

3 Decks.

IRON OR STEEL STEAMER.

(Received at London Office 8 OCT 1891)

3984

State if Report is also sent on the Machinery of the Vessel *Yes*  
Date of completion of report *Oct 25 1891* Port of *Belfast*  
Survey held at *Belfast* Date, First Survey *Sept 25 90* Last Survey *Oct 2 91*  
In the *Chropshire* Rig *4 Masted Schooner*  
THREE DECKED VESSEL.  
CLASS *100 A1*  
Master *J. Henry*  
Year of appointment *1891*  
Built at *Belfast*  
When built *1891* Launched *June 24<sup>th</sup>*  
By *Robt. Harland & Wolff Ltd.*  
Owners *(Messrs. Harland & Wolff Ltd.)*  
Managers *" " " "*  
Residence *Liverpool*  
Port belonging to *Liverpool*  
Destined Voyage *Bangor* If Surveyed while Building, Afloat, or in Dry Dock while Building  
Length on Deck *443* Feet. Inches. BREADTH *49* Feet. Inches. DEPTH *29* Feet. Inches. Power of Horse *630* No. of Decks with flat laid *Three*  
Upper Rule *443* Moulded *49* Do. do. Main Deck Beams *22* Engines *630* No. of Tiers of Beams *Three*  
Dimensions of Ship per Register, Length *443* breadth *49* depth *29* Moulded depth, ft. *33* ins. *6* To Upper Dk. Round up of Beam, Upper Dk. *3* ins.  
FORGINGS OR CASTINGS.  
HEEL, Bar or Side Plates, depth and thickness *10 x 3*  
TERN, moulding and thickness *10 x 3*  
TERN-POST for Rudder do. *12 x 2*  
for Propeller *10 1/2*  
do. at heel *5 1/2*  
MAIN-PIECE of Rudder, diameter at head *10 1/2*  
do. at heel *5 1/2*  
BUDDER, how constructed *Cast steel with single plate 1 1/2*  
Can the Rudder be unshipped afloat? *Yes*  
FRAMING.  
CHANNEL, Angle, Bars for length amidships *7 x 3 1/2 x 12 1/2*  
Do. for at each end (Angles) *7 x 3 1/2 x 10 9*  
Do. in way of Double Bottoms *3 1/2 x 3 1/2 x 10*  
Distance of Frames from moulding edge to moulding edge, all fore and aft *30*  
REVERSED FRAME Angles *3 1/2 x 3 1/2 x 10*  
DOORS, depth and thickness of Floor Plate at mid-line for length amidships *3 1/2 x 3 1/2 x 10*  
in way of Engines and Boilers *3 1/2 x 3 1/2 x 10*  
thickness at the ends of vessel *3 1/2 x 3 1/2 x 10*  
depth at 1/2 the half breadth, as per Rule *3 1/2 x 3 1/2 x 10*  
height extended at the Bilges *3 1/2 x 3 1/2 x 10*  
DOORS & BRACKETS in Cell Dble Bottoms Distance apart *30*  
TRE GIRDER, in Dbl Btm. depth & thickness *12 x 12 x 12*  
Angles, Top *4 x 4 x 20* Bottom *4 x 4 x 20*  
GIRDERS, number and thickness *2 x 9 x 2*  
Angles *3 1/2 x 3 1/2 x 10*  
REGIN PLATE, dpth (excl. of flange) & thickness *3 1/2 x 3 1/2 x 10*  
Angles *4 x 4 x 10*  
DECK BOTTOM PLATING, breadth and thickness of Middle Line Strake *5 1/2 x 11*  
in Engine and Boiler space *11*  
Remainder in Holds *9*  
MS, Upper Deck, Single Angle, Bulb Angle, Plate or Tee Bulb *8 x 3 1/2 x 12 1/2*  
Angles on upper edge *Channel Section*  
Average space *30*  
MS, Middle Deck, Single Angle, Bulb Angle, Plate or Tee Bulb *8 x 3 1/2 x 12 1/2*  
Angles on upper edge *Channel Section*  
Average space *30*  
MS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb *8 x 3 1/2 x 12 1/2*  
Angles on upper edge *Channel Section*  
Average space *30*  
MS, Hold, or Orlop, Plate or Tee Bulb *8 x 3 1/2 x 12 1/2*  
Angles on upper edge *Channel Section*  
Average space *30*  
MS, Poop and Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb *7 x 3 x 9*  
Angles on upper edge *Channel Section*  
Average space *30*  
MS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb *7 x 3 x 9*  
Angles on upper edge *Channel Section*  
Average space *30*  
S, In 'tween Decks, Size and Spacing *3 1/2 x 3 1/2 x 60*  
Hold *4 1/2 x 4 1/2 x 60*  
