

3 Decks.

## IRON OR STEEL STEAMER.

(Received at London Office)

4076 12 APR. 82

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

Date of completion of report

1892

Port of

Belfast

Date, First Survey

May 13<sup>th</sup> 1891

Last Survey

April 1892

On the

Survey held at

Belfast

Rig 4 masted schooner

TONNAGE under

3844.07

Do. between Tonnage Dk.

1449.63

and 3rd and 4th Dk.

293.40

Total under Upper Deck

20.12

Do. of Poop

20.12

Do. of Bridge House

20.12

Do. of Houses on Dk.

20.12

Do. of excess of Hatchways

20.12

Do. of Forecastle

20.12

above Crown of

20.12

Engine Room

20.12

Less Tonnage

20.12

Crew Space

20.12

above Crown of

20.12

Engine Room

20.12

Less Engine Room

20.12

Navigation Spaces

20.12

Register Tonnage

3004.31

as cut on Beam

3004.31

THREE DECKED VESSEL.

CLASS +100 A1

Half Breadth (moulded)	24.5
Depth from upper part of Keel to top of Upper Deck Beams	34.52
Girth of Half Midship Frame (as per Rule)	53.86
deduct 7 feet	112.88
1st Number	105.88
Length	443
2nd Number	46904
Proportions—Breadth to Length	9.04
Depth to Length—Upper Deck to top of Keel	12.83
Main Deck ditto	16.85

Destined Voyage Baltimore If Surveyed while Building, Afloat, or in Dry Dock White Building

Master R. Griffith

Year of appointment

Built at Belfast

When built 1892 Launched Jan 28<sup>th</sup> 92

By whom built Harland &amp; Wolff Ltd.

Owners Williams Torrey &amp; Field (Inc)

Managers " " " " " "

Residence

London

Port belonging to

London

LENGTH on Deck	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH top of Floors to	Feet.	Inches.	Power of Horse	No. of Decks with flat laid
as per Rule	443		Moulded	49		Upper Deck Beams	30	02	Engines 600	Three
						Main Deck Beams	22	02		No. of Tiers of Beams

Dimensions of Ship per Register, Length 443 breadth 49.25 depth 30 Moulded depth, ft. 33 ins. 6 To Upper Dk. Round up of Beam, Upper Dk. 92 ins.

## FORGINGS or CASTINGS.

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
Casting for Propeller	12 x 8	12 x 8
MAIN-PIECE of Rudder, diameter at head	10 1/2	10 1/2
do. at heel	5 1/2	5 1/2
RUDDER, how constructed	Cast steel with single plate 15	
Can the Rudder be unshipped afloat?	Yes	

