

3 Decks.

IRON OR STEEL STEAMER.

No. 4430  
MON. 22 OCT 1894

Date of completion of report *October 18 1894* Port of *Belfast* Received at London Office  
Survey held at *Belfast* Date, First Survey *April 17 1894* Last Survey *Oct. 18 1894*  
On the *Steel Screw Steamer "Oopdeck"* Rig *Skr.*, 2 masts

TONNAGE under  
Tonnage Deck...  
Do. between Tonnage Dk. and 3rd and 4th Dk. }  
Total under Upper Dk. *3612.22*  
Do. of Poop *31.34*  
Do. of Bridge House *102.42*  
Do. of Forecastle *60.46*  
Do. of Houses on Dk. }  
Do. of excess of Hatchways }  
Do. above Crown of }  
Engine Room }  
Gross Tonnage *3823.10*  
Less Crew Space *92.55*  
Less above Crown of }  
Engine Room }  
TONNAGE FOR FEES.. *3742.55*  
Less Engine Room *1542.59*  
Less Navigation Spaces *30.92*  
Register Tonnage *2517.04*  
as cut on Beam ..

THREE DECKED VESSEL.  
CLASS *+100 A*  
FEET.  
Half Breadth (moulded) ..... *22.48*  
Depth from upper part of Keel to top of Upper Deck Beams *30.66*  
Girth of Half Midship Frame (as per Rule) ..... *49.5*  
deduct 7 feet ..... *7.*  
1st Number ..... *95.64*  
Length ..... *367.816*  
2nd Number ..... *35184*  
Proportions—Breadth to Length ..... *8.19*  
Depth to Length—Upper Deck to top of Keel ..... *11.9*  
Main Deck ditto ..... *15.9*  
Destined Voyage *China*