FRAMES, In Fore Body, No. and spacing *44*  
No. of Side Stringers *44*  
FRAMES, In After Body, No. and spacing *44*  
No. of Side Stringers *44*  
Size of Angles or Tee Bars to Web Frames *4 1/2 x 4 1/2 x 60*  
MET PLATES to Stringers between Web Frames, Depth and Thickness *4 1/2 x 4 1/2 x 60*  
KEELSONS & STRINGERS.  
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate *10 x 3*  
Rider Plate *10 x 3*  
Bulb Plate to Intercoastal Keelson *12 x 2*  
Horizontal Plates on Floors *10 1/2*  
Angles *5 1/2*  
SIDE KEELSON, Angles *10 1/2*  
Bulb or Plate above floors, for length *10 1/2*  
Intercoastal Plate, for length *10 1/2*  
Attached to outside Plating with Angle *10 1/2*  
BILGE KEELSON, Angles *10 1/2*  
Bulb or Plate above floors, for length *10 1/2*  
Intercoastal Plate for length *10 1/2*  
Attached to outside Plating with Angle *10 1/2*  
SIDE STRINGER Angles *10 1/2*  
Bulb or Intercoastal Plate for length *10 1/2*  
Attached to outside Plating with Angle *10 1/2*  
Upper Deck Stringer Plate, on ends of Beams, breadth and thickness *36 x 40 x 10 1/2*  
Angle on ditto *36 x 40 x 10 1/2*  
Tie Plates fore and aft, outside Hatchways *36 x 40 x 10 1/2*  
Flat of Dk. \* Steel, for entire length *36 x 40 x 10 1/2*  
Wood *36 x 40 x 10 1/2*  
How fastened to Beams *36 x 40 x 10 1/2*  
Middle Deck Stringer Plate, breadth & thickness *36 x 40 x 10 1/2*  
Angles on ditto, No. *36 x 40 x 10 1/2*  
Tie Plates outside Hatchways *36 x 40 x 10 1/2*  
Diagonal Tie Plates on Bms. No. of prs. *36 x 40 x 10 1/2*  
Flat of Dk. \* Steel, for entire length *36 x 40 x 10 1/2*  
Wood *36 x 40 x 10 1/2*  
How fastened to Beams *36 x 40 x 10 1/2*  
Lower Deck Stringer Plate, breadth & thickness *36 x 40 x 10 1/2*  
Angles on ditto, No. *36 x 40 x 10 1/2*  
Tie Plates, outside Hatchways *36 x 40 x 10 1/2*  
Flat of Deck \* Material and thickness *36 x 40 x 10 1/2*  
How fastened to Beams *36 x 40 x 10 1/2*  
Hold or Orlop Stringer Plate, breadth & thickness *36 x 40 x 10 1/2*  
Is the Stringer Plate attached to the outside Plating? *Yes*  
Angles on ditto, No. *36 x 40 x 10 1/2*  
Tie Plates outside Hatchways *36 x 40 x 10 1/2*  
Flat of Deck \* Material and thickness *36 x 40 x 10 1/2*  
How fastened to Beams *36 x 40 x 10 1/2*  
Poop Deck Stringer Plate, breadth & thickness *36 x 40 x 10 1/2*  
Angle on ditto *36 x 40 x 10 1/2*  
Tie Plates *36 x 40 x 10 1/2*  
Flat of Deck, Material and thickness *36 x 40 x 10 1/2*  
Bridge Deck Stringer Plate, breadth & thickness *36 x 40 x 10 1/2*  
Angle on ditto *36 x 40 x 10 1/2*  
Tie Plates *36 x 40 x 10 1/2*  
Flat of Deck, Material and thickness *36 x 40 x 10 1/2*  
Forecastle Deck Stringer Plate, breadth & thickness *36 x 40 x 10 1/2*  
Angle on ditto *36 x 40 x 10 1/2*  
Tie Plates *36 x 40 x 10 1/2*  
Flat of Deck, Material and thickness *36 x 40 x 10 1/2*  
PLATING.  
FLAT PLATE KEEL, breadth and thickness *5 1/2 x 20*  
D'blng or inc. thickness & len. appl'd *5 1/2 x 20*  
PLATES in Garboard Strakes, breadth & thickness *5 1/2 x 13*  
from Garboard to lower part of Bilges *5 1/2 x 13*  
State Thickness of Plating in way of Double Bottom *5 1/2 x 13*  
Bilges, number of Strakes and thickness *3 x 14*  
Of doubling at Bilge, or increased thickness, and length applied *14 x 15*  
from up. prt. of Bilge to l. edge of Sh'strake *14 x 15*  
Sheerstrake, breadth and thickness *40 x 20*  
Of d'blng at Sh'stk. & length appl'd *40 x 20*  
Poop Sides *10 x 9*  
Bridge do. *10 x 9*  
Forecastle do. *10 x 9*  
Lengths of Plating *20 feet*



