

## STEEL SHIP.

(Received at THURSDAY 25 AUGUST 1887)

No. 9380 Survey held at Greenock Date, First Survey 18 Jan 1887 Last Survey 19 August 1887  
On the Steel Screw Steamer "Tasso" (73 visits) (Two masts, schooner rig)TONNAGE under Tonnage Deck 1980.63Ditto of Third Spar, or Anning Deck 867.91Ditto of Poop, or Raised Or. Dk. 18.90Ditto of Houses on Deck 34.02Ditto of Forecastle Bridge 74.07Gross Tonnage 2989.19Less Crew Space 66.55Less Engine Room 574.79Register Tonnage as cut on Beam 2347.85ONE, OR TWO-DECKED, THREE-DECKED VESSEL, SPAR, ~~COMMON~~ DECKED VESSEL.Half Breadth (moulded) 19.95Depth from upper part of Keel to top of Upper Deck Beams 21.60Girth of Half Midship Frame (as per Rule) 38.101st Number 79.65

1st Number, if a 3-Decked Vessel deduct 7 feet

Length 318.342nd Number 25355Proportions— Breadths to Length 7.9Depths to Length— ~~Spar~~ Upper Deck to Keel 10.77Main Deck ditto 14.73Master Dilley 1877-1887Built at GreenockWhen built 1887 Launched 22 June 1887By whom built Russell & Co.Owners R. McAndrew & Co.Residence Lawrence McIntyre St. London E.C.Port belonging to London GlasgowDestined Voyage River Plate

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

Specially surveyed while building.LENGTH on deck as per Rule 318 Feet. 4 Inches. BREADTH— Moulded 40 Feet. 0 Inches. DEPTH top of Floors to Upper Deck Beams 27 Feet. 6 Inches. Do. do. Main Deck Beams 19 Feet. 4 Inches. Power of Engines 250 Horse. N° of Decks with flat laid 3 N° of Tiers of Beams 3Dimensions of Ship per Register, length, 320.3 breadth, 40.2 depth, 27.3 Moulded depth 20.11KEEL, depth and thickness 10 x 2 3/4 Inches in Ship. 10 x 2 3/4 Inches per Rule. STEM, moulding and thickness 10 x 2 3/4 Inches in Ship. 10 x 2 3/4 Inches per Rule. STERN-POST for Rudder do. do. 10 x 6 Inches in Ship. 10 x 6 Inches per Rule. " " for Propeller 10 x 6 Inches in Ship. 10 x 6 Inches per Rule. Distance of Frames from moulding edge to moulding edge, all fore and aft 24 Inches in Ship. 24 Inches per Rule.FRAMES, Angle Iron, for 1/2 length amidships 5 3 8 (Class 100A) Do. for 1/4 at each end 5 3 7 REVERSED FRAMES, Angle Iron 3 1/2 3 8 FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 24 10 24 10 thickness at the ends of vessel 8 8 depth at 3/4 the half-bdth. as per Rule 12 12 height extended at the Bilges 48 48BEAMS, Upper, Spar, or Anning Deck Single or double Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper edge Average space 24 24 BEAMS, Main, or Middle Deck Single or double Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge Average space 48 48BEAMS, Lower Deck Single or double Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge Average space 48 48 BEAMS, Hold, or Orlop Single or double Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge Average space 48 48KEELSONS Centre line, single or double plate, box, or intercostal, plates 24 13 24 13 Rider Plate 13 13 13 13 Bulb Plate to intercostal Keelson 9 1/2 9 9 1/2 9 Angle Irons 6 4 9 6 4 9 Double Angle Iron Side Keelson 6 4 9 6 4 9 Side intercostal plate 9 9 Attached to outside plating with angle iron 3 1/2 3 1/2 8 3 1/2 3 1/2 8BILGE Angle Irons 6 4 9 6 4 9 do. Bulb Iron 9 1/2 9 9 1/2 9 do. Intercostal plates riveted to plating for length 6 4 9 6 4 9 BILGE STRINGER Angle Irons 12 9 12 9 Intercostal plates riveted to plating for 1/2 length 12 9 12 9 SIDE STRINGER Angle Irons 12 9 12 9The FRAMES extend in one length from Keel to Spar dk Riveted through plates with 7/8 in. Rivets, about 7 apart. The REVERSED ANGLE IRONS on floors and frames extend from middle line to Spar dk and to main dk alternatelyKEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? YesPLATING. Garboard, double riveted to Keel, with rivets 1 1/8 in. diameter, averaging 5 1/8 ins. from centre to centre. Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets 7/8 in. diameter, averaging 3 ins. from centre to centre. Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 ins. from centre to centre. Butts of all Strakes at Bilge for 3/4 length, treble riveted with Butt Straps 4/10 thicker than the plates they connect. Edges from Bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets 7/8 in. diameter, averaging 3 ins. from cr. to cr. Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 ins. from cr. to cr. Edges of Main Sheerstrake, double or single riveted. Butts of Upper or Spar Sheerstrake, treble riveted 3/4 length amidships. Butts of Main Sheerstrake, treble riveted for 3/4 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 3/4 length. Butts of Main Stringer Plate, treble riveted for 3/4 length amidships. Breadth of laps of plating in double riveting 5 1/4 Breadth of laps of plating in single riveting 5Butt Straps of Keelsons, Stringer and Tie Plates, treble double or single Riveted Yes No. of Breasthooks, 5 Crutches, 5What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Good. Frames Red. Beams. Floors. Sur.Manufacturer's name or trade mark, Mosson. Stringers, ties and deck plating. Halliday & Co.The above is a correct description. Russell Surveyor's Signature, L. Sharpe Surveyor to Lloyd's Register of British and Foreign Shipping.Builder's Signature, Russell



