lower Deck Stringer Plate, br'dth & thickness

Angles on ditto, No. 2

Tie Plates, outside Hatchways

Flat of Deck * Material and thickness

How fastened to Beams

Hold or Orlop Stringer Plate, br'dth & thickness

Angles on ditto, No. 2

Tie Plates outside Hatchways

Flat of Deck * Material and thickness

BULKHEADS.		No. in Vessel	Reven	No. Reqd. by Rule	By
Ceiling betwixt Decks, thickness and material	in hold	do.	do.	do.	do.
6" x 2" Plating	2 1/2" Plating	W. T. BULKHEADS	20	Upper deck	Double
Number of Breasthooks	Crutches	Four and deep floors			

Are the outside Plates doubled two spaces of Frames in length? *Yes*
 The FRAMES extend in one length from *Flange plate* to *gunwale*
 The REVERSED ANGLE on floors and frames from *Flange plate* to *Main and upper decks alternately at ends, all to upper decks above upper peak bulkhead, and alternate rev. bars to up to 10th deck.*

RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c.
 Carboard, double riveted to *Flat Plate Keel* with rivets *1/2* in. diameter, averaging *4 1/2* ins. from centre to centre.
 Edges of Carboards, and to upper part of Bilge, worked clench, double riveted; with rivets *1/2* in. diameter, averaging *4 1/2* ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, treble or double riveted; treble for *1* length; with rivets *1/2* in. dia., averaging *3 1/2* ins. from cr. to cr.

Butts of *one* Strake at Bilge for *half* length, treble riveted with *Butt Straps* *1/2* in. dia., averaging *4 1/2* ins. from centre to centre.
 Edges from Bilge to Sheerstrake, worked clench, double riveted; with rivets *1/2* in. diameter, averaging *4 1/2* ins. from centre to centre.
 Butts from Bilge to Sheerstrake, worked carvel, treble or double riveted; treble for *1* length; with rivets *1/2* in. dia., averaging *3 1/2* ins. from cr. to cr.

Butts of *one* Strake at Bilge for *half* length, treble riveted with *Butt Straps* *1/2* in. dia., averaging *4 1/2* ins. from centre to centre.
 Edges of Sheerstrake, double riveted *1/2* in. dia., averaging *4 1/2* ins. from centre to centre.
 Butts of Middle Deck Stringer Plate, treble riveted for *entire* length *amidships*. Butts of Upper Deck Stringer Plate, treble riveted for *entire* length *amidships*.

Butts of Inner Bottom Plating *double* riveted for *entire* length. Butts of Centre Girder *treble* riveted.
 Breadth of edge laps of Shell Plating in double riveting *6 1/4*. Breadth of edge laps of Shell Plating in single riveting *10, 12 and 10*.
 Butt Straps of Shell Plating, breadth and thickness *1 1/2*. Butts if Lapped, breadth of laps *10, 12 and 10*.

Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted? *Double, Quadruple, and Treble*.
 Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. *Siemens Martin Steel, Frames, rev. bars & beams. Steel Co. of Scot. & Palmer's L. & Co. of Glasgow.*
 Clydeside, Keelsons, Beams, L. & Co. of Scot. & Palmer's L. & Co. of Glasgow.

Workmanship. Are the butts of plating planed or otherwise fitted? *planed where fitted, but mostly lapped.*
 Is the riveted work properly closed? *Yes*.
 Are the liners between the frames and plates solid single pieces? *Yes*.
 Are the rivet holes well and sufficiently countersunk in the plate and punche from the faying surfaces? *Yes*.
 Do any rivets break into or through the seams or butts of the plating? *Very few*.

MASTS, SPARS, &c.		MASTS, SPARS, &c.	
No. Square sails	Material.	Total Length	DIAMETER AND THICKNESS.
Fore	Steel	123.3	20 x 3/4
Main	"	124.3	20 x 3/4
Mizzen	"	105.3	24 x 3/4
Lower Mast	"	94.9	22 x 3/4

Rigging, Material and Size, Shrouds *4 1/2, 4 1/2, 4 and 3 1/2 resp. Steel wire*. Stays *4 1/2, 4, 3 1/2, 3 1/2 resp., all dou.*
 Sails. *One complete* Suit of *good* Sails, the following spare sails
 EQUIPMENT NO. *3466* LETTER *A+* ANCHORS.