## FRAMING.

FRAME, Angles or Bars for 1/2 length amidships	4 x 3 1/2	4 x 3 1/2	4 x 3 1/2	4 x 3 1/2
Do. for 1/2 at each end	4 x 3 1/2	4 x 3 1/2	4 x 3 1/2	4 x 3 1/2
Way of Double Bottoms	3 1/2	3 1/2	3 1/2	3 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft	30	30	30	30
REVERSED FRAME Angles	3 1/2	3 1/2	3 1/2	3 1/2
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	3 1/2	3 1/2	3 1/2	3 1/2
in way of Engines and Boilers	3 1/2	3 1/2	3 1/2	3 1/2
thickness at the ends of vessel	3 1/2	3 1/2	3 1/2	3 1/2
depth at 1/2 the half breadth, as per Rule	3 1/2	3 1/2	3 1/2	3 1/2
height extended at the Bilges	3 1/2	3 1/2	3 1/2	3 1/2
FLOORS & BRACKETS in Cell Dble Bottoms	3 1/2	3 1/2	3 1/2	3 1/2
Distance apart	30	30	30	30
CENTRE GIRDER, in Dbl Btm. depth & thickness	4 1/2	4 1/2	4 1/2	4 1/2
Angles, Top	4 1/2	4 1/2	4 1/2	4 1/2
SIDE GIRDERS, number and thickness	2	2	2	2
Angles	3 1/2	3 1/2	3 1/2	3 1/2
MARGIN PLATE, dpth (excl. of flange) & thickness	3 1/2	3 1/2	3 1/2	3 1/2
Angles	4	4	4	4
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	5 1/2	5 1/2	5 1/2	5 1/2
in Engine and Boiler space	5 1/2	5 1/2	5 1/2	5 1/2
Remainder in Holds	9	9	9	9
Upper Deck, Single Angle, Bulb	8 x 3 1/2	8 x 3 1/2	8 x 3 1/2	8 x 3 1/2
Angle, Plate or Tee Bulb	8 x 3 1/2	8 x 3 1/2	8 x 3 1/2	8 x 3 1/2
Angles on upper edge	8 x 3 1/2	8 x 3 1/2	8 x 3 1/2	8 x 3 1/2
Average space	30	30	30	30
BEAMS, Middle Deck, Single Angle, Bulb	8 x 3 1/2	8 x 3 1/2	8 x 3 1/2	8 x 3 1/2
Angle, Plate or Tee Bulb	8 x 3 1/2	8 x 3 1/2	8 x 3 1/2	8 x 3 1/2
Angles on upper edge	8 x 3 1/2	8 x 3 1/2	8 x 3 1/2	8 x 3 1/2
Average space	30	30	30	30
BEAMS, Lower Deck, Single Angle, Bulb	8 x 3 1/2	8 x 3 1/2	8 x 3 1/2	8 x 3 1/2
Angle, Plate or Tee Bulb	8 x 3 1/2	8 x 3 1/2	8 x 3 1/2	8 x 3 1/2
Angles on upper edge	8 x 3 1/2	8 x 3 1/2	8 x 3 1/2	8 x 3 1/2
Average space	30	30	30	30
BEAMS, Hold, or Orlop, or Tee Bulb	8 x 3 1/2	8 x 3 1/2	8 x 3 1/2	8 x 3 1/2
Angles on upper edge	8 x 3 1/2	8 x 3 1/2	8 x 3 1/2	8 x 3 1/2
Average space	30	30	30	30
POOP and Bridge Deck, Angle, Bulb	8 x 3 1/2	8 x 3 1/2	8 x 3 1/2	8 x 3 1/2
Angle, Plate or Tee Bulb	8 x 3 1/2	8 x 3 1/2	8 x 3 1/2	8 x 3 1/2
Angles on upper edge	8 x 3 1/2	8 x 3 1/2	8 x 3 1/2	8 x 3 1/2
Average space	30	30	30	30
Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	8 x 3 1/2	8 x 3 1/2	8 x 3 1/2	8 x 3 1/2
Angles on upper edge	8 x 3 1/2	8 x 3 1/2	8 x 3 1/2	8 x 3 1/2
Average space	30	30	30	30
STRINGS, In 'tween Decks, Size and Spacing	3 1/2	3 1/2	3 1/2	3 1/2
Hold	3 1/2	3 1/2	3 1/2	3 1/2
WEB FRAMES, In Fore Body, No. and spacing	4 1/2	4 1/2	4 1/2	4 1/2
No. of Side Stringers	4 1/2	4 1/2	4 1/2	4 1/2
FRAMES, In After Body, No. and spacing	4 1/2	4 1/2	4 1/2	4 1/2
No. of Side Stringers	4 1/2	4 1/2	4 1/2	4 1/2
Size of Angles or Tee Bars to Web Frames	4 1/2	4 1/2	4 1/2	4 1/2
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness	4 1/2	4 1/2	4 1/2	4 1/2