Workmanship. Are the butts of plating planed or otherwise fitted? *Planed and fitted.*  
Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *Yes*  
Are the fillings between the ribs 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? *Yes, a few, only, at the butts.*

Masts, Bowsprit, Yards, &c., are *Steel & Wood* in *good* condition, and sufficient in size and length. If of Iron or Steel give Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of riveting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit  
*Fore mast. 84.0. 22 x 9/32. Deck 30 x 1/2. Head 19 1/2 x 10/32. Straps below deck double riveted. remainder 1/4. Straps 1/6 thicker than the plate. they curved.*  
*Main .. 76.0. 22 x 9/32. 30 x 1/2. 19 1/2 x 9/32. and fitted outside. Angle bars in mast 5/2 x 3/4. Two in number. as per approved sketch.*

NUMBER for EQUIPMENT 31364		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N°.	Weight.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.									Ex. Stock.			
N°.	CABLES, &c.											
	Chain .....	300	1 15/16	67 1/10 & 94 1/2	300. 1 1/8	Do. Dock.	Bower Anchors	16338	36: 3: 5	33: 13: 1: 21	36 1/2	J. Hartnells
	Fore Sails,											
	Fore Top Sails,	90	1 1/8	22 3/4 & 34 1/8	90. 1 1/8	J. Hartnells		16339	34: 3: 19	32: 7: 2: 0	36 1/2	- Do -
	Fore Topmast Stay Sails,	120	4 steel wire	100. 12 or 14 steel.				16367	33: 2: 8	31: 6: 3: 14	31	- Do -
	Towline, Hemp.	120	4	do.	90. 10	Manilla			105: 1: 4			
	Main Sails,	90	12 Manilla	90. 8 1/2	do.		Stream Anchor	16265	12: 0: 14	13: 19: 2: 21	11 1/2	- Do -
	Hawser .....	90	11	do.			Kedge ..	16279	5: 2: 21	5: 18: 1: 21	5 1/2	- Do -
	Main Top Sails,	90	7	do.			2nd Kedge ..	16151				
	and quality <i>Good</i>	120	7	and others.								

Standing and Running Rigging is sufficient in size and *good* in quality. She has *4* Long Boat *Sand*

The Windlass is *Iron Patent* Capstan *good* and Rudder *good* Pumps *good*

Engine Room Skylights.—How constructed? *Leak hood on coverings* How secured in ordinary weather? *glass with brass rods*

What arrangements for deadlights in bad weather? *covers*

Coal Bunker Openings.—How constructed? *Leak hood on scuttles* How are lids secured? *lanyard joint* Height above deck? *flush*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *4 on each side.*

Cargo Hatchways.—How formed? *Coverings and fore and afters in wood, iron, or*

State size Main Hatch *26.0 x 16.0* Fore hatch *16.0 x 12.0* Quarter hatch *16.0 x 12.0. Mizen. 26.0 x 14.0*

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? *Two web plate beams to main & mizen hatches. a shifting beam to each of others*

Hatches, If strong and efficient? *Yes. Solid. 3 wood fore and afters to each hatchway*

Order for Special Survey No. 1331	1st. On the several parts of the frame, when in place, and before the plating was wrought	1887. Jan. 18. 19. 22. 25. 27. 29. 31; Feb. 3. 4. 7. 9. 10. 14. 15. 17. 21. 22.
Date 20 Decr. 86	2nd. On the plating during the process of riveting	24. 26. 28; Mar. 1. 3. 4. 8. 11. 14. 16. 18. 22. 23. 28; April 1. 5. 6. 11. 12. 16.
Order for Ordinary Survey No. 169	3rd. When the beams were in and fastened, and before the decks were laid....	19. 22. 23. 26. 29; May 2. 5. 9. 10. 11. 17. 20. 24. 25. 30; June 1. 6. 8. 10. 14.
Date	4th. When the ship was complete, and before the plating was finally coated or cemented..	18. 21. 22. 23. 24. 25. 27. 28. 29. 30; July 1. 5. 27; Aug. 3. 4. 10. 11. 13. 16. 18. 19.
No. 169 in builder's yard.	5th. After the ship was launched and equipped	24/1/86. 30/1/86. 6/1/87. 25/1/87. 24/1/87. 5/2/87. 10/2/87. 17/2/87. 28/2/87. 10/3/87. 16/3/87. 14/3/87.
State dates of letters respecting this case		

General Remarks (State quality of workmanship, &c.) *This is a steel spar decked. Serees Steamer with a b. short turtle back poop. She has been built in accordance with the approved plans attached hereto and with the Rules generally. The Committee's Circulars relating to the use of steel have been fully complied with, and the water ballast tanks have been duly tested with water pressure. The workmanship is good.*

The approved sketch of the midship section was forwarded to the Secretary, on 18<sup>th</sup> Aug. '87.  
Length of bridge houses 69 1/2 feet.

A Spar  
State if one, two, or three decked vessel, or if spar, or sailing decked, and the lengths of poop, bridge, fore-castle, or raised quarter-deck. (If double bottom, state particulars on separate form.)

How are the surfaces preserved from oxidation? Inside *Paint and Cement* Outside *Paint & Composition*

I am of opinion this Vessel should be Classed *100 A. 1. "Steel". "Spar Deck"*

The amount of the Entry Fee .....£ 5 : 0 : 0 is received by me, *G. B.*

Special .....£ 98 : 1 : 6 23 Aug. 1887 *J. Shearles.*

(to be sent as per margin). Certificate ... *FRIDAY 26 AUGUST 1887*

Committee's Minute *100 A. 1. Steel*

Character assigned *100 A. 1. Steel*

*100 A. 1. Steel*

*100 A. 1. Steel*

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