

# ~~IRON OR~~ STEEL STEAMER.

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

Date of completion of report *8th July 1900* Port of *Belfast* No. *5151*

Survey held at *Belfast* Date, First Survey *24th March 1899* Last Survey *6th July 1900*

in the *Steel Twin Screw Steamer "IRADA" (Gard No. 166)* Rig *Fore & aft Thomson (4 Masts)*

Tonnage under  
main Deck... *5900.21*

between Tonnage Dk. *1923.70*

and 3rd and 4th Dk. *7823.91*

and under Upper Dk. *61.30*

Poop *side* *53.54*

Bridge Houses *70.18*

Forecastle *119.30*

of Houses on Dk.

Do. of excess of Hatchways

Do. above Crown of  
Engine Room *8119.23*

Gross Tonnage *130.78*

less Crew Space

above Crown of  
Engine Room *7988.45*

Tonnage for Fees

Engine Room *2598.15*

Navigation Spaces *5717.2655.52*

Net Tonnage *5333.13*

on Beam

THREE DECKED VESSEL.

CLASS *100A.*

FEET.

Half Breadth (moulded) *29.5*

Depth from upper part of Keel to top of Upper Deck Beams *37.72*  
(with the normal round up of beam) *62.58*

Girth of Half Midship Frame (as per Rule) *129.80*  
*7.00*  
deduct 7 feet *122.80*

1st Number

Length on deck from after part of stem to fore part of  
stern post *497.91*

2nd Number *61,143*

Proportions—Breadth to Length *8.43*

Depth to Length—Upper Deck to top of Keel *13.20*  
*16.61*

Main Deck ditto *16.61*

Destined Voyage *Candlish*

Master *Archibald Delargy*

Year of appointment *1900*

Built at *Belfast*

When built *1900* Launched *19th May 1900*

By whom built *Workman Clark & Co. Ltd.*

Owners *The "Irada" S. S. Co. Lim.*

Managers *C. Bates & Sons*

(Where necessary to be entered in Reg. Book.)

Residence *Liverpool*

Port belonging to *Liverpool*

Builder *Built under*

FTH on Deck per Rule ....	Feet. 497	Inches. 11	<b>BREADTH</b> — Moulded ....	Feet. 59	Inches. 0	<b>DEPTH, ACTUAL</b> —Top of Floors to top of Upper Dk. Beams Do. do. do. do. Main Dk. Beams	Feet. 33	Inches. 0	No. of Decks with flat laid	THREE
							25	3	No. of Tiers of Beams	THREE
Dispositions of Ship per Register, Length 501' breadth 59.3' depth 25.25' moulded depth, ft. 36 ins. 6' To Upper Dk. Round of Upper Dk. Beam, Actual } 9 1/2 ins.										

[illegible]