Ceiling betwixt Decks, thickness and material	BULKHEADS.	No. in Vessel	No. Reqd. by Rule	Sngl or Dble. Fram
in hold do. do. <i>2 1/2" P.P.</i>	W.T. BULKHEADS	Thickness Angles. Spacing.	Height up.	
Number of Breasthooks <i>Six</i>	PARTITION	Vrtcl. <i>6 x 3 1/2 x 20 30</i>	Upper deck - double	
Crutches <i>Four and deep floors</i>	LONGITUDINAL	Horzntl. <i>1 x 3 1/2 x 20 30</i>		

Are the outside Plates doubled two spaces of Frames in length? *yes*

The FRAMES extend in one length from *Flange plate* to *Gunnwale* Riveted through plates with *1* in. Rivets, about *5 1/2* apart

The REVERSED ANGLE on floors and frames from *Flange plate to main and upper decks alternately at ends*

All to upper deck abaft after peak bulkhead, and alternate rev. bars to V-bottom deck

RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c.

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

Edges of Garboards, and to upper part of Bilge, worked clench, double riveted; with rivets *1 1/2* in. diameter, averaging *4 1/2* ins. from centre to cent

Butts from Keel to turn of Bilge, worked carvel, treble or double riveted; treble for *1* length; with rivets *1* in. dia., averaging *3 1/2* ins. from cr. to

overlapped for *entire* length, treble riveted for *entire* length; with rivets *1* in. dia., averaging *3 1/2* ins. from cr. to

Butts of *one* Strake at Bilge for *half* length *lapped and quadruple riveted, remainder lapped and double riveted*

Edges from Bilge to Sheerstrake, worked clench, double riveted; with rivets *1* 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* in. dia., averaging *3 1/2* ins. from cr. to

overlapped for *entire* length, treble riveted for *entire* length; with rivets *1* in. dia., averaging *3 1/2* ins. from cr. to

Edges of Sheerstrake, double riveted. Butts of Sheerstrake, *lapped and quadruple riveted for half length amidships, with double Str*

Butts of Middle Deck Stringer Plate, treble riveted for *entire* length amidships. Butts of Upper Deck Stringer Plate, treble riveted for *entire* length

Single or Double Straps for *1* length amidships. *with double Straps for 5/8th inner plate lapped, quadruple riveted, and double Straps for half length*

