

3 Decks.

## IRON OR STEEL STEAMER.

No. 13845.

Completion of report 15 August 1895

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

Port of Glasgow

SAT. 17 AUG 1895

Received at London Office

at

Date, First Survey 1 Oct. 1894

Last Survey 15 August 1895

1895

Rig Schooner

Master C. H. Kemp

Year of appointment

(1) As Master in service of  
owner of present vessel—1889  
(2) As Master of this  
vessel—1895

Built at Glasgow

When built 1895 Launched 8 July 1895

By whom built D. &amp; W. Henderson &amp; Co.

Owners China Mutual S. &amp; C. Co. Ltd.

Managers

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

Residence 3 Belliter Avenue London E.C.

Port belonging to London

and

Surveyed while Building, Afloat, or in Dry Dock

Under Deck 4400.26  
Under Upper Dk. 4400.26  
House 73.01  
on Dk. 97.98  
of Hatchways 97.98  
Crown of 15.89  
gross Tonnage 4646.35  
Less 108.79  
Net Tonnage 4537.56  
Tonnage for Fees 4471.67  
Less 1486.83  
Navigation Spaces 34.60  
Register Tonnage 3016.13  
as put on Beam 3016.13

THREE DECKED VESSEL.

CLASS 1

FEET.

Half Breadth (moulded) 23.9  
Depth from upper part of Keel to top of Upper Deck Beams 30.16  
Girth of Half Moulded Frame (as per Rule) 49.80  
deduct 7 feet 7.00  
1st Number 96.86  
Length 408  
2nd Number 39518  
Proportions—Breadth to Length 8.53  
Depth to Length—Upper Deck to top of Keel 13.52  
Main Deck ditto 19.12

Destined Voyage China

LENGTH on Deck Feet. 408 Inches. 49  
BREADTH—Feet. 23.9 Inches. 287  
Moulded 47 10  
DEPTH top of Floors to Upper Deck Beams Feet. 26 Inches. 312  
Do. do. Main Deck Beams 17 6  
Power of Horse. Engines No. of Decks with flat laid 2  
Round up of No. of Tiers of Beams 2 and deep frame  
To Upper Dk. Beam, Upper Dk. 12 ins.

Dimensions of Ship per Register, Length 410.0 ft. breadth 48.1 ft. depth 26.2 ft. Moulded depth, ft. 29 ins. 2 To Upper Dk. Beam, Upper Dk. 12 ins.

FRAMING.				FORGINGS or CASTINGS.			
	Inches in Ship.	Inches in Ship.	Inches in Ship.		Inches in Ship.	Inches per Rule.	Inches per Rule.
NAME, Angles, 2 x 2 1/2 for 1/2 length amidships	6	3 1/2	9	KEEL, Bar or Side Plates, depth and thickness	9 x 3 1/2	9 x 3 1/2	9 x 3 1/2
Do. for 1/2 at each end	6	3 1/2	9	STEM, moulding and thickness	9 x 3 1/2	9 x 3 1/2	9 x 3 1/2
Do. way of Double Bottoms at Solid Floors	2 1/2	3 1/2	9	STERN-POST for Rudder do. do.	11 x 7 1/2	11 x 7 1/2	11 x 7 1/2
" at intermediate Plats.	2 1/2	3 1/2	9	" for Propeller	11 x 7 1/2	11 x 7 1/2	11 x 7 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24	24	MAIN PIECE of Rudder, diameter at head	10	10	10
REVERSED FRAME, Angles	5 1/2	3 1/2	9	" do. at heel	7	5	5
DEEP FRAMING, depth of girder	8 1/2	8 1/2	8 1/2	RUDDER, how constructed	Traced frame. Single plate rudder.		
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships				Can the Rudder be unshipped afloat?	Yes		
" in way of Engines and Boilers							
" thickness at the ends of vessel							
" depth at 1/2 the half breadth, as per Rule							
" height extended at the Bilges							
FLOORS & BRACKETS in Cell Dble Bottoms							
Distance apart	24	24	24				
CENTRE GIRDER, in Double bottom, depth and thickness	46	11	46				
" Angles, Top	4	4	10				
" Bottom							
SIDE GIRDERS, number and thickness	2	8	8				
" Angles	3 1/2	3 1/2	9				
MARGIN PLATE, depth (exclusive of flange) and thickness	3 1/2	10	32				
" Angles	4	4	10				
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	36	10	36				
" in Engine and Boiler space							
" Remainder in Holds							
BEAMS, Upper Deck, Single Angle, Bulb, Angle, Plate or Tee Bulb	10	10	10				
" Angles on upper edge							
" Average space	48	48	48				
BEAMS, Middle Deck, Single Angle, Bulb, Angle, Plate or Tee Bulb	11	11	11				
" Angles on upper edge							
" Average space	48	48	48				
BEAMS, Lower Deck, Single Angle, Bulb, Angle, Plate or Tee Bulb							
" Angles on upper edge							
" Average space							
BEAMS, Hold, or Orlop, Plate or Tee Bulb							
" Angles on upper edge							
" Average space							
BEAMS, Poop Deck, Angle, Bulb, Angle, Plate or Tee Bulb	8 1/2	8	8 1/2				
" Angles on upper edge							
" Average space	48	48	48				
BEAMS, Bridge Deck, Angle, Bulb, Angle, Plate or Tee Bulb	8 1/2	8	8 1/2				
" Angles on upper edge							
" Average space	48	48	48				
BEAMS, Forecastle Deck, Angle, Bulb, Angle, Plate or Tee Bulb	9	10	9				
" Angles on upper edge							
" Average space	48	48	48				
PILLARS, In 'tween Deck, size and spacing	2 1/2	48	2 1/2				
" Hold	4 1/2	48	4 1/2				
" Quarter 'tween Dks.	2 1/2	96	2 1/2				
" in Hold	4 1/2	96	4 1/2				
WEB-FRAMES, In Fore Body, No. and spacing	18	9	18				
" breadth & thickness							
WEB-FRAMES, In E. & B. Space, No. & spacing	18	9	18				
" breadth & thickness							
WEB-FRAMES, In After Body, No. and spacing	3	3 1/2	3				
" breadth & thickness							
No. of Side Stringers	4	3 1/2	4				
Size of Angles or Tee Bars to Web-Frames							
BRACKET PLATES to Stringers between Web Frames, depth and thickness							