PLATING.										RIVETING.																																																																																																																									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.				IF LAPPED.																																																																																																																				
	AMIDSHIP.	FORWARD.	AFT.	AMIDSHIP.	FORWARD.	AFT.	Single or Double.	Breadth of Lap.	RIVETS.	Spacing or to cr.	Spacing or to cr.	Spacing or to cr.	Spacing or to cr.	Spacing or to cr.	Spacing or to cr.																																																																																																																				
FLAT PLATE KEEL	45	20	17	20	45	20	Double	6 1/4	1 1/8	5	Double	1 1/8	4	22	21																																																																																																																				
GARBOARD OF A STRAKE	15	14	17	15	15	15	"	6	1	4 1/2	Double	1 1/8	3 1/2	-	14 1/4																																																																																																																				
B	15	12	15	15	15	15	"	"	"	"	"	"	"	"	"																																																																																																																				
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R							"	"	"	"	"	"	"	"	"																																																																																																																				
DOUBLING OF PLATE KEEL	for 1/2" Lgth & 1/2" inside						Length of plating = ten frame spaces.																																																																																																																												
Length of Sheerstrakes	for 1/2" Lgth & 1/2" inside																																																																																																																																		
POOP SIDES	9-8 1/2																																																																																																																																		
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FORECASTLE SIDES	9-8 1/2																																																																																																																																		
<p>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, &amp;c. (See Rules, Part II, Section 1, Sub-section 1, Paragraph 1.)</p> <p>Shillington, Hampshire, England, Messrs. J. &amp; W. Brown, Shipbuilders, Ltd., 10, Abchurch Lane, London, E.C. 4, England.</p> <p>Has the Steel been tested as required by the Rules? <i>Yes</i></p>																																																																																																																																			
<p>FRAMES extend in one length from middle line to gunwale &amp; thence to gunwale</p> <p>REVERSED FRAMES on floors and frames extend from gunwale to gunwale</p> <p>to Upper deck &amp; alternate to forecastle deck</p>																																																																																																																																			
<p>MASTS, SPARS, &amp;c.</p> <table border="1"> <thead> <tr> <th rowspan="2">LOWER MASTS.</th> <th rowspan="2">Fore</th> <th rowspan="2">Main</th> <th rowspan="2">Mizen</th> <th rowspan="2">Material</th> <th rowspan="2">Total Length</th> <th colspan="3">DIAMETER AND THICKNESS.</th> <th rowspan="2">No. of Plates in Round</th> <th colspan="3">ANGLES.</th> <th colspan="3">RIVETING.</th> </tr> <tr> <th>At Partners</th> <th>Heel</th> <th>Head</th> <th>Number</th> <th>Size</th> <th>Seams</th> <th>Butts</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td>Steel</td> <td>99-5</td> <td>28 x 1/2</td> <td>27 x 1/2</td> <td>25 x 1/2</td> <td>3</td> <td>3/8 x 5/8</td> <td>Double</td> <td>Double</td> <td>Double</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td>Steel</td> <td>103-8</td> <td>28 x 1/2</td> <td>27 x 1/2</td> <td>25 x 1/2</td> <td>3</td> <td>3/8 x 5/8</td> <td>Double</td> <td>Double</td> <td>Double</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td>Steel</td> <td>105-8</td> <td>28 x 1/2</td> <td>27 x 1/2</td> <td>25 x 1/2</td> <td>3</td> <td>3/8 x 5/8</td> <td>Double</td> <td>Double</td> <td>Double</td> </tr> </tbody> </table> <p>Topmasts, Lances and Remainder of Spars of Steel</p> <p>Rigging, Material and Size, Shrouds 5/8" 4/5" Safetywire</p> <p>Sails, One Suit of Schooner's Sails, and the following spare sails.</p>																LOWER MASTS.	Fore	Main	Mizen	Material	Total Length	DIAMETER AND THICKNESS.			No. of Plates in Round	ANGLES.			RIVETING.			At Partners	Heel	Head	Number	Size	Seams	Butts					Steel	99-5	28 x 1/2	27 x 1/2	25 x 1/2	3	3/8 x 5/8	Double	Double	Double					Steel	103-8	28 x 1/2	27 x 1/2	25 x 1/2	3	3/8 x 5/8	Double	Double	Double					Steel	105-8	28 x 1/2	27 x 1/2	25 x 1/2	3	3/8 x 5/8	Double	Double	Double																																																			
