

3 Decks.

IRON OR STEEL STEAMER.

(Received at London Office)

State of Report is also sent on the Machinery of the Vessel
Date of completion of report *May 30th 1892* Port of *Belfast*
Date, First Survey *July 6th 1891* Last Survey *May 28th 1892*

No. *4174* Survey held at *Belfast*On the *S.S. "Lord Erne" (Now "Turcoman")*

THREE DECKED VESSEL.

CLASS *+100 A 1*Master *James Dunn*Year of appointment (1) As Master in service of owner of present vessel:—*69*
(2) As Master of this vessel:—*92*TONNAGE under Tonnage Deck... *3830.34*Do. between Tonnage Dk. & 1st and 4th Dk. *1445.90*Total under Upper Deck *5276.24*Do. of Bridge House *107.42*Do. of excess of Hatchways *8.32*Do. of Fore-castle house *22.01*Do. above Crown of 1st Room *92.43*Do. of 2nd Room *86.09.50*Do. of 3rd Room *132.92*Do. of 4th Room *92.43*FOR FEES... *5381.23*Do. of 1st Room *1795.04*Do. of 2nd Room *31.31*Do. of 3rd Room *3647.20*Do. of 4th Room *3647.20*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 *7.*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 *while Building*Built at *Belfast*When built *1892* Launched *March 29th*By whom built *Harland & Wolff Ltd.*Owners *Irish Shipowners Co. Ltd.*Managers *Thos. Dixon & Sons*

(Where necessary to be entered in Reg. Book)

Residence *Belfast*Port belonging to *Belfast*

Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH top of Floor to	Feet.	Inches.	Power of	Horse	No. of Decks with flat laid
443		Moulded	49		Do.	30		Engines	418	No. of Tiers of Beams
						32	02			

of Ship per Register, Length *443* breadth *49.2* depth *30.15* Moulded depth, ft. *33* ins. *7* To Upper Dk. Beam, Upper Dk. *82* ins.

RINGS or CASTINGS.

KEEL, Bar or Side Plates, depth and thickness *10 x 3*RIDER, moulding and thickness *10 x 3*ERN-POST for Rudder do. do. *Equal to*for Propeller *12 x 8*PIECE of Rudder, diameter at head *10 1/2*do. at heel *5 1/4*RUBBER, how constructed *of cast steel with single plate 1/8*Can the Rudder be unshipped afloat? *yes*

FRAMING.

FRAME, *Channel* Bars for 1/2 length amidships *7 x 3 1/2 x 12-11*Do. for 1/2 at each end *Angles*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 *at ends*FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 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*

FLOORS & BRACKETS in Cell Dble Bottoms

Distance apart *10 1/2*TRE GIRDER, in Dbl Btm, depth & thickness *4 1/2 x 4 1/2 x 14*Angles, Top *4 x 4 x 9* Bottom *4 x 4 x 9*SIDE GIRDERS, number and thickness *2 x 10 1/2 x 10*Angles *3 1/2 x 3 1/2 x 10*MARGIN PLATE, dpth (excl. of flange) & thickness *3 1/2 x 3 1/2 x 10*Angles *4 x 4 x 10*INNER BOTTOM PL. breadth and thickness of Line Strake *5 1/2 x 11*in E. and Boiler space *11*Remainder in Holds *9*AMS, Upper Deck, Single Angle, Bulb *8 x 3 1/2 x 12-10*Angle, Plate or Tee *Channel Sect. Channel Section*Angles on upper edge *30*Average space *30*AMS, Middle Deck, Single Angle, Bulb *8 x 3 1/2 x 12-10*Angle, Plate or Tee Bulb *Channel Sect. Channel Section*Angles on upper edge *30*Average space *30*BEAMS, Lower Deck, Single Angle, Bulb *8 x 3 1/2 x 12-10*Angle, Plate or Tee Bulb *Channel Sect. Channel Section*Angles on upper edge *30*Average space *30*BEAMS, Hold, or Orlop, Plate or Tee Bulb *7 x 3 x 8*Angles on upper edge *30*Average space *30*BEAMS, Poop and Bridge Deck, Angle, Bulb *7 x 3 x 8*Angle, Plate or Tee Bulb *30*Angles on upper edge *30*Average space *30*BEAMS, Forecastle Deck, Angle, Bulb *7 x 3 x 8*Angle, Plate or Tee Bulb *30*Angles on upper edge *30*Average space *30*PILLARS, In 'tween Decks, Size and Spacing *3 1/2 x 3 x 60*Hold *4 1/2 x 60*WEB-FRAMES, In Fore Body, No. and spacing *4 1/2 x 3 x 120*Brth. & Thickness *4 1/2 x 3 x 120*No. of Side Stringers *4*WEB FRAMES, In After Body, No. and spacing *4 1/2 x 3 x 120*Brth. & Thickness *4 1/2 x 3 x 120*No. of Side Stringers *4*Size of Angles or Tee Bars to Web Frames *4 1/2 x 3 x 120*BRACKET PLATES to Stringers between Web Frames, Depth and Thickness *4 1/2 x 3 x 120*Lengths of Plating *26 feet*

PLATING.