[illegible]



15875 gls

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

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed and fitted*

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? *No*

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

General Remarks (State quality of workmanship, &c.)

*This is a steel three deck screw steamer, having a poop, bridge and the fallant fore-castle*  
*She has been built in accordance with the approved plans attached hereto and with the Rules generally*  
*The compartments of double bottom and the other ballast tanks have been tested with water pressure and found satisfactory. The hand pumps have also been tested.*  
*The materials and workmanship are good*  
*She is a sister vessel in most respects to the S.S. "Canova" (S.R. Report No 13486) and the S.S. "Cervantes" (S.R. Report No 13644) built by the same builders but for other owners.*

*Electric Light Report will follow*

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *44* ft., R.Q.D. or Break *✓* ft., Bridge Dk. *110* ft., F'castle *47* 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 also 1st (weak - iron) upper deck. Teak*

Official No. ; Signal Letters

How are the surfaces preserved from oxidation? Inside *Paint Portland Cement* Outside *Paint*

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

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft, <i>No 1</i>	<i>122</i>	<i>314</i>	Fore peak tank,		<i>136</i>
Double bottom, forward, <i>No 3</i>	<i>68</i>	<i>169</i>	After peak tank,		<i>45</i>
Double bottom, under Engines and Boilers, <i>No 4</i>	<i>100</i>	<i>302</i>	Midship deep tank,	<i>24</i>	<i>325</i>
Double bottom, if under Engines only, <i>No 3</i>	<i>58</i>	<i>206</i>	Other tanks, if fitted,		
Double bottom, if under Boilers only, <i>✓</i>	<i>✓</i>	<i>✓</i>	(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. <i>2808</i>	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 <i>1894 Oct 10, 19, 20, 21, Feb 8, 9, 11, 22, 27</i>
Date <i>22 October 1894</i>		2nd. On the plating during the process of riveting <i>March 4, 11, 12, 18, 22, 25, 27, April 1, 2, 4, 5, 16, 17, 24, 25, 30</i>
Order for Ordinary Survey No. <i>✓</i>		3rd. When the beams were in and fastened, and before the decks were laid <i>May 2, 8, 14, 18, 21, 24, 27, June 4, 10, 14, 18, 20, 24, 26, 27, 28</i>
Date <i>✓</i>		4th. When the ship was complete, and before the plating was finally coated or cemented <i>July 1, 3, 5, 9, 22, 25, 30</i>
No. <i>382</i> in builder's yard.		5th. After the ship was launched and equipped <i>August 5, 7, 8, 9, 15</i>
		Total No. of Visits <i>57</i>

The amount of Entry Fee.....£ *5* : " : "  
Special Survey Fee ...£ *130* : *10* : "  
Travelling Expenses, if any £ " : " : "

Fees applied for, *15/8* 1895  
Received by me, *16/8* 1895

Certificate to be sent to *Glasgow*  
*D. Charles*  
Surveyor to Lloyd's Register of British and Foreign Shipping.

I am of opinion this Vessel should be Classed *\* 100 A 1 "Steel"*  
With, or without Freeboard, as condition of Class

Committee's Minute  
Character assigned *100A 1 Steel*  
*Barco + LMC 8,95*  
*2 Hrs (3H - 4 Teaks)*  
*+ deep framing*

The Surveyors are requested not to write on or before the Committee's Minute.

Build Certificate Written