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 *6 1/4*

Butt Straps of Shell Plating, breadth and thickness *1 1/2* Butts if Lapped, breadth of laps *1 1/2 and 1*

Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted? *Quintuple, 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, Outsi

Plating, &c.? *Kiemens Martin Steel; Frames Barrow & S.C., Palmers, McAlister & Sons, Per*

*Colville; Beams, Palmers, Stangers, Bulkheads & decks, Barrow & S.C., C.D. Bottom, Onset*

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* Do the holes for riveting plate to frames, butt straps, or pl

to plate, &c., conform well to each other? *yes* Are the rivet holes well and sufficiently countersunk in the plate and punch

from the faying surfaces? *yes* Do any rivets break into or through the seams or butts of the plating? *very few*

Are the butts of Plating, Stringers, &c., properly shifted and strapped? *yes*

MASTS, SPARS, &c.									
No. Square sails	Material.	Total Length	DIAMETER AND THICKNESS.				No. of plates in round	ANGLES.	RIVETING.
			At Partners.	Heel.	Round.	Head.			
Fore	Steel	123.3	20 x 9/16	21 x 3/8	18 1/2 x 3/8	8 x 3/8	3	3 1/2 x 3 1/2	Single Quadruple
LOWER MASTS...									
Main	"	124.3	20 x 9/16	21 x 3/8	14 x 3/8	8 x 3/8	3	3 1/2 x 3 1/2	Treble
Mizzen	"	105.3	24 x 3/8	20 1/2 x 3/8	15 x 3/8	7 x 3/8	3	3 1/2 x 3 1/2	"
Topmasts, Yards and Remainder of Spars	<i>of P. Pine</i>	<i>94.9</i>	<i>22 x 3/8</i>	<i>19 x 3/8</i>	<i>13 1/2 x 3/8</i>	<i>6 1/2 x 3/8</i>	<i>3</i>	<i>3 1/2 x 3 1/2</i>	<i>"</i>

EQUIPMENT No. 18446 LETTER <i>at</i> ANCHORS.									
Number of Certificate.	Weight, Ex. Stock.	Weight of Stock.	Test, per Certificate.	Weight Req. per Rule.	Description of Anchor.	Makers.	Where and when tested, and Superintend.	No. of plates in round	ANGLES.
30130 1st Bower	47 1	11 3	11 40	13 0	14 40	2	16 19	3	3 1/2 x 3 1/2
30186 2nd "	18 2	26 12	0 1	40 6	3 14	40	2	"	"
30201 3rd "	47 2	3 11	2 40	17 3	7 40	2	16 19	3	3 1/2 x 3 1/2
30202 4th "	47 1	20 10	0 6	36 16	1 40	2	16 19	3	3 1/2 x 3 1/2
Collective weight	132 3	21							
30224 Stream	16 3	12 4	0 15	10 2	3 7	16	3	"	"
30260 Kedge	8 2	25 2	0 33	10 17	2 8	8	2	"	"
30269 2nd Kedge	3 3	20 1	0 15	6 7	2 4			"	"

CHAIN CABLES.									
Number of Certificate.	Fathoms.	Size.	Test per Certificate Tons.	Weight of Chain Cable.	Fathoms & size. Description.	Makers of Cables.	Where and when tested, and Superintend.	Material.	Fathoms Size.
21277	149	3 1/2	34 1/2	392.2	14 300 x 2 1/2	Swedish Shipley & Sons	Westherton June 1891	Towline	100 12
21284	180	4	64	393.3	90 x 1 1/2	"	"	Hawser	100 10
From stream Chain or Steel Wire	2 x 90	4 1/2	44		120 x 5 1/2	"	"	"	90 4
Towline if steel wire	2 x 44	4	33		120 x 5 1/2	"	"	"	90 4

Boats *Three Life boats and three others*

Pumps, Number *Seven* Diameter of Barrel and Tail Pipe *5 ins. and 2 1/2 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? *6 ft*

