

3 Decks.

IRON OR STEEL STEAMER.

No. 14035

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

Date of completion of report 25 October 1895 Port of Glasgow Received at London Office NOV. 28 OCT 1895

Survey held at Dumbarton Date, First Survey 21 November 1894 Last Survey 21 October 1895

On the Emperor Nicolas II Rig Schooner

TONNAGE under Tonnage Deck... THREE DECKED VESSEL.

Do. between Tonnage Dk. and 3rd and 4th Dk. CLASS 100 A 1

Total under Upper Dk. 3288.52 FEET.

Do. of Poop 186.24 Half Breadth (moulded) 22.50

Do. of Bridge House 20.51 Depth from upper part of Keel to top of Upper Deck Beams 31.00

Do. of Forecastle 41.84 Girth of Half Midship Frame (as per Rule) 48.08

Do. of Houses on Dk. 26.23 101.58

Do. of excess of Hatchways deduct 7 feet 7.00

Do. above Crown of Engine Room 4070.54 1st Number 94.58

Gross Tonnage 179.26 Length 358.17

Less Crew Space 3891.28 2nd Number 33875

Less above Crown of Engine Room 1302.57 Proportions—Breadth to Length 7.95

TONNAGE FOR FEES 21.39 Depth to Length—Upper Deck to top of Keel 11.55

Less Engine Room 2567.32 Main Deck ditto 15.51

Less Navigation Spaces Register Tonnage as cut on Beam 2567.32 Destined Voyage Russia

Master F. Glassing Year of appointment (1) As Master in service of owner of present vessel—1884 (2) As Master of this vessel—1895

Built at Dumbarton When built 1895 Launched 10 Aug 1895

By whom built W. Denny & Co. Owners Russian Steamer Trading Co. Managers (Where necessary to be entered in Reg. Book.)

Residence St Petersburg & Odessa Port belonging to Odessa

Surveyed while Building, Afloat, and in Dry Dock at Lymington

Length on Deck as per Rule 358 Feet. 2 Inches. Breadth—Moulded 45 0 Feet. 0 Inches. Depth top of Floors to Upper Deck Beams 27 4 Feet. 4 Inches. Power of Engines 19 5 Horse. No. of Decks with flat laid 3

Do. Do. Main Deck Beams 19 5 No. of Tiers of Beams 3

Dimensions of Ship per Register, Length 371.2 breadth 45.15 depth 19.6 Moulded depth, ft. 30 ins. 1 To Upper Dk. Round up of Beam, Upper Dk. 11 ins.

FRAMING. Inches in Ship. Inches in Ship. 16ths or 20ths in Ship. Inches per Rule Or as Approved. Inches in Ship. Inches in Ship. 16ths or 20ths in Ship. Inches per Rule Or as Approved.

