

3 Decks. 326

IRON OR STEEL STEAMER.

THURS. 10 DEC 1891

(Received at London Office)

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

Date of completion of report *Dec 9th 91*

Port of *Belfast*

Date, First Survey *Jan 10th 1891*

Last Survey *Dec 5th 1891*

Rig *4 Masted Schooner*

Survey held at *Belfast*
the *Pindari*

Master *Wm Ellery*

Year of appointment *1890*

Built at *Belfast*

When built *1891*

Launched *Oct 14th*

By whom built *Harland & Wolff Ltd*

Owners *S & J Brocklebank*

Managers

Residence *Liverpool*

Port belonging to *Liverpool*

AGE under 3884.00
age Deck... 1455.50
ween Tonnage Dk. 15339.56
3rd and 4th Dk. 28.28
1 under Upper Pl. 128.66
of Poop 9.45
of Bridge House 44.79
of Houses on Dk. 93.60
of excess of Hatchways 5644.34
of Forecastle 139.46
above Crown of Engine Room 93.60
Loss Tonnage 5441.28
Crew Space 1815.79
above Crown of Engine Room 32.88
Navigation Spaces 3686.21
Register Tonnage as cut on Beam

THREE DECKED VESSEL.
CLASS *100 A 1*
Half Breadth (moulded) 24.5
Depth from upper part of Keel to top of Upper Deck Beams 34.3
Girth of Half Midship Frame (as per Rule) 54.1
deduct 7 feet 112.8
1st Number 105.8
Length 443
2nd Number 46869
Proportions - Breadth to Length 9.04
Depth to Length Upper Deck to top of Keel 12.9
Main Deck ditto 16.8
Destined Voyage *Calcutta via S. Port*

LENGTH on Deck 443 Feet. Inches. BREADTH Moulded 49 Feet. Inches. DEPTH top of Floor to Upper Deck Beams 30 Feet. Inches. Power of Engines 375 Horse No. of Decks with flat laid Two No. of Tiers of Beams Three

Moulded depth, ft. 33 ins. 8 To Upper Dk. Round up of Beam, Upper Dk. 8 ins.

FORGINGS or CASTINGS.				KEELSONS & STRINGERS.			
Inches in Ship.				Inches in Ship.			
Inches per Rule.				Inches per Rule.			
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Form No. 1 B

Ceiling between Decks, thickness and material *6 x 2 1/2*
" in hold do do *2 1/2*
Number of Breasthooks *Six*
" Crutches *Four & deep floors*

BULKHEADS. No. in Vessel *Seven*
Thickness Angles Spacing Height up. Sngl or Dble. Frames
W. T. BULKHEADS { *20* Vrtcl. *6 x 3 1/2* *20* *30* *Upper deck* *double*
PARTITION { *20* Hrzntl. *8 x 3 1/2* *20* *bulb*
LONGITUDINAL { *20* Vrtcl. *8 x 3 1/2* *20* *bulb*

Are the outside Plates doubled two spaces of Frames in length? *Yes*
The **FRAMES** extend in one length from *Range plate* to *gunwale*. Riveted through plates with *1* in. Rivets, about *1 1/2* apart.
The **REVERSED ANGLE** on floors and frames from *Range plate* to *Main & Upper decks* alternately at ends.
All to upper deck abaft after peak bulkhead, and alternate rev. bars to fore-castle deck.
RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c.
Garboard, double riveted to *Keel* 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 centre.
Butts from Keel to turn of Bilge, worked carvel, treble or double riveted; treble for *1* length; with rivets *1 1/2* in. dia., averaging *4 1/2* ins. from cr. to cr.
" " overlapped for *entire* length, treble riveted for *entire* length; with rivets *1 1/2* in. dia., averaging *4 1/2* ins. from cr. to cr.
Butts of *all* Strakes at Bilge for *entire* length, treble riveted with *Butt Straps* *thicker* than the plates they connect.
Edges from Bilge to Sheerstrake, double riveted; with rivets *1 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 1/2* in. dia., averaging *4 1/2* ins. from cr. to cr.
" " overlapped for *entire* length, treble riveted for *entire* length; with rivets *1 1/2* in. dia., averaging *4 1/2* ins. from cr. to cr.
Edges of Sheerstrake, double riveted; with rivets *1 1/2* in. diameter, 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.*
" " Single or Double Straps for *1* length amidships. *with double butt straps for 1/2 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 *15, 12 & 10.*
Butt Straps of Shell Plating, breadth and thickness *15, 12 & 10.*
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, Outside Plating, &c.? *Siemens Martin Steel; James & Rev. bars Coats & Co. & Toman Long; Brand, Toman Long; & Stringers & Keelsons, Consett, Stockton & Mossend; Deeks, Inner Bottom, Bannock & Clydebridge.*
Workmanship. Are the butts of plating planed or otherwise fitted? *Planed, where fitted & Shell Steel Co. of Scotland & Consett.*
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 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.*
Are the butts of Plating, Stringers, &c., properly shifted and strapped? *Yes.*

MASTS, SPARS, &c.

