

1 or 2 Decks.

## IRON OR STEEL STEAMER.

RECEIVED AT LONDON OFFICE  
JUL 27 1891

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

Yes

Date of completion of Report 20<sup>th</sup> August 1891 Port of Dundee

No. 50201 Survey held at Dundee

Date, First Survey 10<sup>th</sup> December 90Last Survey 17<sup>th</sup> August 1891

On the

Steel Screw Steamer Berlin

Rig Schooner

Tonnage under

903.11

ONE OR TWO DECKED VESSEL.

Master

C. Ayle

of Poop

62.94

CLASS

100 A1

FEET.

Year of appointment

(1) As master in service of  
owner of present vessel - 18  
(2) As master of this  
vessel - 18

of Raised Or.

23.10

Half Breadth (moulded)

17.00

Built at

Dundee

of Bridge House

12.00

Depth from upper part of Keel to top of Main Deck Bms.

17.46

When built

1891

Launched 8<sup>th</sup> June 1891

of Houses on Deck

28.24

Girth of Half Midship Frame (as per Rule)

30.41

By whom built

W. B. Thompson &amp; Co. Ltd.

of Forecastle

60.14

1st Number

64.87

Owners

Morris &amp; Co. Ltd.

of above Crown of

1089.53

Length

243.66

Managers

A. Meek

Engine Room

45.09

Proportions—Breadth to Length

7.16

Residence

Goole

Less Crew Space

1046.44

Depth to Length—Main Deck to top of Keel

13.95

Port belonging to

Goole

Less above Crown of

501.27

Destined Voyage

Hull

If Surveyed while Building, Afloat, or in Dry Dock While Building

MAJOR FEES

9.91

Engine Room

501.27

Navigation Spaces

535.26

Master Tonnage

535.26

cut on Beam

535.26

WIDTH on Deck

243

BREADTH—

Feet. Inches.

34 0

DEPTH—

Feet. Inches.

15 10 1/2

Power of

Engines

2702

Horse.

No. of Decks with Flat laid

One

per Rule

243

Moulded

34 0

Top of Floors to Main Deck

15 10 1/2

No. of Tiers of Beams

Two

Round of Beam

8 1/2

Inches.

10 1/2

Dimensions of Ship per Register, Length, 245 breadth, 34.1 depth, 15.85

Moulded Depth, ft. 10 ins. 8 1/2 Round of Beam 8 1/2 inches.

## RIGGINGS AND CASTINGS.

Bar or Side Plates depth and thickness

8 1/2 x 2 3/8

8 1/2 x 2 3/8

moulding and thickness

8 x 2 3/8

8 x 2 3/8

POST for Rudder do. do.

8 x 5

8 x 5

for Propeller

8 x 5

8 x 5

PIECE of Rudder, diameter at head

5 3/4

5 3/4

do at heel

3

3

ER, how constructed

Framed

Framed

Rudder be unshipped afloat?

Yes

Yes

## FRAMING.

E, Angles, on 7 Bms, for 1/2 length amidships

4 3 7

4 3 7

for 1/2 at each end

4 3 6

4 3 6

way of Double Bottoms

23

23

e of Frames from moulding edge to

3 3 6

3 3 6

ling edge, all fore and aft

3 3 6

3 3 6

USED FRAME, Angles

19 8

19 8

RS, depth and thickness of Floor Plate

9-10

4-10

at mid-line for 1/2 length amidships

9-10

4-10

in way of Engines and Boilers

9-10

4-10

thickness at the ends of vessel

9-10

4-10

depth at 1/2 the half breadth, as per Rule

9-10

4-10

height extended at the Bilges

9-10

4-10

GIRDS &amp; BRACKETS, in Cell Double Bottoms

Port double bottom

Port double bottom

Distance apart

on ordinary floor

on ordinary floor

NTRE GIRDER, in Double Bottom, depth

4 3 7

4 3 7

and thickness

4 3 6

4 3 6

Angles, Top

4 3 7

4 3 7

DE GIRDS, number and thickness

4 3 7

4 3 7

Angles

4 3 7

4 3 7

RGIN PLATE, depth (exclusive of flange)