FRAME, Angles, or Bars for 1/2 length amidships 5 1/2 3 1/2 9 5 1/2 3 1/2 9

Do. for 1/2 at each end 5 1/2 3 1/2 8 5 1/2 3 1/2 8

Do. in way of Double Bottoms at Solid Floors 3 1/2 3 1/2 9 3 1/2 3 1/2 9

Distance of Frames from moulding edge to moulding edge, all fore and aft 24 24

REVERSED FRAME, Angles 4 3 1/2 9 4 3 1/2 9

DEEP FRAMING, depth of girder 24 24

FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships 8 8

in way of Engines and Boilers 8 8

thickness at the ends of vessel 8 8

depth at 1/2 the half breadth, as per Rule 8 8

height extended at the Bilges 8 8

FLOORS & BRACKETS in Cell Dble Bottoms 24 24

Distance apart 24 24

CENTRE GIRDER, in Double bottom, depth and thickness 44 10 44 10

Angles, Top 4 4 9 4 4 9

Bottom 6 1/2 4 1/2 9 6 1/2 4 1/2 9

SIDE GIRDERS, number and thickness 8 8

Angles 3 1/2 3 1/2 8 3 1/2 3 1/2 8

MARGIN PLATE, depth (exclusive of flange) and thickness 30 9 30 9

Angles 4 4 9 4 4 9

INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake 46 10 46 10

in Engine and Boiler space 20 10 20 10

Remainder in Holds 8 7 8 7

BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate or Tee Bulb 9 10 9 10

Angles on upper edge 48 48

Average space 48 48

BEAMS, Middle Deck, Single Angle, Bulb Angle, Plate or Tee Bulb 8 3 12 8 3 12

Angles on upper edge 24 24

Average space 24 24

BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb 8 3 12 8 3 12

Angles on upper edge 24 24

Average space 24 24

BEAMS, Hold, or Orlop, Plate or Tee Bulb 7 7 7 7

Angles on upper edge 48 48

Average space 48 48

BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb 7 7 7 7

Angles on upper edge 48 48

Average space 48 48

BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb 7 7 7 7

Angles on upper edge 48 48

Average space 48 48

BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb 9 9 9 9

Angles on upper edge 48 48

Average space 48 48

PILLARS, In 'tween Deck, size and spacing 2 1/8 3/4 48 2 1/8 3/4 48

Hold "Two rows, of each" 3 1/4 48 3 1/4 48

Quarter 'tween Dks., " " 3 1/4 48 3 1/4 48

in Hold " " 3 1/4 48 3 1/4 48

WEB-FRAMES, In Fore Body, No. and spacing 9 4 frame spaces apart

breadth & thickness 18 9 18 9

No. of Side Stringers " " 3 3 3 3

Size of Angles or Tee Bars to Web-Frames 3 1/2 3 1/2 9 3 1/2 3 1/2 9

BRACKET PLATES to Stringers between Web Frames, depth and thickness

FORGINGS or CASTINGS.

KEEL, Bar or Side Plates, depth and thickness 11 x 3 1/8 11 x 3 1/8

STEM, moulding and thickness 11 x 6 3/4 11 x 6 3/4

STERN-POST for Rudder do. do. 11 x 6 3/4 11 x 6 3/4

for Propeller 11 x 6 3/4 11 x 6 3/4

MAIN PIECE of Rudder, diameter at head 9 9

do. at heel 4 1/2 4 1/2

RUDDER, how constructed Single plate moulder, forged frame

Can the Rudder be unshipped afloat? Yes

KEELSONS & STRINGERS.

CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate

Rider Plate 11 11

Bulb Plate to Intercoastal Keelson 11 11

Horizontal Plates on Floors 11 11

Angles 11 11

SIDE KEELSON, Angles 11 11

Bulb or Plate above floors, for lng. 11 11

Intercoastal Plate, for length 11 11

Attached to outside Plating with Angle 11 11

BILGE KEELSON, Angles 6 1/2 4 1/2 9 6 1/2 4 1/2 9

Bulb or Plate above floors, for lng. 6 1/2 4 1/2 9 6 1/2 4 1/2 9

Intercoastal Plate for length 6 1/2 4 1/2 9 6 1/2 4 1/2 9

Attached to outside Plating with Angle 6 1/2 4 1/2 9 6 1/2 4 1/2 9

BILGE STRINGER Angles 6 1/2 4 1/2 9 6 1/2 4 1/2 9

Bulb Plate for length 6 1/2 4 1/2 9 6 1/2 4 1/2 9

Intercoastal Plate for 3/4 length 6 1/2 4 1/2 9 6 1/2 4 1/2 9

Attached to outside Plating with Angle 6 1/2 4 1/2 9 6 1/2 4 1/2 9

SIDE STRINGER Angles 6 1/2 4 1/2 9 6 1/2 4 1/2 9

Bulb or Intercoastal Plate, for lng. 11 11

Attached to outside plating with Angle 11 11

Upper Deck Stringer Plates, br'dth & thickness 55 10 55 10

Angle on ditto 4 1/2 x 4 1/2 x 11 4 1/2 x 4 1/2 x 11

Tie Plates fore and aft, outside Hatchways 4 1/2 x 4 1/2 x 11 4 1/2 x 4 1/2 x 11

Deck * Iron or Steel, for whole lng. 3 1/2 x 2 3/4 7 3 1/2 x 2 3/4 7

Wood Deck. Material & thickness Teak 3 1/2 x 2 3/4 7 3 1/2 x 2 3/4 7

Middle Deck Stringer Plate, br'dth & thickness 55 10 55 10

Angles on ditto, No. 2 4 x 4 x 9 4 x 4 x 9

Tie Plates outside Hatchways 4 x 4 x 9 4 x 4 x 9

Diagonal Tie Plates on Bms., No. of prs. 4 x 4 x 9 4 x 4 x 9

Deck * Iron or Steel, for 1/2 lng. 3 x 2 3/8 7 3 x 2 3/8 7

Wood Deck. Material & thickness Pine 3 x 2 3/8 7 3 x 2 3/8 7

Lower Deck Stringer Plate, br'dth & thickness 46 9 46 9

Angles on ditto, No. 2 4 x 4 x 9 4 x 4 x 9

Tie Plates, outside Hatchways 18 9 18 9

Deck * Material and thickness W. Pine 3 3 3 3

Hold, or Orlop Stringer Plate, br'dth & th'kns 36 8 36 8

Angles on ditto, No. 3 x 3 x 8 3 x 3 x 8

Tie Plates outside Hatchways 15 9 15 9

Deck Material and thickness Teak 2 1/2 2 1/2

Bridge Deck Stringer Plate, br'dth & thickness 46 8 46 8

Angle on ditto 3 1/2 x 3 1/2 x 9 3 1/2 x 3 1/2 x 9

Tie Plates 48 x 24 8 15 8

Deck. Material and thickness Teak 2 1/2 2 1/2

Forecastle Deck Stringer Plate, b'dth & th'kns 36 8 36 8

Angle on ditto 3 x 3 x 8 3 x 3 x 8

Tie Plates 10 x 7 15 9

Deck. Material and thickness Teak 2 3/8 2 3/8

BULKHEADS.

W. T. BULKHEADS PARTITION LONGITUDINAL

Are the outside Plates doubled two spaces of Frames in length? Yes

14035 GRS

PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.			BUTTS.									
	AMIDSHIP.		FORWARD.	AFT.	AMIDSHIP.		Single or Double.	Breadth of Lap.	RIVETS.	Double or Treble and for what Length.	RIVETS.		STRAPS.		IF LAPPED.		Breadth.	Thick-ness.	For what Length.
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.					Diam.	Spacing or. to or.	Breadth.	Thick-ness.	Breadth.	Thick-ness.			
FLAT PLATE KEEL.....	36	17	14	14	36	17	double	6	4	treble	1	3 1/2	19	21	✓	✓			
(If Bar Keel, state Riveting)																			
GARBOARD OR A STRAKE...	42	13	12	13		13	do	5 1/4	7/8	3 1/2	do	7/8	3 1/2	16 3/4	17	✓	✓		
State actual thickness in way of Double Bottom.																			
B " "		11	9	12		11	do	5 1/4	7/8	3 1/2	do	7/8	3 1/2	16 3/4	15	✓	✓		
C " "		11	9	14		11	do	5 1/4	7/8	3 1/2	do	7/8	3 1/2	16 3/4	15	✓	✓		
D " "		11	9	14		11	do	5 1/4	7/8	3 1/2	do	7/8	3 1/2	16 3/4	15	✓	✓		
E " "		13	10	12		13	do	5 1/4	7/8	3 1/2	do	7/8	3 1/2	16 3/4	17	✓	✓		
F " "		13	10	12		13	do	5 1/4	7/8	3 1/2	do	7/8	3 1/2	16 3/4	17	✓	✓		
G " "		13	10	12		13	do	5 1/4	7/8	3 1/2	do	7/8	3 1/2	16 3/4	17	✓	✓		
H " "		12	9	12		12	do	5 1/4	7/8	3 1/2	do	7/8	3 1/2	16 3/4	16	✓	✓		
J " "		12	9	12		12	do	5 1/4	7/8	3 1/2	do	7/8	3 1/2	16 3/4	16	✓	✓		
K " "		12	9	9		12	do	5 1/4	7/8	3 1/2	do	7/8	3 1/2	16 3/4	16	✓	✓		
L " "		12	9	9		12	do	5 1/4	7/8	3 1/2	do	7/8	3 1/2	16 3/4	16	✓	✓		
M " "		14	9	9		14	do	5 1/4	7/8	3 1/2	do	7/8	3 1/2	16 3/4	18	✓	✓		
Sheerstrake N " "	51	13	10	10	51	13				do	7/8	3 1/2	16 3/4	17	✓	✓			
O " "																			
P " "																			
Q " "																			
R " "																			
DOUBLING of Flat Plate Keel	24	13			24	13													
Length and thickness of Bilges																			
of Sheerstrakes	33	14	for 1/2 L		33	14	for 1/2 L												
of Strake below																			
POOP SIDES		7				7													
BRIDGE SIDES		7.9				7.9													
FORECASTLE SIDES		7				7													

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

Angles. Sancti Spiriti, Hallside

Beams. Dorman Long & Co

Plates. Blackburn Corbett, W. Hartlepool, Warrand

Parkhead - Clydebridge - Dalzell.