Material.	Total Length	DIAMETER AND THICKNESS.			No. of plates in round	ANGLES.		RIVETING.	
		At Partners.	Heel.	Hounds.		Number.	Size.	Seams.	Butts.
Fore	<i>Steel</i>	<i>123.3</i>	<i>20 x 3/8</i>	<i>21 x 3/8</i>	<i>3</i>	<i>3 1/2 x 3 1/2</i>	<i>4</i>	<i>Quadruple</i>	
Lower MASTS. Main	<i>"</i>	<i>124.3</i>	<i>20 x 3/8</i>	<i>21 x 3/8</i>	<i>3</i>	<i>3 1/2 x 3 1/2</i>	<i>4</i>	<i>treble & double</i>	
Mizzen	<i>"</i>	<i>105.3</i>	<i>24 x 3/8</i>	<i>20 1/2 x 3/8</i>	<i>3</i>	<i>3 1/2 x 3 1/2</i>	<i>4</i>	<i>double</i>	
Bottom Mast	<i>"</i>	<i>94.9</i>	<i>22 x 3/8</i>	<i>19 x 3/8</i>	<i>3</i>	<i>3 1/2 x 3 1/2</i>	<i>4</i>	<i>"</i>	

Topmasts, Yards and Remainder of Spars *4 1/2* Pitch pine
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, and 3 1/2 resp.* all double
Sails. *One Complete* Suit of *good canvas* Sails, and the following spare sails

EQUIPMENT No. 2270 LETTER A1 ANCHORS.

Number of Certificate.	WEIGHT, EX STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQ. BY RULE.			Description of Anchor.	Makers.	Where and when tested, and Superintendent.
	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
1st Bower ..	<i>47</i>	<i>1</i>	<i>16</i>	<i>12</i>	<i>1</i>	<i>10</i>	<i>40</i>	<i>10</i>	<i>1</i>	<i>Adamant S.S.</i>	<i>Hingley & Son</i>	<i>Netherston 31 Aug. 91</i>
2nd ..	<i>40</i>	<i>1</i>	<i>8</i>	<i>11</i>	<i>3</i>	<i>11</i>	<i>41</i>	<i>7</i>	<i>0</i>	<i>"</i>	<i>"</i>	<i>"</i>
3rd ..	<i>47</i>	<i>0</i>	<i>8</i>	<i>12</i>	<i>0</i>	<i>21</i>	<i>40</i>	<i>11</i>	<i>2</i>	<i>"</i>	<i>"</i>	<i>"</i>
4th ..	<i>39</i>	<i>2</i>	<i>18</i>	<i>10</i>	<i>0</i>	<i>21</i>	<i>35</i>	<i>11</i>	<i>3</i>	<i>"</i>	<i>"</i>	<i>"</i>
Collective weight ..	<i>183</i>	<i>1</i>	<i>22</i>				<i>159</i>			<i>"</i>	<i>"</i>	<i>"</i>
Stream ..	<i>16</i>	<i>3</i>	<i>14</i>	<i>4</i>	<i>0</i>	<i>21</i>	<i>18</i>	<i>2</i>	<i>3</i>	<i>"</i>	<i>"</i>	<i>"</i>
Kedge ..	<i>8</i>	<i>3</i>	<i>25</i>	<i>2</i>	<i>2</i>	<i>11</i>	<i>11</i>	<i>2</i>	<i>2</i>	<i>"</i>	<i>"</i>	<i>"</i>
2nd Kedge ..	<i>4</i>	<i>0</i>	<i>3</i>	<i>1</i>	<i>0</i>	<i>11</i>	<i>6</i>	<i>10</i>		<i>"</i>	<i>"</i>	<i>"</i>

CHAIN CABLES.

Number of Certificate.	Fathoms.	Size.	Test per Certificate.		Fathoms & size, Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Fathoms.	Size.	Fathoms & size, Per Rule.
			Cwts.	qrs.							
21338	<i>149.5</i>	<i>2 1/2</i>	<i>124.3</i>	<i>403.0</i>	<i>15 300 x 2 1/2</i>	<i>Leadlink Hingley & Son</i>	<i>Netherston 30 Sep. 91</i>	<i>"</i>	<i>3</i>	<i>90</i>	<i>12 90 x 12</i>
21337	<i>150.2</i>	<i>2 1/2</i>	<i>124.3</i>	<i>403.3</i>	<i>25</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>4</i>	<i>90</i>	<i>12 90 x 12</i>
Iron Stream Chain or Steel Wire ..	<i>120</i>	<i>5 1/2</i>	<i>64</i>		<i>90 x 1 1/2</i>	<i>Steel wire Bullivant</i>	<i>C. Horsford Ass't Sup.</i>	<i>"</i>	<i>3</i>	<i>90</i>	<i>7 90 x 10</i>
Towline (if steel) ..	<i>60</i>	<i>3</i>	<i>10</i>		<i>120 x 5 1/2</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>4</i>	<i>90</i>	<i>6</i>

HAWSERS AND WARPS.

