

BEL66-0119 (1213)

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IRON OR STEEL STEAMER

BEL66-0119 (113)

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IRON OR STEEL STEAMER.

No. 1,606

SAT. MAY 2 1896

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

Received at London Office

Port of *Belfast*

Last Survey *April 30th 1895*

Date, First Survey *Jan^y 23rd 1895*

Rig *Schr.*

Master *Thos. Hughes*

Year of appointment

Built at *Belfast*

When built *1896*

Launched *Feb^y 29th 1896*

By whom built *Harland & Wolff Ltd.*

Owners *Chan Steam Ship Co. Ltd.*

Managers *E. Bates & Sons*

Residence *3 New Quay Lpool*

Port belonging to *Liverpool*

THREE DECKED VESSEL.

CLASS *+ 100 A*

Half Breadth (moulded) *26.54*

Depth from upper part of Keel to top of Upper Deck Beams *56.33*

Girth of Half Midship Frame (as per Rule) *117.87*

deduct 7 feet *110.87*

1st Number *450*

Length *498.91*

2nd Number *8.6*

Proportions—Breadth to Length *12.6*

Depth to Length—Upper Deck to top of Keel *16.3*

Main Deck ditto

Destined Voyage *Calcutta*

If Surveyed while Building, Afloat, or in Dry Dock

Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH top of Floor to	Feet.	Inches.	Power of	Horse.	No. of Decks with flat laid
Rule		Moulded			Do.			Engines		
450		52			31.5			470		2

Length of Ship per Register, Length *452.7* breadth *52.25* depth *31.5*

FRAMING.				Inches in Ship.	Inches in Ship.	per Rule Or as Approved.	per Rule Or as Approved.
Angles, 7 Bars for $\frac{1}{2}$ length amidships				$4 \times 32 \times 12$	$11 \times 32 \times 12$	$4 \times 32 \times 10$	$3 \frac{1}{2} \times 10$
Angles, $\frac{1}{2}$ at each end				$3 \frac{1}{2} \times 32$	10×32	$3 \frac{1}{2} \times 32$	10×32
Way of Double Bottoms at Solid Floors							
" at intermdt. Bkts.						30	
" of Frames from moulding edge to ing edge, all fore and aft				30			
SED FRAME, Angles				$3 \frac{1}{2} \times 32$	10×32	$3 \frac{1}{2} \times 32$	10×32
FRAMING, depth of girder							
IS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships							
in way of Engines and Boilers							
thickness at the ends of vessel							
depth at $\frac{1}{2}$ the half breadth, as per Rule							
height extended at the Bilges				48	$7 \frac{1}{2} \times 10$	40	$7 \frac{1}{2} \times 10$
RS & BRACKETS in Cell Dble Bottoms				30		30	
" Distance apart				40		11×40	
RE GIRDER, in Double bottom, depth and thickness				4	4	10×4	4×4
" Angles, Top				$4 \frac{1}{2}$	$4 \frac{1}{2}$	$14 \times 4 \frac{1}{2}$	$4 \frac{1}{2} \times 4 \frac{1}{2}$
" Bottom				$Two \times 7 \frac{1}{2}$	10×2	$7 \frac{1}{2} \times 7 \frac{1}{2}$	
GIRDERS, number and thickness				$3 \frac{1}{2} \times 32$	10×32	$3 \frac{1}{2} \times 32$	
" Angles				30		10×34	
IN PLATE, depth (exclusive of flange) and thickness				4	4	10×4	4×4
" Angles				50		11×36	
BOTTOM PLATING, breadth and thickness of Middle Line Strake						11×12	11
" in Engine and Boiler space						$9 \times$	
" Remainder in Holds						$P \times 3 \frac{1}{2} \times 32 \times 10$	$P \times 3 \frac{1}{2} \times 32$
IS, Upper Deck, Single Angle, Bulb Angle, Plate or Tee Bulb						Channel	Channel
Angles on upper edge				30		30	
Average space						$P \times 3 \frac{1}{2} \times 32 \times 10$	$P \times 3 \frac{1}{2} \times 32$
IS, Middle Deck, Single Angle, Bulb Angle, Plate or Tee Bulb						Channel	Channel
Angles on upper edge				30		30	
Average space						14	13×14
IS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb				14		13×14	
Angles on upper edge				14		13×14	
Average space						$As per plan$	$As per plan$
IS, Hold, or Orlop, Plate or Tee Bulb							
Angles on upper edge							
Average space						$10 \times 4 \frac{1}{2}$	
IS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb						$7 \times$	$7 \times$
Angles on upper edge				52		52	
Average space						7×3	$10 \times 7 \frac{1}{2}$
IS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb						Bulb angle	Bulb
Angles on upper edge				30		30	
Average space						7×3	$10 \times 7 \frac{1}{2}$
IS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb						Bulb angle	Bulb
Angles on upper edge				30×24		30×24	
Average space						32×32	$60 \times 32 \times 3$
ARS, In 'tween Deck, size and spacing				32×32		$60 \times 32 \times 3$	$60 \times 32 \times 3$
" Hold				32×32		120×32	60×32
Quarter 'tween Dks., in Hold				60×32		120×32	60×32
"							
AMES, In Fore Body, No. and spacing							
" brdth. & thickness							
No. of Side Stringers						90	80
AMES, In E. & B. Space, No. & spacing						10	10
" brdth. & thickness							
"							
WEB-FRAMES, In After Body, No. and spacing							
" brdth. & thickness							
"							
No. of Side Stringers						$4 \frac{1}{2}$	4
"						10	42
Size of Angles or							
WEB-FRAMES, In Fore Body, No. and spacing							
" brdth. & thickness							
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No. of Side Stringers							
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From Copy of No. 2 page on account of being so badly blotted in copying.

