

STEEL SHIP.

(Received at THURS 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 1980.63
Ditto of Third Spar, or Anning Deck 867.91
Ditto of Poop, or Raised Or. Dk. 18.90
Ditto of Houses on Deck 34.02
Ditto of Forecastle Bridge 74.07
Ditto of Hatchways 713.66
Gross Tonnage 2989.19
Less Crew Space 66.55
Official Number 2922.64
Less Engine Room 574.79
Register Tonnage as out on Beam 2347.85

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR ANNING DECKED VESSEL.
Half Breadth (moulded) 19.95
Depth from upper part of Keel to top of Upper Deck Beams 21.60
Girth of Half Midship Frame (as per Rule) 38.10
1st Number 79.65
1st Number, if a 3-Decked Vessel .. deduct 7 feet
Length 318.34
2nd Number 25355
Proportions - Breadths to Length 7.9
Depths to Length - Spar Deck to Keel 10.77
Main Deck ditto 14.73

Master Dilley 1877-1887
Built at Greenock
When built 1887 Launched 22 June 1887
By whom built Russell & Co
Owners R. Mc Andrew & Co
Residence Lawrence Kenney St London E.C.
Port belonging to London Glasgow
Destined 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 H.P. N° of Decks with flat laid 3 N° of Tiers of Beams 3

Dimensions of Ship per Register, length, <u>320.3</u> breadth, <u>40.2</u> depth, <u>27.3</u>	Inches in Ship	Inches per Rule						
KEEL, depth and thickness	10 x 2 3/4	10 x 2 3/4	10 x 2 3/4	10 x 2 3/4	10 x 2 3/4	10 x 2 3/4	10 x 2 3/4	10 x 2 3/4
STEM, moulding and thickness	10 x 2 3/4	10 x 2 3/4	10 x 2 3/4	10 x 2 3/4	10 x 2 3/4	10 x 2 3/4	10 x 2 3/4	10 x 2 3/4
STERN-POST for Rudder do. do.	10 x 6	10 x 6						
" " for Propeller	10 x 6	10 x 6						
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24	24	24	24	24	24	24
FRAMES, Angle Iron, for 1/2 length amidships	5 3/8	5 3/8	5 3/8	5 3/8	5 3/8	5 3/8	5 3/8	5 3/8
Do. for 1/4 at each end	5 3/8	5 3/8	5 3/8	5 3/8	5 3/8	5 3/8	5 3/8	5 3/8
REVERSED FRAMES, Angle Iron Steel	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	24	24	24	24	24	24	24	24
" thickness at the ends of vessel	8	8	8	8	8	8	8	8
" depth at 3/4 the half-bdth. as per Rule	12	12	12	12	12	12	12	12
" height extended at the Bilges	48	48	48	48	48	48	48	48
BEAMS, Upper, Spar, or Anning Deck	6 3/8	6 3/8	6 3/8	6 3/8	6 3/8	6 3/8	6 3/8	6 3/8
Single or double Angle Iron, Plate or Tee Bulb Iron	6 3/8	6 3/8	6 3/8	6 3/8	6 3/8	6 3/8	6 3/8	6 3/8
Single or double Angle Iron on Upper edge	24	24	24	24	24	24	24	24
Average space	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
BEAMS, Main, or Middle Deck	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Single or double Angle Iron, Plate or Tee Bulb Iron	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Single or double Angle Iron on Upper Edge	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Average space	48	48	48	48	48	48	48	48
BEAMS, Lower Deck	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Single or double Angle Iron, Plate or Tee Bulb Iron	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Single or double Angle Iron on Upper Edge	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Average space	48	48	48	48	48	48	48	48
BEAMS, Hold, or Orlop	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Single or double Angle Iron, Plate or Tee Bulb Iron	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Single or double Angle Iron on Upper Edge	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Average space	48	48	48	48	48	48	48	48
KEELSONS Centre line, single or double plate, box, or intercostal, plates	24	13	24	13	24	13	24	13
" Rider Plate	13	13	13	13	13	13	13	13
" Bulb Plate to Intercostal Keelson	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
" Angle Irons	6 4	6 4	6 4	6 4	6 4	6 4	6 4	6 4
" Double Angle Iron Side Keelson	6 4	6 4	6 4	6 4	6 4	6 4	6 4	6 4
" Side Intercostal Plate	9	9	9	9	9	9	9	9
" do. Angle Irons	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
" Attached to outside plating with angle iron	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
BILGE Angle Irons	6 4	6 4	6 4	6 4	6 4	6 4	6 4	6 4
" do. Bulb Iron	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
" do. Intercostal plates riveted to plating for length	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
BILGE STRINGER Angle Irons	6 4	6 4	6 4	6 4	6 4	6 4	6 4	6 4
Intercostal plates riveted to plating for 1/2 length	12	9	12	9	12	9	12	9
MIDDLE STRINGER Angle Irons	6 4	6 4	6 4	6 4	6 4	6 4	6 4	6 4