FLAT PLATE KEEL, breadth and thickness *5 1/2 x 20*D'blng or inc. thickness & len. appl'd *5 1/2 x 13*PLATES in Garboard Strakes, br'dth & thickness *5 1/2 x 13*from Garboard to lower part of Bilges *14-13-14*State Thickness of Plating in way of Double Bottom *3*Bilges, number of Strakes and thickness *14*Of doubling at Bilge, or increased thickness, and length applied *14.8.15.16*from up. prt. of Bilge to l. edge of Sh'strake *14.8.15.16*Sheerstrake, breadth and thickness *40 x 20*Of d'blng at Sh'stk. & length appl'd *10.9.8.7*Poop Sides *10.9.8.7*Bridge do. *10.9.8.7*Forecastle do. *10.9.8.7*Lengths of Plating *26 feet*

Form No. 1 B-2600 T. & S.

ROBERT EDMUND TAYLOR & SON, Printers, 29, Old Street, Goswell Road, London.

Form No. 1-B

BULKHEADS. No. in Vessel *Seven*

Ceiling betwixt Decks, thickness and material *6 x 2 Spruce*

" in hold do. do. *2 1/2 x 2*

Number of Breasthooks *Six*

" Crutches *Four and deep floor*

W. T. BULKHEADS

Partition

Longitudinal

Thickness *20*

Angles

Spacing

Height up

Single or Dble. Frames

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 & upper decks alternately at ends; all*

to upper deck abaft after peak bulkhead, and alternate reverse bars to forecabin deck

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

Garboard, double riveted to *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 clencher, 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 *length*; with rivets *1* in. dia., averaging *3 1/2* ins. from cr. to cr.

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

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

Edges of Sheerstrake, double riveted. *Butts of Sheerstrake, double riveted for half length amidships, with double butt straps for 2 lengths, inner plates*

Butts of Middle Deck Stringer Plate, treble riveted for *Entire* length amidships. *Clapped & quad. riv. Single or Double Straps for half length*

" " Single or Double Straps for *length* amidships.

Butts of Inner Bottom Plating *double* riveted for *Entire* length. *Butts of Centre Girdle* *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, 12 and 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. *Simon Martin Steel - Frames, For Bars and Beams, Bessemer and Dorman Long, From Steel Coy. Ltd., Inner Bottom, Clydebank, &c.; Deeks, Cruick, &c. Mossend, and Summerlee; Stringers, Bulkheads and Outside Plating, Stockton, &c.*

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.*

to plate, &c., conform well to each other? *Yes.*

from the faying surfaces? *Yes.*

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

Are the rivet holes well and sufficiently countersunk in the plate and punched

Do any rivets break into or through the seams or butts of the plating? *very few.*

Are the butts of Plating, Stringers, &c., properly shited and strapped? *Yes.*

MASTS, SPARS, &c.

No Square Sails

Material. Total Length

DIAMETER AND THICKNESS.

No. of plates in round

ANGLES.

RIVETING.

Butts.

Fore *Steel* *123.3* *20 x 3/4* *21 x 3/4* *18 x 3/4* *8 x 3/4* *3* *3* *3 1/2 x 3 1/4* *Single* *Quadruple*

Main *124.3* *20 x 3/4* *21 x 3/4* *14 x 3/4* *8 x 3/4* *4* *4* *3 1/2 x 3 1/4* *"* *treble &*

Mizzen *105.3* *24 x 3/4* *20 1/2 x 3/4* *15 x 3/4* *7 x 3/4* *4* *4* *"* *"* *double*

Jigger *94.9* *22 x 3/4* *19 x 3/4* *13 1/2 x 3/4* *6 1/2 x 3/4* *4* *4* *"* *"* *"*

Topmast, Yards and Remainder of Spars *of Birch pine*

Rigging, Material and Size, Shrouds *3 1/4, 3, 2 1/2 and 3, resp? - steel wire.*

Sails, *One completely* *Suit of good canvas* *Sails, and the following spare sails*

EQUIPMENT No. 2206 LETTER A+ **ANCHORS.**

Number of Certificate.

WEIGHT, EX-STOCK.

WEIGHT OF STOCK.

TEST, PER CERTIFICATE.

WEIGHT REG. PR. RULE.

Description of Anchor.

Makers.

Where and when tested, and Superintendent.

1st Bower *48* *2* *11* *2* *12* *40* *14* *3* *4* *40* *2* *Trotman & Co.* *Slingsby & Sons* *hetherington Dec. 91*

2nd *47* *1* *11* *2* *19* *40* *16* *1* *21* *40* *2* *"* *"* *"* *31*

3rd *46* *3* *12* *0* *10* *40* *8* *1* *14* *39* *2* *"* *"* *"* *31*

4th *40* *2* *10* *0* *2* *35* *4* *1* *14* *39* *2* *"* *"* *"* *31*

Collective weight *81* *1* *4*

Stream *19* *0* *12* *4* *1* *13* *18* *6* *3* *14* *10* *3* *"* *"* *"* *31*

Kedge *14* *0* *12* *2* *0* *19* *11* *4* *2* *21* *8* *2* *"* *"* *"* *31*

2nd Kedge *4* *0* *7* *1* *0* *26* *6* *10* *"* *4*

HAWSERS AND WARPS.