PLATING.	EDGES.	RIVETING.	BUTTS.

PLATING.										RIVETING.									
AS IN SHIP.						PER RULE OR AS APPROVED.		EDGES.				BUTTS.							
STRAKES.	AMIDSHIP.			FORWARD.	AFT.	AMIDSHIP.		Single or Double.	Breath of Lap.	RIVETS.			Double or Treble and for what Length.	RIVETS.		STRAPS.		IF LAPPED.	
	Breath.	Thickness.	Thickness.			Breath.	Thickness.			Diam.	Spacing cr. to cr.	Diam.		Spacing cr. to cr.	Breath.	Thick-ness.	Breath.	For what Length.	
	Inches.	^{10ths or 20ths}	^{16ths or 20ths}			^{16ths or 20ths}	^{10ths or 20ths}			Inches.	Inches.	Inches.		Inches.	Inches.	Inches.	Inches.	Feet.	
FLAT PLATE KEEL	51	20	18	17		51	20	Double	7	18	5	Treble	18	4	20	14			entire length
(If Bar Keel, state Riveting)								"	7	18	4 3/4	entire length	1	3 1/2					"
GARBOARD OF A Strake ...	55	15	14	14		36	15	"	6 1/4	1	4 3/4	"	"	"					"
B " "		14	13	13			14	"	"	"	"	"	"	"					"
State actual thickness in way of Double Bottom.		14	12	14			14	"	"	"	"	"	"	"					"
C " "		14	11	15			14	"	"	"	"	"	"	"					"
D " "		14	11	14			14	"	"	"	"	Quad 36	"	"					16 1/2
E " "		15	11	14			15	"	"	"	"	Treble	"	"					12
F " "		15	11	14			15	"	"	"	"	entire length	"	"					"
G " "		15	11	16			15	"	"	"	"	"	"	"					"
H " "		14	11	13			14	"	"	"	"	"	"	"					"
J " "		15	11	13			15	"	"	"	"	"	"	"					"
K " "		14	11	12			14	"	"	"	"	"	"	"					"
L " "		15	11	13			15	"	"	"	"	Quad 1/2	"	"					16 1/2
M " "		17	11	11			17	"	7	18	"	3/4	18	4	33 1/2	14	Inside + outside		
N " "	46	21	12	12		46	21	"											
O " "																			
P " "																			
Q " "																			
R " "																			
DOUBLING of Flat Plate Keel																			
Length and thickness of Bilges	At ends of Br				Stl	32	17												
of Sheerstrakes					Steel	6		7											
of Strake below								7											
POOP SIDES	(Ends 11 1/2) 9-8																		
BRIDGE SIDES	Steel 6							7											
TRANSVERSE SIDES								7											
inside strake overlapped & quadruple length amidship.																			

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 & Bars, Glasgow, L. Co. & Steel Co. of S. Beams, Colville & Sons, Floor Clydebridge; Keelsons & Inner Bottom, Barrow H. L. Co. Stringers & decks, Summerlee, Mossend, Stockton & Consett Cos; Outside Plating, Consett, Stockton & Barrow L.*

FRAMES extend in one length from Margin plate to Bulkhead
REVERSED FRAMES on floors and frames extend from On alternate channel frames to 1st & 2nd beam knees: Aft Channe
 frames to M & U decks, all rev. bars to U. 2nd. before channel frames & aft. A. R. Bulk, & all bars to 1st & 2nd