21 7

21 7

and thickness

3 1/2 3 1/2 7 1/6

3 1/2 3 1/2 7 1/6

Angles

3 1/2 3 1/2 7 1/6

3 1/2 3 1/2 7 1/6

INNER BOTTOM PLATING, breadth and

13 1/6 7 1/6

13 1/6 7 1/6

thickness of Middle Line Strake

13 1/6 7 1/6

13 1/6 7 1/6

thickness in Engine and Boiler Space

13 1/6 7 1/6

13 1/6 7 1/6

Remainder in Holds

8 8

8 8

BEAMS, Main and Raised Quarter Deck,

3 3 6

3 3 6

Single Angle, Bulb Angle, Plate or Tee Bulb

3 3 6

3 3 6

Angles on Upper Edge

3 3 6

3 3 6

Average space

46

46

BEAMS, Lower Deck, Single Angle, Bulb

9 1/2 9

9 1/2 9

Angle, Plate or Tee Bulb

9 1/2 9

9 1/2 9

Angles on Upper Edge

9 1/2 9

9 1/2 9

Average space

every 10

every 10

BEAMS, Poop Deck, Angle, Bulb Angle, Plate

6 1/2 3 8 1/6

6 1/2 3 8 1/6

or Tee Bulb

6 1/2 3 8 1/6

6 1/2 3 8 1/6

Angles on Upper Edge

6 1/2 3 8 1/6

6 1/2 3 8 1/6

Average space

46

46

BEAMS, Bridge Deck, Angle, Bulb Angle,

6 1/2 3 8 1/6

6 1/2 3 8 1/6

Plate or Tee Bulb

6 1/2 3 8 1/6

6 1/2 3 8 1/6

Angles on Upper Edge

6 1/2 3 8 1/6

6 1/2 3 8 1/6

Average space

46

46

BEAMS, Forecastle Deck, Angle, Bulb Angle,

6 1/2 3 8 1/6

6 1/2 3 8 1/6

Plate or Tee Bulb

6 1/2 3 8 1/6

6 1/2 3 8 1/6

Angles on Upper Edge

6 1/2 3 8 1/6

6 1/2 3 8 1/6

Average space

46

46

PILLARS, in 'tween Decks, Size and Spacing

2 1/2 4 6

2 1/2 4 6

Hold

2 1/2 4 6

2 1/2 4 6

WEB FRAMES, in Fore Body, No. and Spacing

2 1/2 4 6

2 1/2 4 6

Brdth. &amp; Thickness

2 1/2 4 6

2 1/2 4 6

No. of Side Stringers

2 1/2 4 6

2 1/2 4 6

WEB FRAMES, in After Body, No. and Spacing

2 1/2 4 6

2 1/2 4 6

## KEELSONS AND STRINGERS.

CENTRE LINE KEELSON, Vertical Plate above

Inches in Ship

Inches in Ship

20ths in Ship

Inches per Rule Or as Approved

floors, Through Plate, or Intercoastal Plate

16 12

16 12

Rider Plate

11 12

11 12

Bulb Plate to Intercoastal Keelson

5 3 1/2 9

5 3 1/2 9

Horizontal Plates on Floors

5 3 1/2 9

5 3 1/2 9

Angles

5 3 1/2 9

5 3 1/2 9

SIDE KEELSON, Angles

5 3 1/2 9

5 3 1/2 9

Bulb or Plate above floors for

5 3 1/2 9

5 3 1/2 9

Intercoastal Plate for 1/2 length

5 3 1/2 9

5 3 1/2 9

Attached to outside plating with Angle

5 3 1/2 9

5 3 1/2 9

BILGE KEELSON, Angles

5 3 1/2 9

5 3 1/2 9

Bulb or Plate above floors for 3/5 len.

5 3 1/2 9

5 3 1/2 9

Intercoastal Plate for length

5 3 1/2 9

5 3 1/2 9

Attached to outside plating with Angle

5 3 1/2 9

5 3 1/2 9

BILGE STRINGER Angles

5 3 1/2 9

5 3 1/2 9

Bulb or Plate above floors for

5 3 1/2 9

5 3 1/2 9

Intercoastal Plate for 1/2 length

5 3 1/2 9

5 3 1/2 9

Attached to outside plating with Angle

5 3 1/2 9

5 3 1



BULKHEADS. No. in Vessel Five No. Reqd. by Rule Four
Ceiling betwixt Decks, thickness and material 7x2 W.P.
Number of Breasthooks 4
Crutches 3

Are the outside Plates doubled two spaces of Frames in length? Yes
The FRAMES extend in one length from Keel to poop bridge & forecabin
The REVERSED ANGLE on floors and frames extend from middle line to gunwale and lower deck alternately.

RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c.
Garboard, double riveted to Bar Keel
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted
Butts from Keel to turn of Bilge, worked carvel, treble & double riveted
Butts of 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps
Edges from Bilge to Sheerstrake, worked clencher, double riveted
Butts from Bilge to Sheerstrake, worked carvel, treble & double riveted
Edges of Sheerstrake, double or single riveted
Butts of Main Stringer Plate, treble riveted for 1/2 length amidships
Butts of Inner Bottom Plating riveted for 1/2 length
Breadth of edge laps of Shell Plating in double riveting 5 1/4 x 4 1/2
Butt Straps of Shell Plating breadth and thickness 10 1/4 x 1 1/2
Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted? Treble & double
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.
Workmanship. Are the butts of plating planed or otherwise fitted? Planed
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 the plating? No
Are the butts of Plating, Stringers, &c., properly shifted and strapped? Yes

MASTS, SPARS, &c.
Fore Steel 70' 8"
Main Steel 65' 8"
Mizen
Topmasts, Yards and Remainder of Spars Yards: Wood R.P.
Rigging, Material and Size, Shrouds Steel wire 3
Stays 4 1/4" Steel Wire
Sails. One Suit of Sails, and the following spare sails

Table with 10 columns: Number of Certificate, Description, Weight, Ex. Stock, Weight of Stock, Test, per Certificate, Weight Req. by Rule, Description of Anchor, Makers, Where and when tested and Superintendent. Includes entries for 1st Bower, 2nd, 3rd, Stream, Kedge, and 2nd Kedge.