Upper Deck (Butts, treble riveted for whole length amidship.

Stringer Plate (Straps, single, double or overlapped for 1/2 length amidship.

Middle Deck (Butts, treble riveted for whole length amidship.

Stringer Plate (Straps, single, double or overlapped for whole length amidship.

Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted 1

Inner Bottom Plating, riveting of Edges double Butts double

Centre Girder Butts, treble riveted Keelson Butts, treble riveted.

Frames, riveted through Plates with 7/8 in. Rivets, about 6 1/8 in apart.

Rivets, state whether Iron or Steel Steel

FRAMES extend in one length from margin plate to gunwale

REVERSED FRAMES on floors and frames extend from margin plate to upper and main deck alternately. On alternate frames to forecabin deck and on every frame to upper deck above after peak bulkhead

MASTS, SPARS, &c.											
	Material.	Total Length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
LOWER MASTS.....	Fore	Steel	105.6	30 x 7/16	23 x 9/16	✓	20 x 7/16	3	3	4 x 3 x 7/16	double 3/4
	Main	"	104.6	27 x 7/16	21 x 7/16	✓	18 x 7/16	2	✓	do	do
	Mizen	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Bowsprit	Steel	29	20 x 7/16	17 x 7/16	✓	10 x 9/16	2	2	3 x 2 x 7/16	single 3/4	treble 3/4
Topmasts, Yards and Remainder of Spars	Steel & P. Wood										
Rigging, Material and Size, Shrouds	Galv. iron wire	3 3/4									
Sails.	One	Suit of	✓								

EQUIPMENT No. 29513 LETTER W ANCHORS.											
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			Description of Anchor.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	
14260	1st Bower	40	0	14	10	0	0	35	16	3	14
14268	2nd "	40	0	0	10	0	0	35	15	0	0
13919	3rd "	34	0	7	8	2	0	31	14	1	14
	Collective weight	114	0	21					114	0	0
14227	Stream	12	0	0	3	1	0	13	14	2	0
14269	Kedge	6	0	21	1	2	14	8	10	0	0
14271	2nd Kedge	3	0	0	0	3	0	5	10	0	0

CHAIN CABLES.											
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.
				Supplied.	Per Rule.						
7003	135	2 1/2	107 1/2	762	287.1	270	2 1/2	Harding & Abbott & Co.	Low Walker 10/1/94	STEEL	120
7013	135	2 1/2	107 1/2	762	287.1	270	2 1/2	Harding & Abbott & Co.	Low Walker 10/1/94	STEEL	90
Iron Stream Chain or Steel Wire	90	4 1/2	39			90	4 1/2	Steel wire Crown Splicing. Sunderland. 10/1/95		STEEL	90

Boats 9

Pumps, Number 6 hand pumps. 1 Stone. 2 peak & bilge suction. Diameter of Barrel and Tail Pipe 6 of 6 barrel. 3 pipe. 1 Stone. 1 Stone.

Windlass is Charles Chapman's patent Capstan ✓

Engine Room Skylights.—How constructed? Iron coverings. Yeale over

What arrangements for deadlights in bad weather? Brass frames & tarpaulins

Coal Bunker Openings.—How constructed? Galv. iron frames How are lids secured? Bayonet Couplings Height above deck? Flush

Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 4 scuppers on each side also four freeing ports each 24 x 20

Ceiling in Holds, thickness and material P. Pine 2 1/2 Ceiling 'tween Decks, thickness and material W. P. 2"

Cargo Hatchways.—How formed? Plate Coaming 36 x 11 1/2 Hatches, If strong and efficient? Yes Solid

State size No. 1 Hatch (Forward) 11. 11 x 10. 0 No. 2 Hatch 19. 11 x 12. 0 No. 3 Hatch 19. 11 x 12. 0 No. 4 Hatch 16. 11 x 13. 0

