

IRON OR STEEL SHIP.

(Received at London Office, 9676)

9676

No. 9676 Survey held at Greenock Date of writing Report 12/4/89 Port of Greenock
 Date, First Survey 9th July 1889 Last Survey 10th April 1889

On the Steel Screw Steamer "Larnaca"

Rig Schooner - two masts

TONNAGE under Tonnage Deck 1731.91
 Do. between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk. ✓
Total under Upper Dk. 1731.91
 Do. of Poop 65.91
 Do. of Raised Qr. Dk. or Break 130.41
 Do. of Bridge House 291.24
 Do. of Houses on Deck 4.58
 Do. of excess of Hatchways 16.25
 Do. of Forecastle 46.60
Gross Tonnage 2286.90
 Less Crew Space 62.49
2224.41
 Less Engine Room register Tonnage as cub on Beam 731.81
1492.40

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.

Half Breadth (moulded) 18.91 Feet.
Depth from upper part of Keel to top of Upper Deck Beams 22.07
Girth of Half Midship Frame (as per Rule) 38.16
1st Number 79.94
1st Number, if a 3-Decked Vessel .. deduct 7 feet —
Length 208.34
2nd Number 23.049
Proportions— Breadths to Length 7.6
 Depths to Length—Upper Deck to Keel 12.6
 Main Deck ditto —

Master W.A. Steeves
Year of appointment (1) As master in service of owner of present vessel. 1889
 (2) As master of this vessel 1889
Built at Greenock
When built 1889 **Launched** 22 Jan.
By whom built Russell & Co.
Owners G. M. Steeves
Managers
 (If desired to be entered in Reg. Book.)
Residence Liverpool
Port belonging to Liverpool
Destined Voyage Bombay
If Surveyed while Building, Afloat, or in Dry Dock.
Especially surveyed while building.

LENGTH on deck as per Rule ... 200.34 Feet. **BREADTH**—Moulded ... 37.82 Feet. **DEPTH** top of Floors to Upper Deck Beams ... 19 Feet. **Power of Engines** ... 220 Horse. **No. of Decks with flat laid** One
No. of Tiers of Beams One

Dimensions of Ship per Register, length, 290.85 breadth, 37.9 depth, 19.5

KEEL, depth and thickness 10 x 2 1/2 Inches in Ship. 10 x 2 1/2 Inches per Rule.
STEM, moulding and thickness 10 x 2 1/2 Inches in Ship. 10 x 2 1/2 Inches per Rule.
TERN-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 Inches in Ship. 5 Inches per Rule.
 Do. for 1/4 at each end 5 Inches in Ship. 5 Inches per Rule.

REVERSED FRAMES, Angle Iron, for 1/2 length amidships 5 Inches in Ship. 5 Inches per Rule.

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 30 Inches in Ship. 30 Inches per Rule.
 " thickness at the ends of vessel — Inches in Ship. — Inches per Rule.
 " depth at 1/2 the half-bdth. as per Rule — Inches in Ship. — Inches per Rule.
 " height extended at the Bilges — Inches in Ship. — Inches per Rule.

BEAMS, Upper, Spar, or Awning Deck Single or Double Ang. Iron, Plate or Tee Bulb Iron 7 Inches in Ship. 7 Inches per Rule.
 Single or double Angle Iron on Upper edge — Inches in Ship. — Inches per Rule.
 Average space 24 Inches in Ship. 24 Inches per Rule.

BEAMS, Main, or Middle Deck Single or Double Ang. Iron, Plate or Tee Bulb Iron 7 Inches in Ship. 7 Inches per Rule.
 Single or double Angle Iron on Upper Edge — Inches in Ship. — Inches per Rule.
 Average space 24 Inches in Ship. 24 Inches per Rule.

BEAMS, Lower Deck—under R. Q. D. Single or Double Ang. Iron, Plate or Tee Bulb Iron 7 Inches in Ship. 7 Inches per Rule.
 Single or double Angle Iron on Upper Edge — Inches in Ship. — Inches per Rule.
 Average space 48 Inches in Ship. 48 Inches per Rule.

BEAMS, Hold, or Orlop Bridge deck Single or Double Ang. Iron, Plate or Tee Bulb Iron 7 Inches in Ship. 7 Inches per Rule.
 Single or double Angle Iron on Upper Edge — Inches in Ship. — Inches per Rule.
 Average space 48 Inches in Ship. 48 Inches per Rule.

KEELSONS Centre line, single or double plate, Intercoastal, Plates 38 Inches in Ship. 38 Inches per Rule.
 " Rider Plate 40 Inches in Ship. 40 Inches per Rule.
 " Bulb Plate to Intercoastal Keelson 6 Inches in Ship. 6 Inches per Rule.