Table with 10 columns: Number of Certificate, Fathoms, Size, Test per Certificate, Weight of Chain Cable, Fathoms & Size, Description, Makers of Cables, Where and when tested, and Superintendent, Material, Fathoms, Size, Fathoms & Size. Includes entries for 20092, 21271, 20098, and 20185.

CHAINS, SPARS, &c.
HAWERS AND WARPS.
Boats Two lifeboats, two cutters
Pumps, Number Two
The Windlass is Fairbanks Walker & Thompson's patent
Engine Room Skylights. How constructed? Peak and 4 p. canopy
What arrangements for deadlights in bad weather? Buff eye
Coal Bunker Openings. How constructed? From frame How are lids secured? Locked Height above deck? Eight
Number of Scuppers, and number and dimensions of Freeing Ports, &c. Forward: Three and aft two, each 26" x 21" and each side
Cargo Hatchways. How formed? From coarings Hatches, if strong and efficient? Yes 2 1/2" thick
State size No. 1 Hatch (Forward) 13'5" x 10'6" No. 2 Hatch 27'1" x 10'6" No. 3 Hatch 28'9" x 10'6" No. 4 Hatch
Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch 11 x 2 x 11 x 3.5 One and two web plates each
Fulwarks, height above deck and description 5' 4" No plating Main Rail, material and size Two 3 halfpenny
The above is a correct description.
Builder's Signature, (here only) J. H. Thompson & Co., Limited.
Surveyor's Signature, F. E. Vignell
Surveyor to Lloyd's Register of British and Foreign Shipping.



Order for Special Survey No. 527  
Date 4<sup>th</sup> Dec. 1890  
Order for Ordinary Survey No.   
Date   
No. 106 in builder's yard.

Dates of Surveys held while building as per Section 18.

1st. On the several parts of the frame, when in place, and before the plating was wrought } December: 10. 11. 22. 24. 29. January: 16. 20.  
2nd. On the plating during the process of riveting } Feb. 2. 3. 10. 17. 18. 23. 27. March: 2. 5. 9. 20. 24. 30.  
3rd. When the beams were in and fastened, and before the decks were laid ..... } April: 7. 9. 15. 20. 22. 24. 27. 29. 30. May: 1. 8. 13. 18. 20.  
4th. When the ship was complete, and before the plating was finally coated or cemented ... } 25. 26. 27. 30. June: 3. 5. 29. July: 8. 14. 18. August  
5th. After the ship was launched and equipped 4. 6. 7. 8. 10. 11. 12. 13. 15. 17. Total No. of Visits 54.

State dates and initials of letters respecting this case 1890. October 31. December 5. 15. March 7.

General Remarks (State quality of workmanship, &c.) This is a screw steamer constructed of steel in accordance with the approved plans and in other respects in accordance with the Rules. One link in each chain is collared and the size found correct. The materials and workmanship are good.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 33 ft., R.Q.D. or Break ft., Bridge Dk. 91 ft., F'castle 33 ft. (in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. 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) 1 Dk. (Steel) 2 tr B  
Official No. 98383 ; Signal Letters

PARTICULARS OF WATER BALLAST.—  
Double bottom, aft, length 50 ft. and water capacity in tons 55. Double bottom, forward, length 57' 6" and water capacity in tons 108  
Double bottom, under engines and boilers, length 24 ft. and water capacity in tons 51. If under Engines only, or Boilers only, state which Under Engines only!  
Double bottom, constructed on the cellular system, length and water capacity in tons  
Fore peak tank, water capacity in tons. After peak tank, water capacity in tons.  
Midship deep tank, length and water capacity in tons. Other tanks, if fitted, length and water capacity in tons.  
The above have been tested as required by the Rules.  
(If necessary, furnish further information by sketch.)  
How are the surfaces preserved from oxidation? Inside Cement & paint Outside Paint.

FREEBOARD assigned by the Committee, as per Secretary's Letter, dated 14<sup>th</sup> August 1891.  
State if marked on Vessel's sides in accordance with Notice No. 572

In Summer	2 ft. 1 1/2 ins.
In Winter	2 ft. 3 1/2 ins.
For Winter in North Atlantic	2 ft. 6 1/2 ins.
Fresh Water above the centre of disc	3 1/2 ins.

To top of Wood, Iron or Steel Upper Deck.

The amount of Entry Fee..... £ 4 : 0 : is received by me, PRH  
Special ... £ 51 : 3 : 25<sup>th</sup> Aug 1891  
Certificate\* £ : :  
Travelling Expenses, if any £ : :  
I am of opinion this Vessel should be Classed 100A Steel  
\*Certificate to be sent to this office  
PRH  
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute  
Character assigned 100A Steel  
2 tr B  
1 Dk (Steel - ns) 2 tr B  
+ 2 mcs, 91  
100A Steel  
1 Dk. (St. W.S.) 2 tr. Beams  
W. B. (particulars above)  
It is submitted that this vessel appears eligible to be classed 100A Steel, as recommended.  
Lloyd's Register Foundation