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch One web plate and three fore and afters to No. 2 and 3. 1 shifting beam and a fore and after to No. 1 and 4 No. of Breasthooks 7 No. of Crutches decks floors

Bulwarks, height above deck and description 4 1/2" Steel 50" above deck Main Rail, material and size Yeale 10 x 3 1/2

The above is a correct description

Builder's Signature (here only) R. D. Dunsford Surveyor's Signature R. Dunsford

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

14035 Gls

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

24/9/91 6/10/91 20/10/91 14/11/91 15/11/91 4/12/91 7/12/91 21/12/91 28/3/92 24/4/92 4/5/92 29/5/92 31/7/92 4/8/92 31/8/92 14/9/92 23/10/92 29/10/92 1/5/93 10/9/93

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? A few only, at the butts

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

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

This is a three decked screw steamer with a topgallant fore-castle, bridge house and poop.

She has been built in accordance with the approved plans attached hereto and with the Rules generally.

The compartments of the double bottom, the gutter waterways and pumps have all been duly tested.

An installation of electric lighting has been fitted as described in the accompanying report

The materials and workmanship are good.

This is a sister vessel to the "Tchihachoff" (Sls Report No 11458) & "Queen Olga" (Sls Report No 12696) by same builders for same owners.

After completion the following additional anchors were supplied at Owners cost, viz 3 Bowers

No of Cert.	Weight	Stock	Test	Description	Makes	Proved House &c	Proved House &c	Proved House &c
36921	43.2.0	10.3.7	38 1/2 tons	Protmans	John Green	Hetherston	7/10/95	At Green
36922	44.0.13	10.3.0	38.14.0.7	do	do	do	do	do
36923	43.3.19	10.2.27	38.12.2.0	do	do	do	do	do

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 62 ft., R.Q.D. or Break ✓ ft., Bridge Dk. 146 1/2 ft., F'castle 38 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated. 146.5

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) Upper deck (steel - no) main deck steel U. deck teak

Official No. ; Signal Letters

How are the surfaces preserved from oxidation? Inside Paint and Portland Cement 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.
Double bottom, aft,	40 1/2	36 + 95	Fore peak tank,	✓	
Double bottom, forward,	72 1/2	167 1/2	After peak tank,	✓	
Double bottom, under Engines and Boilers,			Midship deep tank,	✓	
Double bottom, if under Engines only (W.T. dist. no unit line)	38	92	Other tanks, if fitted,	✓	
Double bottom, if under Boilers only,	46	116	(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. <u>2804</u>	1st. On the several parts of the frame, when in place, and before the plating was wrought	1894 Nov 21. 22. 27. 30. Dec. 4. 11. 14. 18. 21. 28. 31. 1895 Jan. 15.
Date <u>20th Oct. 1894</u>	2nd. On the plating during the process of riveting	18. 22. 28. 29. Feb. 1. 8. 8. 14. 26. Mar. 6. 8. 12. 15. 19. 21. 26. 29. April 2. 5
Order for Ordinary Survey No. <u>✓</u>	3rd. When the beams were in and fastened, and before the decks were laid	10. 16. 19. 26. May 1. 2. 7. 10. 17. 21. 22. 28. 29. 31. June 5. 7. 11. 14. 18. 21. 25. 28
Date <u>✓</u>	4th. When the ship was complete, and before the plating was finally coated or cemented	July 2. 3. 5. 10. 26. 30. Aug 2. 6. 7. 12. 14. 16. 30. 23. 27. 30. Sep 4. 11. 17
No. <u>510</u> in builder's yard.	5th. After the ship was launched and equipped	20. 24. 27. Oct. 4. 8. 11. 15. 18. 19. 31. Total No. of Visits <u>83</u>

The amount of Entry Fee £ 5 : " : 24/10/1895
Special Survey Fee ... £ 122 : 5 : 6
Travelling Expenses, if any £ " : " : 26/10/1895

Certificate to be sent to

Glasgow

I am of opinion this Vessel should be Classed

With, or without Freeboard, as condition of Class

100A 1 "steel"

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

Committee's Minute

TUES. 29 OCT 1895

Character assigned

Latel + 2mc 10.95

100A 1 steel

35 lbs U.S.R. Teaks + 1 lb. S.R. - no 2)



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