Master *C. Le M. de la Perelle*  
Year of appointment *1894*  
Built at *Belfast*  
When built *1894* Launched *Sept. 1 1894*  
By whom built *Worthen, Clark & Co. Ltd*  
Owners *China Mutual S.N.C. Ltd*  
Managers .....  
Residence *3 Pall Mall Avenue*  
Port belonging to *London*  
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 Floor to Upper Deck Beams	Feet.	Inches.	Power of Horse Engines	No. of Decks with flat laid	No. of Tiers of Beams
<i>367</i>	<i>11</i>		<i>44</i>	<i>11</i>	<i>2</i>	<i>29</i>	<i>11</i>	<i>2</i>	<i>500</i>	<i>Two</i>	<i>Two</i>
Dimensions of Ship per Register, Length <i>370</i> breadth <i>45.3</i> depth <i>27</i> Moulded depth, ft. <i>29</i> ins. <i>8 3/4</i> To Upper Dk. Round up of Beam, Upper Dk. <i>10 3/4</i> ins.											
FRAMING.						FORGINGS or CASTINGS.					
FRAME, Angles, <i>7</i> <i>1</i> <i>2</i> Bars for $\frac{1}{2}$ length amidships						KEEL, <i>Bar</i> or Side Plates, depth and thickness <i>9 x 1 1/2</i>					
Do. for $\frac{1}{2}$ at each end						STEM, moulding and thickness					
Do. in way of Double Bottoms at Solid Floors						STERN-POST for Rudder do. do.					
" " " at intermdt. Bkts.						" " " for Propeller					
Distance of Frames from moulding edge to moulding edge, all fore and aft						MAIN PIECE of Rudder, diameter at head					
REVERSED FRAME, Angles						" " " do. at heel					
DEEP FRAMING, depth of girder						RUDDER, how constructed <i>Cast steel with 1" single plate</i>					
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships						Can the Rudder be unshipped afloat? <i>Yes</i>					
" " " in way of Engines and Boilers						KEELSONS & STRINGERS.					
" " " thickness at the ends of vessel						CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate					
" " " depth at $\frac{1}{2}$ the half breadth, as per Rule						" " " Rider Plate					
" " " height extended at the Bilges						" " " Bulb Plate to Intercoastal Keelson					
FLOORS & BRACKETS in Cell Dble Bottoms						" " " Horizontal Plates on Floors					
" " " Distance apart						" " " Angles					
CENTRE GIRDER, in Double bottom, depth and thickness						SIDE KEELSON, Angles					
" " " Angles, Top						" " " Bulb or Plate above floors, for lng.					
" " " Bottom						" " " Intercoastal Plate, for length					
SIDE GIRDERS, number and thickness						" " " Attached to outside Plating with Angle					
" " " Angles						BILGE KEELSON, Angles					
MARGIN PLATE, depth (exclusive of flange) and thickness						" " " Bulb or Plate above floors, for lng.					
" " " Angles						" " " Intercoastal Plate for length					
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake						" " " Attached to outside Plating with Angle					
" " " in Engine and Boiler space						BILGE STRINGER Angles					
" " " Remainder in Holds						" " " Free Bulb Plate for <i>half</i> length					
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate or Tee Bulb						" " " Intercoastal Plate for <i>entire</i> length					
" " " Angles on upper edge						" " " Attached to outside Plating with Angle					
" " " Average space						SIDE STRINGER Angles					
BEAMS, Middle Deck, Single Angle, Bulb Angle, Plate or Tee Bulb						" " " Bulb or Intercoastal Plate, for lng.					
" " " Angles on upper edge						" " " Attached to outside plating with Angle					
" " " Average space						Upper Deck Stringer Plates, br'dth & thickness					
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb						" " " Angle on ditto					
" " " Angles on upper edge						" " " Tie Plates fore and aft, outside Hatchways					
" " " Average space						" " " Deck * <i>Iron or Steel</i> for <i>entire</i> lng.					
BEAMS, Hold, or Orlop, Plate or Tee Bulb						" " " Wood Deck. Material & thickness					
" " " Angles on upper edge						Middle Deck Stringer Plate, br'dth & thickness					
" " " Average space						" " " Angles on ditto, No. <i>2</i>					
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb						" " " Tie Plates outside Hatchways					
" " " Angles on upper edge						" " " Diagonal Tie Plates on Bms., No. of prs.					
" " " Average space						" " " Deck * <i>Iron or Steel</i> for <i>entire</i> lng.					
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb						" " " Wood Deck. Material & thickness					
" " " Angles on upper edge						Lower Deck Stringer Plate, br'dth & thickness					
" " " Average space						" " " Angles on ditto, No. <i>4</i>					
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb						" " " Tie Plates, outside Hatchways					
" " " Angles on upper edge						" " " Deck * Material and thickness					
" " " Average space						Hold, or Orlop Stringer Plate, br'dth & thckn's					
PILLARS, In 'tween Deck, size and spacing						" " " Angles on ditto, No.					
" " " Hold						" " " Tie Plates outside Hatchways					
" " " Quarter 'tween Dks., " "						" " " Deck. Material and thickness					
" " " in Hold						Poop Deck Stringer Plate, breadth & thickness					
WEB-FRAMES, In Fore Body, No. and spacing						" " " Angle on ditto					
" " " br'dth. & thickness						" " " Tie Plates					
" " " No. of Side Stringers						" " " Deck. Material and thickness					
WEB-FRAMES, In E. & B. Space, No. & spacing						Bridge Deck Stringer Plate, br'dth & thickness					
" " " br'dth. & thickness						" " " Angle on ditto					
" " " No. of Side Stringers						" " " Tie Plates					
" " " Size of Angles or Tee Bars to Web-Frames						" " " Deck. Material and thickness					
BRACKET PLATES to Stringers between Web Frames, depth and thickness						Forecastle Deck Stringer Plate, b'dth & th'kns					
						" " " Angle on ditto					
						" " " Tie Plates					
						" " " Deck. Material and thickness					
						* If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.					
BULKHEADS.						STIFFENERS.					
W. T. BULKHEADS						PARTITION					
LONGITUDINAL						Are the outside Plates doubled two spaces of Frames in length?					



PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.	EDGES.				BUTTS.									
	AMIDSHIP.		FORWARD.			Single or Double.	Breadth of Lap.	Diam.	Rivets.	Double or Triple and for what length.	RIVETS.		STRAPS.		IF LAPPED.				
	Breadth.	Thickness.	Thickness.	Thickness.							Diam.	Spacing or to cr.	Breadth.	Thickness.	Breadth.	For what length.			
FLAT PLATE KEEL.....	36	14	13	14	36	14	Double	5 1/2	3 3/4	Double	1	3 1/2	19 1/2	18					
(If Bar Keel, state Riveting)																			
GARBOARD or A Strake.....		12	10	12															
B ".....		11	9	14															
C ".....		11	9	13															
D ".....		13	10	15															
E ".....		12	9	15															
F ".....		13	10	14															
G ".....		12	9	12															
H ".....		13	10	13															
I ".....		12	9	12															
J ".....		13	10	11															
K ".....		14	9	9															
L ".....		44	10	11	44	10		6	1	4			19 1/2	12	10				
M ".....																			
N ".....																			
O ".....																			
P ".....																			
Q ".....																			
R ".....																			
DOUBLING of Flat Plate Keel.....																			
Length of Bilge.....																			
of Sheerstrakes.....																			
of Strakes below.....																			
POOP SIDES.....																			
BRIDGE SIDES.....																			
FORECASTLE SIDES.....																			

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, Plating, &c. *Siemens Martin Steel, - Frames & Beams, Onsett, & Lanarkshire; Plate, Dorman Long, & Lanarkshire; Keelsons, Dorman & Lanarkshire; Stringer plates, Clydebridge, Glasgow, & Lanarkshire; Shell plates, Dorman, Clydebridge, & Glasgow.*

FRAMES extend in one length from *margin plate* to *gunwale*.  
 REVERSED FRAMES on floors and frames extend from *margin plate* to *main & upper decks alternately; all to upper deck abaft after peak bulkhead; alternately reverse bars to forecastle deck.*

MASTS, SPARS, &c.										
No. Square Sails	Material.	Total Length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.
			At Partners.	Heel.	Round.	Head.		Number.	Size.	
LOWER MASTS.....	Steel	55.6	24 x 2 1/2	24 x 3/4	19 1/2 x 5/8	16 1/2 x 3/8	2	None	Single	Double
Fore.....										
Main.....										
Downspit.....										
Topmasts, Main and Remainder of Spars.....										
Rigging, Material and Size, Shrouds.....										
Sails, One complete.....										

Suits of *good canvas* Sails, and the following spare sails

EQUIPMENT No. 39570 LETTER W.												
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.		WEIGHT REQ. BY RULE.		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	lbs.	Cwts.	lbs.	Cwts.	lbs.	Cwts.	lbs.			
26760	1st Bower	50	0 25			62	10 2 1/4	50		Smith's Stockless	Wroughton	Sept. 19, 94
26761	2nd "	50	0 25			42	7 2	50		Smith's	Wroughton	Sept. 19, 94
26762	3rd "	42	2 24			37	13 3	42	2	"	"	"
	Collective weight	142	3 18			142	2					
14153	Stream	12	3 0 14	13	17 2	12				Robinson's	Albion	22 Sep. 94
14170	Kedge	0	0 7 1	2	0 7 2	0				"	"	"
	2nd Kedge											

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.	Fathoms.	Size.	Test per Certificate.	WEIGHT OF CHAIN CABLE.		Fathoms and Size per Rule.	Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Rope.	Fathoms and Size per Rule.					
				Supplied.	Per Rule.														
2976	135	2 1/2	19 1/2	292.5	270.2	270	2 1/2	Steel	Albion & Co.	Liverpool	120	4 1/2	120 x 4 1/2						
2976	135	2 1/2	19 1/2	292.5	270.2	270	2 1/2	Steel	"	"	90	3 1/2	90 x 3 1/2						
				292.5	270.2	270	2 1/2	Steel	"	"	90	9	90 x 9						
	90	4 1/2	40			90	4 1/2	Steel	W. Barton	Glasgow									

Boats *Two life boats, two cutters, and two dingies*  
 Pumps, Number *Seven*  
 Windlass is *Emerson & Walker's patent & good*  
 Engine Room Skylights.—How constructed? *of plates & angles*  
 What arrangements for deadlights in bad weather? *solid top with bulls' eyes*  
 Coal Bunker Openings.—How constructed? *of plates & angles*  
 Number of Scuppers, and numbers and dimensions of Ejecting Ports, &c. *Scuppers and Ejecting ports 2 1/2 x 12 each side*  
 Ceiling in Holds, thickness and material *2 1/2 R. Pine*  
 Cargo Hatchways.—How formed? *of plates & angles*  
 State size No. 1 Hatch (Forward) *16' x 13'* No. 2 Hatch *20' x 14'* No. 3 Hatch *20' x 14'* No. 4 Hatch *20' x 12'*  
 Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *One shifting beam in No. 1; two web plates in No. 2*  
 One web plate in No. 3 & 4, and 3 fore & afters in all  
 No. of Crutches *Two & deep floors*  
 Bulwarks, height above deck and description *4 feet by 1 1/2 iron*  
 Main Rail, material and size *5 1/2 x 3 1/2 Bull angle made*

The above is a correct description.