" Angle Irons Vertical angles 3 1/2 Inches in Ship. 3 1/2 Inches per Rule.
 " Double Angle Iron Side Keelson 7 Inches in Ship. 7 Inches per Rule.
 " Side Intercoastal Plate 29 Inches in Ship. 29 Inches per Rule.
 " do. Angle Irons Margin plate 3 1/2 Inches in Ship. 3 1/2 Inches per Rule.
 " Attached to outside plating with angle iron 3 1/2 Inches in Ship. 3 1/2 Inches per Rule.

BILGE Angle Irons Double bottom as approved.
 " do. Bulb Iron Iron way of main deck.
 " do. Intercoastal plates riveted to plating for length frames 12 ft. apart & 3 side

BILGE STRINGER Angle Irons Stringers under R. Q. D. web.
 Intercoastal plates riveted to plating for length frames 12 ft. apart & 2 side

SIDE STRINGER Angle Irons Stringers under lower deck beams.

The **FRAMES** extend in one length from Tank side to tank side thence to gunwale Riveted through plates with 7/8 in. Rivets, about 7 apart.
 The **REVERSED ANGLE IRONS**, on floors and frames extend from middle line to bilge thence to upper deck and to upper side stringer alternately;
 also to raised quarter deck and to lower deck alternately; all to upper deck in engine & boiler space and in after peak; doubled in engine & boiler space to bulkheads.

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 1/2 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 1/2 ins. from centre to centre.
 " Butts from Keel to turn of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter averaging 3 1/2 ins. from centre to centre.
 " Butts of Garboard and Strakes at Bilge for worked clencher length, treble riveted with Butt Straps 3 and 4 thicker than the plates they connect. for 1/2 length.

" Edges from Bilge to Main Sheerstrake, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.
 " Butts from Bilge to Main Sheerstrake, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.
 " Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.
 " Butts of Main Sheerstrake, treble riveted for all length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.
 " Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.
 " Breadth of laps of plating in double riveting 5 1/2 Breadth of laps of plating in single riveting —

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double & treble No. of Breasthooks, 5 Crutches, deep floors
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Siemens's mild steel, properly tested.
 Manufacturer's name or trade mark, Plate, Clyde & Co., Glasgow, Steel Co. of Scotland.
 The above is a correct description.
 Builder's Signature, Russell Surveyor's Signature, G. Stanbury

State clearly where plating is of alternate thicknesses as distinguished from diminished thickness at ends of vessel.

If Iron Deck, state if whole or part, and if wood deck is laid thereon.

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Lloyd's Register

Surveyor to Lloyd's Register of Shipping

Workmanship.

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

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? *a few*

Masts, Bowsprit, Yards, &c., are *now* 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 *The two pole masts, carrying a light auxiliary schooner rig, have been constructed of iron in accordance with the approved tracing herewith - the iron manufactured by Dalzell.*

Number for Equip- ment 25700		CABLES, &c.			Test per Certificate.	Inches per Rule.	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS.		Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested and Superintendent, also Name of Anchor Maker.	
Letter for do. S		Number of Certificate.	Fathoms.	Inches.	Tons.			Number of Certificate		C 2 L.	5. C. 2. L.	C		
N.	SAILS.	1122	135 $\frac{2}{3}$	1 $\frac{13}{16}$	82 $\frac{3}{4}$ + 59 $\frac{1}{8}$	^{plus.} 270 - 1 $\frac{13}{16}$	Glasgow, signed	11480	39.2.7	35.10.1.7	32		Dipton, signed	
		1091	134 $\frac{1}{2}$	1 $\frac{13}{16}$	82 $\frac{3}{4}$ + 59 $\frac{1}{8}$			E. Beedhouse;	11488	37.3.21	34.10.0.0	30 $\frac{1}{2}$		E. R. Smith;
								S. Taylor & Sons, Walker.	11481	36.3.14	33.13.1.21	29		Taylor's; East steel
			270							114.1.14		9 $\frac{1}{4}$		head, forged shaft
		Iron Stream Chain	244 $\frac{1}{2}$	1 $\frac{1}{2}$	34 $\frac{1}{2}$ + 22 $\frac{3}{4}$	75 - 1 $\frac{1}{2}$	Bunderland, signed;	(Drop tests signed E. R. Smith.) not					114 for	Stockless Anchors
		on Steel Wire	75				J. Hartness, Taylor & B.							
		Hemp or Steel Wire	70	4" Steel W. - 12" Manilla	33	90.12	Certificates of							
		TOWLINE -												
		Hemp or Steel Wire	90	9" do.		90.9 $\frac{1}{2}$	tests of steel wire	Stream 17992	10.2.0	12.8.3.0	10 $\frac{1}{2}$	Bunderland; sign.		
		Hawser	2.7 90	2 $\frac{3}{4}$ Steel W.	15 $\frac{1}{2}$	90.7 $\frac{1}{2}$	ropes signed by	Kedge 17991	5.1.14	7.14.0.7	5 $\frac{1}{2}$	J. Hartness;		
Warp	90	7 $\frac{1}{2}$ Manilla and others.			Glasgow & Co.	Kedge 17993	2.2.0	5.0.0.0	2 $\frac{1}{2}$	Taylor & Sons (Kedge)				