The 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 alternately
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes
PLATING. Garboard, double riveted to Keel, with rivets 1 1/8 in. diameter, averaging 5 1/2 ins. from centre to centre.
Edges of Garboards and to upper part of Bilge, worked clencher, 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 clencher, 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 Main Sheerstrake, treble riveted for 3/4 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 3/4 length amidships.
Butts of Main Stringer Plate, treble riveted for 3/4 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 3/4 length.
Breadth of laps of plating in double riveting 5 1/4 Breadth of laps of plating in single riveting 5
Butt Straps of Keelsons, Stringer and Tie Plates, treble double or single Riveted 5 No. of Breasthooks, 5 Crutches, 5
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Good - Frames Red Headed Iron
Manufacturer's name or trade mark, Mosson's Stringers, ties and deck plating. Halliday's
The above is a correct description.
Builder's Signature, Russell Surveyor's Signature, L. Sharpe
Surveyor to Lloyd's Register of British and Foreign Shipping.

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. Steel. Deck 30 x 1 1/2. Head 19 1/2 x 1 1/2. Straps below deck double riveted. remainder triple. Straps 1/16 thicker than the plates they connect.
Main .. 76.0. 22 x 9/32. 30 x 1 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.

N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprtd.	ANCHORS.	N ^o .	Weight.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprtd.
	Fore Sails,	Chain	300	1 15/16	67 1/2 & 94 1/2	300. 1 1/8	Do. Dock, Sunderland	Bower Anchors	16338	36: 3: 5	33: 13: 1: 21	36 1/2	J. Hartnells
	Fore Top Sails,	Iron Stream Chain or Steel Wire ..	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,	or Hempen Strm Cable	120	4	steel wire	100. 12" or 14" steel.			16364	33: 2: 8	31: 6: 3: 14	31	- Do -
	Main Sails,	Towline, Hemp.	120	4	do.	90. 10" Manila				105: 1: 4			
	Main Top Sails,	or Steel Wire ..	90	12"	Manilla	90. 8 1/2" do.		Stream Anchor	16265	12: 0: 14	13: 19: 2: 24	11 1/2	- Do -
	and	Hawser	90	11"	do.			Kedge ..	16279	5: 2: 24	5: 18: 1: 21	5 1/2	- Do -
		Warp	90	7"	do.			2nd Kedge ...	16151				- Do -
		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* Pumps *good*.

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

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

What arrangements for deadlights in bad weather? *covers*

Coal Bunker Openings.—How constructed? *cast iron 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? *Coamings and fore and afters in wood in upper middle*

State size Main Hatch *26.0 x 16.0* Forehatch *16.0 x 12.0* Quarterhatch *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 other*

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

Order for Special Survey No. *1331* Date *20 Decr. 86*
 Order for Ordinary Survey No. *169* Date *1897*
 State dates of letters respecting this case *24/11/86, 30/12/86, 6/1/87, 25/1/87, 24/1/87, 5/2/87, 10/2/87, 17/2/87, 25/2/87, 10/3/87, 10/3/87, 14/3/87, 14/3/87*

General Remarks (State quality of workmanship, &c.) *This is a steel spar decked. Serees Steamer with a 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 amidship section was forwarded to the Secretary, on 18th Aug. '87. Length of bridge houses 69 1/2 feet.

A Spar
 State if one, two, or three decked vessel, or if spar, or running decked, and the length of poop, bridge, forecabin, 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*

(to be sent as per margin). Certificate ... *gratis*
 (Travelling Expenses, if any, £ ..)

Committee's Minute *FRIDAY 26 AUGUST 1887*

Character assigned *100 A 1 Steel*
1 Sp Steel
1 Spar Deck

18
 Surveyor to Lloyd's Register of British and Foreign Shipping.
It is submitted that this vessel appears eligible to be classed 100 A. 1. "Steel" "Spar Deck" as recommended.
1 DR (Steel) & Spar DR (Steel)
3 hrs 13ms
D.B. (Particulars appended)
25/8/87

Reference should be made to any correspondence connected with the case.

The Surveyors are requested not to write on or below the space for Committee's Minute.

Large handwritten signature or initials in blue ink.

Surveyor's signature: J. Shearles
 Lloyd's Register of British and Foreign Shipping
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