CHAIN CABLES.		CHAIN CABLES.	
Number of Certificate.	Fathoms.	Size.	Test per Certificate.
21246	150	2 1/2	134.3
21249	149	2 1/2	134.3
21250	149	2 1/2	134.3

HAWERS AND WARPS.		HAWERS AND WARPS.	
Number of Certificate.	Fathoms.	Size.	Test per Certificate.
21246	150	2 1/2	134.3
21249	149	2 1/2	134.3
21250	149	2 1/2	134.3

Boats *Four life boats and three others*
 Pumps, Number *Seven* Diameter of Barrel and Tail Pipe *inches and 2 1/2 in. respectively*
 The Windlass is *Harfield's Patent steam and good* Capstan *good*
 Engine Room Skylights—How constructed? *of plates and angles, on coamings above Bridge deck*
 What arrangements for deadlights in bad weather? *Solid top with bulls' eyes*
 Coal Bunker Openings—How constructed? *plates & angles* How are lids secured *with hatch bars* Height above deck? *Under Br.*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *8 Scuppers, 8 Freeing ports 36 x 12 and four*
 Spring pipes each side
 Cargo Hatchways—How formed? *of plates and angles*
 State size No. 1 Hatch (Forward) *12.6 x 10.0* No. 2 Hatch *20.0 x 13.0* No. 3 Hatch *12.6 x 10.0* No. 4 Hatch *12.6 x 10.0*
 Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *Shifting beam and 1 fore after in No. 1, 3 and 4. One*
 Deep web plate and 3 fore & afters in No. 2; one deep web plate & 1 fore & afters in No. 3 and 1 fore & afters in No. 4.
 Bulwarks, height above deck and description *4.6 of 20 Steel*
 Main Rail, material and size *Steel angle bulb*

Hatches, If strong and efficient? *Yes, 3 Solid.*
 The above is a correct description.
 Builder's Signature (here only) *James Sharpin*
 Surveyor's Signature, *James Sharpin*
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Order for Special Survey No. *240*
 Date *Sept. 22, 1890*
 Order for Ordinary Survey No. *240*
 Date *Sept. 22, 1890*
 No. *240* in builder's yard
 State dates and initials of letters respecting this case. *July 2, Oct. 14, Nov. 13, 1890, April 2, 1891, July 9, 1891*

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the accompanying approved tracings—54 number—and in compliance with the Secretary's letters dated as above, so far as they apply, and the rules in other respects have been adhered to.*
The frames forward are doubled from keel to lower deck for 40 ft. above the collision bulkhead, and the rivets spaced closer than required by the Rules in all parts of the vessel.
The materials used in her construction and the workmanship are very good.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *10* ft., R.O.D. or Break *10* ft., Bridge Dk. *14 1/2* ft., F'castle *5 1/2* ft.
 (in feet and tenths) where the Poop is joined to the B.D., this should be distinctly stated

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) *3 Decks (Steel) 3 to 10*
 Official No. *99310*; Signal Letters *M H B W*

PARTICULARS OF WATER BALLAST.—
 Double bottom, aft, length *100* ft. and water capacity in tons *946*
 Double bottom, under engines and boilers, length *100* ft. and water capacity in tons *946*
 Double bottom, constructed on the cellular system, length *100* ft. and water capacity in tons *946*
 Fore peak tank, water capacity in tons *90* After peak tank, water capacity in tons *90*
 Midship deep tank, length *100* ft. and water capacity in tons *946*
 The above have *all* been tested as required by the Rules.
 (If necessary, furnish further information by sketch.)
 How are the surfaces preserved from oxidation? Inside *Portland Cement and paint* Outside *paint*

FREEBOARD assigned by the Committee, as per Secretary's Letter dated *20 August 1891*
 State if marked on Vessel's sides in accordance with *recent instructions*
 The amount of Entry Fee *£ 5* is received by me, *J. H. H.*
 Special *£ 161 : 14 : 6* 1.9.1891
 Certificate *£ 100 A 1*
 Travelling Expenses, if any *£ 100 A 1*
 I am of opinion this Vessel should be Classed *3 Decks (Steel) 3 to 10*

Committee's Minute *TUES. 8 SEP 1891*
 Character assigned *100 A 1 Steel*
 + Emb 9/91
 3 Decks (Steel) 3 to 10
 Surveyor to Lloyd's Register of British & Foreign Shipping.

This submitted that this vessel appears eligible to be classed *100 A 1 (Steel), as recommended.*
3 Decks (Steel) — (U. W. S.)
all D. B., also F. P. T. & A. P. T. (particulars above)

Lloyd's Register of British & Foreign Shipping
 1891
 1891

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 1891
 1891

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 1891
 1891

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 1891
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