Standing and Running Rigging *galvanised wire* sufficient in size and *good* in quality. She has *2* Long Boats and *2* others

The Windlass is *Clarke Chapman's patent*. Capstan *good* and Rudder *good* Pumps *good*

Engine Room Skylights. - How constructed? *of iron plates & angles* How secured in ordinary weather? *glass bull's eyes*

What arrangements for deadlights in bad weather? *iron covers*

Coal Bunker Openings. - How constructed? *round scuttles* How are lids secured? *self locking* Height above deck? *flush*

Scuppers, &c. - What arrangements for clearing upper deck of water, in case of shipping a sea? *5 scuppers and 5 wash ports on each side.*

Cargo Hatchways. - How formed? *plate coamings* Hatches, If strong and efficient? *yes, solid.*

State size Main Hatches *2 of 24 ft x 14 ft* Fore hatch *16 ft x 12 ft* Quarter hatch *18 ft x 12 ft*

If of extraordinary size, state how framed and secured.... *not of extra size. Two beams in the 24 ft hatch. What arrangement for shifting beams? One in the other.*

Order for Special Survey No. *1391* 1st. On the several parts of the frame, when in place, and before the plating was wrought *1888 - July 9; Aug. 16. 18. 20. 24. 31; Sept. 5. 10. 12. 14. 17. 18. 19. 21. 28;*

Date *28th July 1888* 2nd. On the plating during the process of riveting *Oct. 2. 8. 9. 10. 12. 17. 20. 22. 24. 26. 29. 30; Nov. 3. 8. 9. 11. 16. 22. 26. 28;*

Order for Ordinary Survey No. *1* 3rd. When the beams were in and fastened, and before the decks were laid.... *Decr. 1. 4. 6. 7. 10. 11. 14. 17. 19. 22. 24. 26. 27. 29; 1889 - Jan. 7. 8. 14. 16. 19.*

Date *1888* 4th. When the ship was complete, and before the plating was finally coated or cemented... *23. 24. 28. 30. 31; Feb. 5. 12. 15. 20. 21. 23. 26. 28;*

No. *199* in builder's yard. 5th. After the ship was launched and equipped *March 8. 13; Apr. 4. 10;* Total No. of Visits *71*

State dates of letters respecting this case *1888, 13th July, 16 & 24th July; 1. 4. 8. 15 Aug; 24 Nov; 20 Decr; 1889, 15 Jan.*

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

This vessel has been built in accordance with the approved tracings (S. No. 1) with the accompanying memorandum of amendments, and in other respects in compliance with the rules. The workmanship and material are good throughout, and the steel used has been tested as required by the Committee's Circulars. The water ballast tanks and the collision bulkhead have all been tested and found watertight.

The Freeboard, assigned to the ss. "Larnaca" by the Secretary's letter dated 20th Decr. 1888 (M), namely "From the top of the steel deck in summer 1 ft. 11 $\frac{1}{2}$ ins.; in winter 2 ft. 3 ins.; fresh water line above the centre of the disc 5 inches; have been correctly marked on the sides of the vessel as per Notice No. 572. - to be recorded in the Register Book.

How are the surfaces preserved from oxidation? Inside *Willes Davy's patent cement* Outside *paint.*

Particulars for Record in R.B. - Length of Poop *30* ft., R.Q.D. *86* ft., Bridge Dk., *110* ft., F'castle *31* ft.; No. of Dks. (excluding spar, awn., &c.) *One*

Material of dks. *steel* If spar, awn. dk., &c. *✓* Material of spar, awn. dk., &c. *✓*; No. of tiers of beams (with and without dks. laid) *One*

Official No. *100A.1. "Steel"* If double bottom, state particulars on separate form.

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

The amount of the Entry Fee *£ 5* : - : - is received by me, *JH.*

Special *£ 80* : 12 : - *13/4/ 1889*

(to be sent as per margin). Certificate *gratis:*

Committee's Minute *THURS 13 APRIL 1889*

Character assigned *100A.1 Steel*

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

It is submitted that this vessel appears eligible to be Classed 100A.1 (Steel) as recommended.

Lloyd's Register
PARTICULARS
Glasgow
of Report
ip's Name
terial of Shell Pl
Do. Stays
Do. End Pl
Do. Furnace
Do. Combust
Do. Other P