MASTS, SPARS, &C.										RIVETING.		
	Material.	Total Length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		Seams.	Butts.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.			
No square sails												
LOWER MASTS.....	Fore	Steel	105.6	28 X 1/20	22 x 1/20	1 1/2 x 1/20	8 1/2 x 5/80	3	3	3 1/2 x 3 x 1/16	Single	Quadron.
	Main	"	108.0					3	3	" " " "	"	Heble a
	Mizen	"	106.0	2 1/4 x 1/20	1 1/2 x 1/20	1 1/2 x 1/20	8 x 1/20	3	3	3 1/2 x 3 x 1/16	"	Double
	Jigger	"	92.0	22 x 1/20	1 1/2 x 1/20	1 1/2 x 1/20	6 1/2 x 1/20	3	3	" " " "	"	
all masts doubled at partners & heels												
The masts are upright & the shrou												
Stays 3 1/2 (1/2 2 back stays to each mast are eq												
each side of cap												
One jib & one foresail												
Sails, One complete												
Suit of jib headed												
Sails, and the following spare sails.												

EQUIPMENT No. <i>55398</i> LETTER <i>8+</i>										ANCHORS.										Description of Anchor.	Makers.	Where and when tested and Superintendent.
Number of Certificate.		Anchors.		WEIGHT, EX. STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQ. BY RULE.											
Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	owts.	qrs.	lbs.	Owts.	qrs.	lbs.										
<i>36792</i>	<i>1st Bower</i>	<i>49</i>	<i>1</i>	<i>2</i>	<i>12</i>	<i>1</i>	<i>22</i>	<i>41</i>	<i>19</i>	<i>2</i>	<i>21</i>	<i>49</i>	.	.	.	.	<i>Hotman's I S</i>	<i>Hinglaydon</i>	<i>Netherton</i>	<i>11 Sep</i>
<i>36794</i>	<i>2nd "</i>	<i>49</i>	<i>0</i>	<i>18</i>	<i>12</i>	<i>0</i>	<i>20</i>	<i>41</i>	<i>18</i>	<i>0</i>	<i>14</i>	<i>49</i>	.	.	.	.	"	"	"	<i>11 -</i>
<i>36813</i>	<i>3rd "</i>	<i>50</i>	<i>1</i>	<i>6</i>	<i>12</i>	<i>2</i>	<i>4</i>	<i>42</i>	<i>12</i>	<i>0</i>	<i>21</i>	<i>49</i>	.	.	.	.	"	"	"	<i>11 -</i>
<i>36793</i>	<i>4th "</i>	<i>40</i>	<i>2</i>	<i>12</i>	<i>10</i>	<i>1</i>	<i>26</i>	<i>36</i>	<i>4</i>	<i>1</i>	<i>14</i>	<i>41</i>	.	.	.	.	"	"	"	<i>11 -</i>
<i>36795</i>	<i>Stream</i>	<i>189</i>	<i>1</i>	<i>10</i>								<i>188</i>	.	.	.	.	<i>W J Pelf Aast</i>	<i>Sup</i>	<i>11 Sep</i>	
<i>36785</i>	<i>Kedge</i>	<i>19</i>	<i>1</i>	<i>5</i>	<i>4</i>	<i>3</i>	<i>1</i>	<i>20</i>	<i>4</i>	<i>0</i>	<i>7</i>	<i>19</i>	.	.	.	.	"	"	"	<i>11 -</i>

It is the duty of the Pilot to state the name of the Pilotage Authority.

HAWERS AND WARPS.

CHAIN CABLES.										HAWSERS AND WARPS.				
Number of Certificate.	Fathoms.	Size.	Test per Certificate Tons.	WEIGHT OF CHAIN CABLE. Supplied. Per Rule.	Fathoms and Size per Rule.	Description.	Makers of Cables.	When and where tested, and Superintendent.	Material	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathom Size P.	
25251	150	2 3/8	42.2.0 101.10.0	42.1.2.9	300 x 2 1/2	Steel Hingley & Sons	Neltherton. 11 Sep. 98	TOWLINE		130	5 1/2	7 1/2	130	
25254	150	5	43.6.2.2	43.6.2.2	120 x 5	Link	W. J. Peef Asst. Supt.	HAWSER		90	4 1/2	3 1/2	90	
			Total 848.0.11	844.1.0		S. W.	Warrington Wire Rope works	WARP		90	3 1/2	2 1/2	90	
Iron Steam Chain of Steel Wire ...	120	5								4 x 100	4			