## KEELSONS &amp; STRINGERS.

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	36 x 40	12 x 15	36 x 40	12 x 15
Angle on ditto	5 x 5	10	5 x 5	10
Tie Plates fore and aft, outside Hatchways	double	double	double	double
Flat of Dk.* Iron or Steel, for entire length	4 x 4	10	4 x 4	10
Wood Material & thickness	3 1/2	9	3 1/2	9
How fastened to Beams	30	43	30	43
Middle Deck Stringer Plate, br'dth & thickness	30	43	30	43
Angles on ditto, No.	4	4	4	4
Tie Plates outside Hatchways	1	1	1	1
Diagonal Tie Plates on Bms., No. of prs.	1	1	1	1
Flat of Dk.* Iron or Steel, for entire length	4 x 4	10	4 x 4	10
Wood Material & thickness	3 1/2	9	3 1/2	9
How fastened to Beams	30	43	30	43
Lower Deck Stringer Plate, br'dth & thickness	30	43	30	43
Angles on ditto, No.	4	4	4	4
Tie Plates, outside Hatchways	1	1	1	1
Flat of Deck.* Material and thickness for entire length	4 x 4	10	4 x 4	10
How fastened to Beams	30	43	30	43
Hold or Orlop Stringer Plate, br'dth & thickness	30	43	30	43
Is the Stringer Plate attached to the outside Plating?	Yes	Yes	Yes	Yes
Angles on ditto, No.	4	4	4	4
Tie Plates outside Hatchways	1	1	1	1
Flat of Deck.* Material and thickness	4 x 4	10	4 x 4	10
How fastened to Beams	30	43	30	43
POOP DECK Stringer Plate, breadth & thickness	30	43	30	43
Angle on ditto	4 x 4	10	4 x 4	10
Tie Plates	1	1	1	1
Flat of Deck, Material and thickness	4 x 4	10	4 x 4	10
Bridge Deck Stringer Plate, breadth & thickness	30	43	30	43
Angle on ditto	4 x 4	10	4 x 4	10
Tie Plates	1	1	1	1
Flat of Deck, Material and thickness	4 x 4	10	4 x 4	10
Forecastle Deck Stringer Plate, br'dth & thickness	30	43	30	43
Angle on ditto	4 x 4	10	4 x 4	10
Tie Plates	1	1	1	1
Flat of Deck, Material and thickness	4 x 4	10	4 x 4	10

## PLATING.

FLAT PLATE KEEL, breadth and thickness	5 1/2	20	5 1/2	20
D'bling or inc. thickness & len. appl'd.	5 1/2	13	5 1/2	13
PLATES in Garboard Strakes, br'dth & thickness	5 1/2	13	5 1/2	13
from Garboard to lower part of Bilges	14	13	14	13
State Thickness of Plating in way of Double Bottom	3	14	3	14
Bilges, number of Strakes and thickness	3	14	3	14
Of doubling at Bilge, or increased thickness, and length applied	14	13	14	13
from up. prt. of Bilge to lr. edge of Sh'strake	14	13	14	13
Sheerstrake, breadth and thickness	40	20	40	20
Of d'bling at Sh'stk. & length appl. at ends	40	20	40	20
Poop Sides	10	9	10	9
Bridge do.	10	9	10	9
Forecastle do.	20	15	20	15
Lengths of Plating	20	15	20	15

\* If Iron or Steel Deck, state if whole or part, and if Wood Deck to full thereon.



[illegible]