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*

Hatches, If strong and efficient? *yes 3 Solid*

State size No. 1 Hatch (Forward) *12.6 x 16.0* No. 2 Hatch *20.0 x 13.0* No. 3 Hatch *13.6 x 16.0* No. 4 Hatch *7.6 x 8.0*

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *1 Shifting beam and one fore after in No. 1, 3 & 6; one deep web plate & 3 fore & afters in No. 2; one deep web plate & 1 fore after in No. 3; and 1 fore after in No. 4*

Bulwarks, height above deck and description *4.6 of 20 Steel*

Main Rail, material and size *Steel angle bull 5 x 3 x 1/2*

T above is a correct description.

Builder's Signature (here only) *Harland & Wolff & Co.* Surveyor's Signature, *James Curpin*

Surveyor to Lloyd's Register of British and Foreign Shipping

Order for Special Survey No. *293*

Date *Sept 22 90*

Order for Ordinary Survey No. *-*

Date *✓*

No. *241* in builder's yard

Dates of Surveys held while building as per Section 18.

1st. On the several parts of the frame, when in place, and before the plating was wrought

2nd. On the plating during the process of riveting

3rd. When the beams were in and fastened and before the decks were laid

4th. When the ship was complete, and before the plating was finally coated or cemented

5th. After the ship was launched and equipped

State dates and initials of letters respecting this case *N. July 8<sup>th</sup> Oct. 17<sup>th</sup> Nov. 13<sup>th</sup> 1890, April 2<sup>nd</sup> & July 9<sup>th</sup> 1891*

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the approved tracings, 51 number, forwarded with the first entry report*

*No. 3970 on the S.S. Chesure, of which she is a duplicate; the Secretary's letters dated as above have been complied with, 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 feet abaft the collision bulkhead, and the rivets are 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.*

*A duplicate of the approved midship section accompanies this report*

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *56* ft., R.Q.D. or Break *-* ft., Bridge Dk. *145* ft., F'castle *55* 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 Dks (Steel) 3 1/2 B.*

Official No. *99319*; Signal Letters *MHNW*

PARTICULARS OF WATER BALLAST.—

Double bottom, aft, length *-* and water capacity in tons *-* Double bottom, forward, length *-* and water capacity in tons *-*

Double bottom, under engines and boilers, length *-* and water capacity in tons *-* If under engine only, or boilers only, state which *-*

Double bottom, constructed on the cellular system, length *330* and water capacity in tons *990*

Fore peak tank, water capacity in tons *60* After peak tank, water capacity in tons *50*

Midship deep tank, length *-* and water capacity in tons *-* Other tanks, if fitted, length *-* and water capacity in tons *-*

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 & Paint* Outside *Paint*

FREEBOARD assigned by the Committee, as per Secretary's Letter dated *2<sup>nd</sup> October 1891*

In Summer *0 ft. 3 1/2 ins.*

In Winter *0 ft. 9 1/2 ins.*

For Winter in North Atlantic *9 ft. 3 1/2 ins.*

Fresh Water above the centre of disc *0* i.s.

To top of Wood, Iron or Steel Upper Deck. *Statutory deck line*

The amount of Entry Fee *£ 5* is received by me, *W.H.*

Special *£ 101* : 18 : *10/10/91*

Certificate *£ 20* : 10 : *13/10/91*

Travelling Expenses, if any *£ -*

I am of opinion this Vessel should be Classed *+ 100 A 1*

*3 Dks (Steel) 3 1/2 B.*

Committee's Minute *FRI 9 OCT 1891*

Character assigned *100 A 1 Steel*

*2 arc + 2 me 10,91 3 Dks (Steel - U.W.)*

*abc light*

*Blue Light*

*This submitted that this vessel appears shippable & be classed + 100 A 1 (Steel), as recommended*

*3 Dks. (Stl. U.W.S.)*

*all D.B. also F.P.T. & A.P.T. (particulars above)*

*James Curpin*

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

Lloyd's Register Foundation