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<p>EQUIPMENT No. 70850 LETTER e+</p> <p>ANCHORS: Mechanical hook type 5. Shallow water 6-4-0, 4-2-1-5-00.</p> <table border="1"> <thead> <tr> <th rowspan="2">Number of Certificate</th> <th rowspan="2">Anchors</th> <th colspan="3">WEIGHT, EX STOCK</th> <th colspan="3">WEIGHT OF STOCK</th> <th colspan="3">TEST, PER CERTIFICATE</th> <th colspan="3">WEIGHT REQUIRED BY TABLE 22</th> <th rowspan="2">Description of Anchor</th> <th rowspan="2">Makers</th> <th rowspan="2">Where and when tested and Superintendent</th> </tr> <tr> <th>Cwts.</th> <th>qrs.</th> <th>lbs.</th> <th>Cwts.</th> <th>qrs.</th> <th>lbs.</th> <th>Tons</th> <th>cwts.</th> <th>qrs.</th> <th>lbs.</th> <th>Tons</th> <th>cwts.</th> <th>qrs.</th> <th>lbs.</th> </tr> </thead> <tbody> <tr> <td>43838</td> <td>1st Bower</td> <td>87</td> <td>2</td> <td>5</td> <td>-</td> <td>-</td> <td>-</td> <td>62</td> <td>5</td> <td>0</td> <td>0</td> <td>87</td> <td>0</td> <td>0</td> <td>Hall's Pat.</td> <td>Hingley &amp; Co. Ltd. 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100</td> </tr> <tr> <td>43839</td> <td>2nd "</td> <td>87</td> <td>1</td> <td>19</td> <td>-</td> <td>-</td> <td>-</td> <td>62</td> <td>5</td> <td>0</td> <td>0</td> <td>87</td> <td>0</td> <td>0</td> <td>"</td> <td>"</td> </tr> <tr> <td>43817</td> <td>3rd "</td> <td>74</td> <td>3</td> <td>0</td> <td>-</td> <td>-</td> <td>-</td> <td>56</td> <td>5</td> <td>0</td> <td>0</td> <td>74</td> <td>0</td> <td>0</td> <td>"</td> <td>"</td> </tr> <tr> <td>43835</td> <td>Stream</td> <td>23</td> <td>2</td> <td>12</td> <td>5</td> <td>3</td> <td>9</td> <td>23</td> <td>11</td> <td>5</td> <td>14</td> <td>23</td> <td>2</td> <td>0</td> <td>Rodgers Pat.</td> <td>"</td> </tr> <tr> <td>43834</td> <td>Kedge</td> <td>12</td> <td>2</td> <td>19</td> <td>3</td> <td>0</td> <td>11</td> <td>14</td> <td>10</td> <td>2</td> <td>14</td> <td>12</td> <td>0</td> <td>0</td> <td>"</td> <td>"</td> </tr> </tbody> </table>																Number of Certificate	Anchors	WEIGHT, EX STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE			WEIGHT REQUIRED BY TABLE 22			Description of Anchor	Makers	Where and when tested and Superintendent	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	cwts.	qrs.	lbs.	Tons	cwts.	qrs.	lbs.	43838	1st Bower	87	2	5	-	-	-	62	5	0	0	87	0	0	Hall's Pat.	Hingley & Co. Ltd. 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	43839	2nd "	87	1	19	-	-	-	62	5	0	0	87	0	0	"	"	43817	3rd "	74	3	0	-	-	-	56	5	0	0	74	0	0	"	"	43835	Stream	23	2	12	5	3	9	23	11	5	14	23	2	0	Rodgers Pat.	"	43834	Kedge	12	2	19	3	0	11	14	10	2	14	12	0	0	"	"
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<p>Boats Four lifeboats &amp; two others</p> <p>Pumps, Number 130 6 (including 1000 gallon) &amp; 10 4" Diameter of Barrel</p> <p>Windlass is Wilson &amp; Co. (Steam)</p> <p>Engine Room Skylights—How constructed? Of Steel—7'6" above Bridge deck</p> <p>What arrangements for deadlights in bad weather? Of Steel flaps &amp; bullseyes</p> <p>Coal Bunker Openings—How constructed? Of Steel</p> <p>How are they secured? Chain &amp; latches</p> <p>Height above deck? 9' above Bdg. Dk.</p> <p>Number of Scuppers, and numbers and dimensions of Freeing Ports, &amp;c. 4 scuppers each side 4 1/2" ports 36" x 15" each side</p> <p>Ceiling in Holds, thickness and material 6' x 2" H. Pine</p> <p>Cargo Hatchways—How formed? Of steel—usual construction</p> <p>Hatches, If strong and efficient? Yes, solid.</p> <p>State size No. 1 Hatch (Forward) 12'6" x 12'0" No. 2 Hatch 12'5" x 14'0" No. 3 Hatch 10'2" x 14'0" No. 4 Hatch 15'5" x 14'0"</p> <p>Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch</p> <p>No. of Breasthooks 12 No. of Crutches 20</p> <p>Bulwarks, height above deck and description 5 1/2' plate iron</p> <p>Main Mast material and size Bullseye 6 x 5 1/2 x 120</p> <p>The above is a correct description</p> <p>WORKMAN, CLARK &amp; CO., LIMITED</p> <p>Builder's Signature (here only) J.B. Workman</p> <p>Surveyor's Signature David McAnslan</p> <p>Surveyor to Lloyd's Register of British and Foreign Shipping.</p>																																																																																																																																			