**CABLE CABLES.**

Number of Certificate.	Fathoms.	Size.	Test per Certificate Tons.	Weight of Chain Cable.	Fathoms & size. Per Rule.	Description.	Makers of Cables.	Where and when tested and Superintended at.	Fathoms.	Size.	Fathoms & Size. Per Rule.
21385	150-1	2½"	134½	401-1-10	300-27½	Standard Ringlock	Edwards & Co. Newcastle	Hongkong	2	90	8 40 x 12
21391	150-4	3"	90-4	403-3-14	" "	" "	" "	" "	2	120	7 40 x 10
		90-5	64		90 x 1½"	S. W. Bullivant & Co.	London	Mar 4-92	4	120	6
Iron stream Chain or Steel Wire... Towline if steel wire...											
Boats Four life boats and two others. Pumps, Number Eight The Windlass is Harfield's Patent steam and good Capstan ✓ Engine Room Skylights.—How constructed? Of plates and angles on coamings above Bridge deck. What arrangements for deadlights in bad weather? Solid top with bull's eye. Coal Bunker Openings.—How constructed? Of plates & angles. How are lids secured? Hatch bars Height above deck? 6' under B. Number of Scuppers, and number and dimensions of Freeing Ports, &c. 14 Scuppers, and 8 freeing ports 26" x 12 each side. Cargo Hatchways.—How formed? Of plates and angles, coamings 12 Hatches, If strong and efficient? Yes, 3 Solid. State size No. 1 Hatch (Forward) 12-6" x 10-0" No. 2 Hatch 26'-0" x 13'-0" No. 3 Hatch 14'-3" x 12'-0" No. 4 Hatch 10'-0" x 10'-0" Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch Two deep shifting beams and 3 fore afters in 12-2 hatches and 1 shifting beam and 1 fore and after in all the others 3 fore afters in 10-0" hatches Bulwarks, height above deck and description 4'-3" x 1½" steel {Main Deck, material and size. 10'-0" x 1½" steel Portables of section between erections. The above is a correct description. Builder's Signature (see only) <u>Harland &amp; Wolff Ltd.</u> Surveyor's Signature, <u>James Curpin</u> Surveyor to Lloyd's Register of British and Foreign Shipping.											

Form No. 1 B

Order for Special Survey No. 313  
Date April 25<sup>th</sup> 1891  
Order for Ordinary Survey No. ✓  
Date ✓  
No. 248 in builder's yard

DATES of Surveys  
hold 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

May 13, 20, 28: June 1, 10, 17, 24: July 4, 9, 20, 24, 29, Aug. 4, 7, 20, 24, 28: Sep. 9, 19: Oct. 5, 12, 22, 29: Nov. 6, 13, 23, 24: Dec. 4, 10, 16, 18, 22: 1891  
Jan. 4, 9, 12, 15, 23, 26, 27, 28: Feb. 4, 10, 15, 18, 23, Mar. 4, 11, 21, 22, 26, 27, 28: April 2, 5, 9 - 1892 Total No. of Visits 56

State dates and initials of letters respecting this case, May 8<sup>th</sup> Oct. 17<sup>th</sup> Nov. 13<sup>th</sup> 1890, April 2<sup>nd</sup> 9<sup>th</sup> 12<sup>th</sup> and July 9<sup>th</sup> 91

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 in the S. S. "Cheshire" to which vessel she is similar in the essential particulars; but in the general arrangement she is a duplicate of the S. S. "Massachusetts". First entry report No. 4055. The Secretary's letters dated as above have been complied with, 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 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 tracing of midship section accompanies this report, a tracing of sectional elevation accompanied the report on "Massachusetts".

Certificate of *Gratts*  
 Travelling Expenses, if any £ *✓*  
 I am of opinion this Vessel should be Classed *+100A1*  
*3 Sts (Steel) 3 B.*

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

Committee's Minutes *THURS. 14 APL 1892*  
 Character assigned *TUES. 26 APL 1892*  
*100A1*  
*Deferred for Later*  
*Completion of LMC 4.92*  
*Mach. Survey*  
*3 Sts (Steel)*  
*7K*  
*Indk*

This Vessel appears to have been built in accordance with the Rules and the approved Plans. The Steam and Kidney anchors are somewhat less in weight than required by the Rules, but in other respects the Vessel appears well of the Committee's favourable consideration to be classed *100A1 (Steel)* as recommended.

*3 Sts. (Steel)*  
*Cell D.B. also F.P.T. & A.P.T.*  
*F.K.*

BEL60-0051 (12)