Number of Certificate.	Fathoms.	Size.	Fathoms & size, Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Fathoms.	Size.	Fathoms & size, Per Rule.		
21338	<i>149.5</i>	<i>2 1/2</i>	<i>124.3</i>	<i>403.0</i>	<i>15 300 x 2 1/2</i>	<i>Leadlink Hingley & Son</i>	<i>Netherston 30 Sep. 91</i>	<i>"</i>	<i>3</i>	<i>90</i>	<i>12 90 x 12</i>
21337	<i>150.2</i>	<i>2 1/2</i>	<i>124.3</i>	<i>403.3</i>	<i>25</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>4</i>	<i>90</i>	<i>12 90 x 12</i>
Iron Stream Chain or Steel Wire ..	<i>120</i>	<i>5 1/2</i>	<i>64</i>		<i>90 x 1 1/2</i>	<i>Steel wire Bullivant</i>	<i>C. Horsford Ass't Sup.</i>	<i>"</i>	<i>3</i>	<i>90</i>	<i>7 90 x 10</i>
Towline (if steel) ..	<i>60</i>	<i>3</i>	<i>10</i>		<i>120 x 5 1/2</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>4</i>	<i>90</i>	<i>6</i>

Boats *Two Life boats and three others*
Pumps, Number *Seven* Diameter of Barrel and Tail Pipe *5 ins and 2 1/2 ins respectively*
The Windlass is *Harfield's Patent Steam & Good* Capstan *Good*
Engine Room Skylights.—How constructed? *of plates and angles on coamings 4 1/2 above Bridge deck.*
What arrangements for deadlights in bad weather? *Solid tops with bellows.*
Coal Bunker Openings.—How constructed? *of plates & angles* How are lids secured? *with hatch bars* Height above deck? *12 under B.*
Number of Scuppers, and number and dimensions of Freeing Ports, &c. *6 Scuppers, 7 Freeing ports 36 x 12, and open railings abreast No. 3 and 6 hatchways each side.*
Cargo Hatchways.—How formed? *of plates and angles* Hatches, If strong and efficient? *Yes 3 Solid.*
State size No. 1 Hatch (Forward) *15.0 x 12.0* No. 2 Hatch *22.6 x 14.0* No. 3 Hatch *15.0 x 12.0* No. 4 Hatch *14.6 x 12.0*
Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *One shifting beam & 1 fore & after in No. 1; 2 deep web plates and 3 fore & after in No. 2; one deep web plate and 1 fore & after in all the others*
Bulkheads, height above deck and description *4.6 of 20 Steel* Main Rail, material and size *Steel angle bulb 5 x 3 x 20*
The above is a correct description.
Builder's Signature (here only) *James & Rev. bars Coats & Co.* Surveyor's Signature, *James Surpin*
Surveyor to Lloyd's Register of British and Foreign Shipping.

Order for Special Survey No. *296*
Date *Mar 3 1891*
Order for Ordinary Survey No. *245*
Date *Mar 3 1891*
No. *245* in builder's yard

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. *Mar 3 1891, Dec 17 1890, Jan 13 1891, April 2 1891, July 9 1891.*
General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the approved tracings forwarded with the first entry report No. 3940 on the S.S. "Cheshire", to which she is very similar in all essential particulars; the Secretary's letters dated as above have been complied, so far as they apply, and the Rules in all other respects have been adhered to. The frames forward are doubled from keel to lower deck for 40' 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. Receipts of Midship section and sectional elevation accompany this report.*

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *5 1/2* ft., R.Q.D. or Break *—* ft., Bridge Dk. *90* ft., F'castle *52* 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) *2 Dks (Steel) 3 tr. B.*
Official No. *90338*; Signal Letters *—*

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 *1222*.
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 *4 Dec 1891*
In Summer *8 ft. 8 1/2 ins.*
In Winter *9 ft. 3 1/2 ins.*
For Winter in North Atlantic *9 ft. 8 1/2 ins.*
Fresh Water above the centre of disc *6 ins.*
To top of *Wood, Iron or Steel Upper Deck*
Statutory deck line

State if marked on Vessel's sides in accordance with *Notice No. 12 of 1890*
The amount of Entry Fee *£ 5* is received by me, *James Surpin*
Special *£ 161: 0: 6* 14/12/91
Certificate *Gratis*
Travelling Expenses, if any *—*
I am of opinion this Vessel should be Classed *100A1 Steel*
2 A & C + 2 MC 12, 91
2 Dks (Steel) & 3 tr. B
James Surpin
Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute *FRI 11 DEC 1891*
Character assigned *100A1 Steel*
It is submitted that this vessel appears eligible to be Classed 100A1 (Steel) as recommended by the Committee & 3 tr. B. & 4 A.P.T. & E.P.T. (particulars above) F.K.
With reference to the steel lower deck, half length, the surveyor should have a plan of this deck showing the extent of the deck plating and if any deck is fitted at the ends.
James Surpin
Surveyor to Lloyd's Register of British & Foreign Shipping.