WORKMAN, CLARK & CO., LIMITED.  
 Builder's Signature (three only) *John W. Clark*  
 Surveyor's Signature *James Curpin*  
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case)  
*M. Dec. 22<sup>nd</sup> 1893. April 19. 25. 25; May 4. 21. 22; June 2. 8 Oct. 12<sup>th</sup> 1894.*

Workmanship. Are the butts of plating planed or otherwise fitted? *planed where butts but mostly overlapped*  
 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 plating? *very few.*  
 Are the butts of Plating, Stringers, &c., properly shifted and strapped? *yes.*

General Remarks (State quality of workmanship, &c.)  
*This vessel has been built in accordance with the approved plans forwarded with the first entry report No. 4415, on the S.P. 'Chingillo', a sister vessel; a separate midship section was forwarded on the 14<sup>th</sup> Inst. The Secretary's letters dated as above, so far as they apply, have been complied with, and the Rules in other respects have been adhered to. The gutter waterways have been tested, and all sluice valves, pumps, and watertight doors examined and found efficient. The materials used in her construction, and the workmanship are very good.*

The Surveyor should state the Number of Report and Name of any Sister Vessel. *✓*

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *26 1/2 ft.*, R.Q.D. or Break *—* ft., Bridge Dk *73.25 ft.*, F'castle *42.5 ft.* (in feet and tenths). When 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 (1st 1st) U.D. Deck S. - 2 to 13.*  
 Official No. *—*; Signal Letters *—*  
 How are the surfaces preserved from oxidation? Inside *Portland Cement & paint* Outside *paint.*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system *yes.*

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
Feet.	Tons.	Feet.	Tons.	Feet.	Tons.
Double bottom, aft.	46	767	Fore peak tank.	—	—
Double bottom, forward.	46	767	After peak tank.	—	53
Double bottom, under Engines and Boilers.	44	—	Midship deep tank.	—	—
Double bottom, if under Engines only.	30 1/2	—	Other tanks, if fitted.	—	—
Double bottom, if under Boilers only.	—	—	(If necessary, furnish further information by sketch.)	—	—

State whether the above have been tested as required by the Rules *yes.*

Order for Special Survey No. *378*  
 Date *1<sup>st</sup> Oct. 1894*  
 Order for Ordinary Survey No. *—*  
 Date *—*  
 No. *112* 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

April 17, 20, 25. May 3, 7, 15, 17, 22, 26, 30.  
 June 1, 5, 11, 13, 14, 19, 20, 22, 26; July 3, 4, 9, 11, 19, Aug. 13, 20, 22, 24, 28, 30; Sep. 1, 3, 10, 14, 25, 26, 28, 30; Oct. 2, 4, 9, 10, 12, 15, 16, 17, 18, 1894.  
 Total No. of Visits *48*

The amount of Entry Fee.....£ *5*  
 Special Survey Fee *£18 11 6*  
 Travelling Expenses, if any £ *5*

Fees applied for, *18.10.1894*  
 Received by me, *23.10.1894*  
*NOL 24.*

I am of opinion this Vessel should be Classed *+100 A1 Steel (1st 1st)*  
 With, or without Freeboard, as condition of Class *Without.* U.D. Deck S. 2 to 13.

Committee's Minute *TUES. 23 OCT 1894*  
 Character assigned *100 A1 Steel*  
*2 at top + 2 Wre 10, 94*  
*2 Dks (1st 1st) U.D. Deck S. & deep framing 3 Dk Rule*  
*+ 100 A1 (Steel)*  
*2 Dks (1st 1st) U.D. Deck S. & deep framing 3 Dk Rule*  
*W.B. = QUADRANT 116 EX 824 APT 536*  
*BK 9" Cms. 28 1/2 1894*

Mr. Curpin should be required to state in his report the separate lengths of the double bottom, aft, midship, and forward, and found, as these particulars are now required for record in the Register Book.

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

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