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

(M) 15<sup>th</sup> Feb'y, 10<sup>th</sup> Mar, 5<sup>th</sup> 10<sup>th</sup> 13<sup>th</sup> 15<sup>th</sup> 4<sup>th</sup> 31<sup>st</sup> May, 8<sup>th</sup> June, 4<sup>th</sup> 1899 (E) 1<sup>st</sup> Nov 1899 (M) 7<sup>th</sup> May 11<sup>th</sup> June 26<sup>th</sup> June 1900

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed & 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 facing surfaces? *Yes*

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

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

Have all the upper and weather decks been tested as required by the Rules (Sec. 23, par. 24)? *Yes*

State results of tests *Satisfactory*

Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? *Yes*

State results of tests *Satisfactory*

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the approved plans (now enclosed), the Secretary's letters as above stated and in other respects in conformity with the Rules; the material and workmanship are 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 *66* ft., R.O.D. or Deck *—*, Bridge Dk. *280* ft., F'castle *41* 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) *3 tiers (1st, 2nd, 3rd) all steel channel framing.*

Official No. *—*; Signal Letters *—*

How are the surfaces preserved from oxidation? Inside *Portland cement, bituminous cement, paint* Outside *Paint*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
Double bottom, aft,	132.2	425	Fore peak tank,	-	85
Double bottom, under Engines and Boilers,	71.2	320	After peak tank,	-	45
Double bottom, if under Engines only,	-	-	Midship deep tank,	35.6	700
Double bottom, if under Boilers only,	-	-	Other tanks, if fitted,	-	-
Double bottom, forward,	226.3	805	(If necessary, furnish further information by sketch.)	-	-

\* The wells are not to be included in the lengths of the tanks. State whether the above have been tested as required by the Rules. *Yes*

Order for Special Survey No. *435*

Date *29<sup>th</sup> March 1899*

No. *166* in builder's yard.

Dates of Surveys held while building

Mar 24, Apr 13, 19, 25, May 11, 15, 17, 22, 29, 31, June 8, 9, 16, 24, 28, July 4, 19, 21, 25, Aug 2, 4, 8, 10, 15, 18, 21, 25, 25, Sep 4, 11, 13, 14, 21, Oct 2, 7, 12, 14, 19, 23, 26, 30, Nov 2, 5, 10, 18, 20, 23, 28, 30, Dec 6, 13, 14, 15, 18, 21, 1899, 1900, Jan 4, 10, 12, 15, 17, 19, 23, 26, 30, Feb 2, 5, 9, 12, 14, 19, 21, 26, Mar 1, 6, 8, 13, 15, 20, 21, 23, 26, 30, Apr 2, 4, 5, 9, 10, 17, 25, 27, May 2, 3, 5, 7, 10, 11, 12, 14, 16, 17, 18, 19, 23, 25, 27, 31, June 5, 7, 8, 11, 13, 18, 20, 22, 26, 28, 29, July 2, 3, 4, 6, 8

Total No. of Visits *125*

The amount of Entry Fee, £ *0* : *0* : *0*

Special Survey Fee, £ *24* : *14* : *0*

Travelling Expenses, if any, £ *—* : *—* : *—*

Fees applied for, *9<sup>th</sup> July 1900*

Received by me, *18<sup>th</sup> July 1900*

State whether the Vessel has been built under Special Survey *Yes*

I am of opinion this Vessel should be Classed *100 A1 Steel*

With or without Freeboard, as condition of Class *With*

Committee's Minute *FRI. 13 JUL 1900*

Character assigned *100 A1 Steel*

Lat & Long, 00

White Bell

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