Boats *Two Steel life boats, two wood life boats & a cutter* Diameter of Barrel and Tail Pipe *5" & 2 1/2"* respectively
 Pumps, Number *8* Capstan *—*
 Windlass is *Harfield's patent steam and good*
 Engine Room Skylights.—How constructed? *of plates & angles on coamings on top of 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? *with Hatch bars* Height above deck? *9' under B*
 Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. *9 Scuppers, 5 freeing ports 36" x 24" & open railings abreast*
 Ceiling in Holds, thickness and material *2 1/2" Red pine* Ceiling 'tween Decks, thickness and material *6" x 2" oak*
 Cargo Hatchways.—How formed? *of plates & angles* Hatches, If strong and efficient? *Yes & "solid"*
 State size *No. 1 Hatch (Forward) 14' 6" x 16' 0"* *No. 2 Hatch 25' 0" x 16' 0"* *No. 3 Hatch 5' 0" x 16' 0"* *No. 4 Hatch 16' 3" x 16' 0"*
 Number of *No. 4 Plates, Shifting Beams and Fore and Afters to each Hatch, 2 No. 16" plates & 3 fore & afters in No. 1, 4, 6 & 7 Two well pla*
in No. 3 & 5, and one fore & after in No. 8 *No. of Breasthooks Six* *No. of Crutches five & deck 4*
 Bulwarks, height above deck and description *4' 6" x 5/16" Steel* Main Rail, material and size *6" x 3" x 1/2" Bull angle and*
The above is a correct description. *James Chipman* *moulding comb*
 Builder's Signature (three only) *(Signed) Harland & Wolff Ltd* *Surveyor's Signature* *Surveyor to Lloyd's Register of British and Foreign Shipping*

responsibility.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case)

2^d Dec^r 1894. Jan^y 14, 25, 31; Feb^y 7-1895 and Feb 29-1896

Workmanship. Are the butts of plating planed or otherwise fitted? planed where fitted, but mostly overlapped

Are 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 plates 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

General Remarks (State quality of workmanship, &c.) This vessel has been built in accordance with the approved tracing of Midship Section forwarded on the 29th April and with the accompanying approved tracing of Longitudinal Section, the Secretary's letters dated as above have been complied with, and the Rules in other respects adhered to

The frames forward are doubled from keel to lower deck for about 40 feet to prevent the collision bulkhead, and the rivets are spaced closer than required by the Rules in most parts of the vessel.

All pumps and watertight doors have been examined and found efficient, and the weather decks tested with a hose and found satisfactory.

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 31 ft., R.Q.D. or Break — ft., Bridge Dk. 8 ft., F'castle 42 ft.
 (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated —

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 would appear in the Register Book) *2 Stk (stl) 3 to B. ✓*

How are the surfaces preserved from oxidation? Inside Portland Cement & paint Outside paint.

ARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system					
	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.

Where fitted.	Length. Feet.	Water Capacity. Tons.	Where fitted.	Length. Feet.	Water Capacity. Tons.
ble bottom, aft.	107.5	386	Fore peak tank,		110
ble bottom, forward,	127.5	444	After peak tank,		70
ble bottom, under Engines and Boilers.	67.5	259	Midship deep tank,	-	-
ble bottom, if under Engines only,	-	-	Other tanks, if fitted,	-	-
ble bottom, if under Boilers only,	-	1122	(If necessary, furnish further information by sketch.)		

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

for Special Survey No. <u>392</u>	On the several parts of the frame, when in place, and before the plating was wrought	Jan. 23, 30, Feb. 4, 11, 1895.	Total No. of Visits <u>50</u>
Date <u>2 Jan. 1895</u>	2nd. On the plating during the process of riveting	July 29, Aug. 3, 13, 15, 21, 27, June 5, 11, 15, 25	
for Ordinary Survey No. _____	3rd. When the beams were in and fastened, and before the decks were laid (....)	July 6, 19, 25, 29, Aug. 2, 9, 15, 20, Sep. 6, 12, 21, Oct. 3, 11	
Date _____	4th. When the ship was complete, and before the plating was finally coated or cemented (....)	29, Nov. 1, 11, 1895, Jan. 24, Feb. 4, 7, 10, 13, 17, 19, 24, 28	
<u>294</u> in builder's yard.	5th. After the ship was launched and equipped	4, 9, 12, 19, 30, Apr. 13, 14, 17, 22, 24, 27, 29, 1896	

amount of Entry Fee £ 5 0 0 Fees applied for, 1.5. 1896
 Special Survey Fee £ 44 12 0 Received by me, 5.5. 1896
 Travelling Expenses if any £ : : 5.5. 1896

Certificate to be sent to *this office*

of opinion this Vessel should be Classed + 100 A 1 25 Ks (Stk) 3 L B. ✓ James Herpin
without keelboard. ✓ Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute
Character assigned

2 Dks (all) 3 m 15.
L a b. P. + L m. C. 4 96.

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