CHAIN CABLES.

Number of Certificate.

Fathoms.

Size.

Test per Certificate.

Weight of Cable.

Fathoms & size, Description.

Makers of Cables.

Where and when tested, and Superintendent.

Material.

Fathoms.

Size.

Fathoms & size, Per Rule.

21404 *150 1/2* *2 1/2* *134 1/2* *402.2* *19* *300 x 2 1/2* *Rudlink Slingsby & Sons* *hetherington Dec. 91*

21408 *150 1/2* *2 1/2* *98 1/2* *401.0* *14* *90 x 1 1/2* *"* *"* *"* *22* *"* *"* *31*

Iron Stream Chain or Steel Wire. *120* *3* *64* *90 x 1 1/2* *Steel Wire* *Bullivant & Co.* *London* *28 Dec. 92*

Towline (if steel wire) *90* *3* *18* *120 x 5/8*

Boats *Two life boats and 3 other boats.*

Pumps, Number *Seven*

The Windlass is *Harfield's patent stream and 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 top with bulls' eyes.*

Coal Bunker Openings.—How constructed? *of plates and angles* How are lids secured? *with hatch bars.* Height above deck? *12 under top.*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *6 Scuppers, 7 freeing ports 36 x 12 each side, and*

open ceilings abreast No. 3 and 6 hatchways each side.

Cargo Hatchways.—How formed? *of plates and angles*

State size No. 1 Hatch (Forward) *15.0 x 12.0* No. 2 Hatch *22.0 x 14.0* No. 3 Hatch *15.0 x 12.0* No. 4 Hatch *14.0 x 12.0*

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *One shifting beam & 1 sole after in No. 1, 2 deck web plates*

and 3 fore & afters in No. 2; *One deep web plate and one fore & after in all the others.*

Bulwarks, height above deck and description *4.0 of 5.0 steel*

Main Rail, material and size *Steel angle bull's*

Order for Special Survey No. <u>313</u>	DAYS OF SURVEY held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	<u>July 6, 10, 23, 31, Aug. 4, 10, 20, 28; Sep. 11, 18, 29;</u>
Date <u>April 26th 1891</u>		2nd. On the plating during the process of riveting	<u>Oct. 8, 23, 24, 30; Nov. 3, 13, 23, 30; Dec. 9,</u>
Order for Ordinary Survey No. <u>✓</u>		3rd. When the beams were in and fastened } and before the decks were laid ... }	<u>19th 1891. Jan. 4, 14, 23, 29; Feb. 5, 8, 17, 19, 23;</u>
Date <u>✓</u>		4th. When the ship was complete, and before the plating was finally coated or cemented ...	<u>Mar. 4, 9, 11, 15, 17, 18, 22, 25, 29; April 2, 11, 30;</u>
No. <u>250</u> in builder's yard		5th. After the ship was launched and equipped	<u>May 5, 6, 14, 20, 21, 28th 1892</u> Total No. of Visits <u>48</u>

State dates and initials of letters respecting this case *M. July 8. Oct. 17. Nov. 13 & 18. 1890. Ap. 2, 9, 14 & 18 and July 9th 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 vessel this is similar in all essential particulars, but in the general arrangement she is a duplicate of the "S.S. Hindani" and "Maharatta", first entry reports Nos. 4019 and 4039, respectively. 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 was forwarded on the 25th instant.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *56* 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 Decks (Steel) 3 to B.
Official No. _____; 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 and paint Outside paint

FREEBOARD assigned by the Committee, as per Secretary's Letter dated <i>May 20th 1892</i> <i>Printed</i> <small>State if marked on Vessel's sides in accordance with Article No. 112</small>	In Summer	<i>8</i> ft. <i>7 1/2</i> ins.	To top of Wood, Iron or Steel Upper Deck <i>Statutory deck line</i>
	In Winter	<i>9</i> ft. <i>1 1/2</i> ins.	
	For Winter in North Atlantic	<i>9</i> ft. <i>7 1/2</i> ins.	
	Fresh Water above the centre of disc	<i>6</i> ft. <i>0</i> ins.	

The amount of Entry Fee £ 4 : : is received by me, *W. H. H.* * Certificate to be sent to _____
Special..... £ 149 : 10 : 6 *4/6/89*
Certificate* *gratis* : :
Travelling Expenses, if any £ : :
I am of opinion this Vessel should be Classed *+ 100 A 1*
2 Hs (Steel) 3 1/2 B. *James Surpin*
Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute
Character assigned

2A rcp
+ 2mc 5, 92

FRID 3 JUN 1892

100A1 Steel

25ks (Stl.) 3 Ar 15

7K

This Vessel appears to have been built
in accordance with the Rules and
the approved plans, and it is submitted
that she is eligible to be classed
100 A1 ('Steel') as recommended.

100 A1 ('Steel')

2 Stl. (Stl.) 3K B.

M.B. = Call DE 7K (containing) also

F.K.

© 2019 Lloyd's Register Foundation