

1 or 2 Dks., R.Q. Dk.,  
and P.L. Awing. Dk.

# IRON OR STEEL STEAMER.

WED. 7 OCT 1896

Received at London Office.

State if Report is also sent on the Machinery of the Vessel *Yes.*

Date of completion of Report *3<sup>rd</sup> October, 1896.*

Port of *Greenock*

Date, First Survey *8<sup>th</sup> June 1896*

Last Survey *2<sup>nd</sup> October, 1896*

No. *1186* Survey held at *Port Glasgow*

On the *Twin Is. S. "No Affua"*

Rig *Schooner*

Master *A. Brendrup*

TONNAGE under *353.40*

Do. of Poop *houses 14.15*

Do. of Raised Or. *11.06*

Do. of Bridge House *81.09*

Do. of Forecastle *11.06*

Do. of Houses on Deck *81.09*

Do. of excess of Hatchways *460.00*

Do. above Crown of *460.00*

Gross Tonnage *460.00*

Less Crew Space *460.00*

Less above Crown of *460.00*

TONNAGE FOR FEES *411.00*

Less Engine Room *148.20*

Less Navigation Spaces *312.80*

ONE ~~OR TWO~~ DECKED VESSEL.

CLASS *A1 "Steel"*

*"For River purposes only"*

FEET.

Half Breadth (moulded) *16.00*

Depth from upper part of Keel to top of Main Deck Bms. *10.66*

Girth of Half Midship Frame (as per Rule) *22.10*

1st Number *48.46*

Length *159.16*

2nd Number *4460*

Proportions—Breadths to Length *4.94*

Depths to Length—Main Deck to top of Keel *14.93*

Year of appointment *1896*

Built at *Port Glasgow*

When built *1896* Launched *9<sup>th</sup> Sept.*

By whom built *Russell & Co*

Owners *A. Berneaud & Co*

Managers *and*

Residence *and*

Port belonging to *Para*

Destined Voyage *Para via Madeira* If Surveyed while Building, Afloat, or in Dry Dock *Building Afloat.*

LENGTH on Deck as per Rule *159* 2 *BREADTH—* Moulded *32* 0 *DEPTH—* Top of Floors to Main Deck *9* 9 *Power of Engines* *90* *Horse.* *90* *No. of Decks with Flat laid* *One & 1/2* *No. of Tiers of Beams* *2*

Dimensions of Ship per Register, Length, *160.45* breadth, *32.0* depth, *9.85* Moulded Depth, ft. *10* ins. *0* Round of Beam *8* inches.

FRAMING.						FORGINGS AND CASTINGS.					
FRAME, Angles, <i>7</i> or <i>8</i> Bars, for <i>3</i> length amidships						KEEL, Bar or Side Plates depth and thickness					
Do. for <i>1</i> at each end						STEM, moulding and thickness					
Do. in way of Double Bottoms at Solid Floors						STERN-POST for Rudder do. do.					
Distance of Frames from moulding edge to moulding edge, all fore and aft						MAIN PIECE of Rudder, diameter at head					
REVERSED FRAME, Angles						do. at heel					
DEEP FRAMING, depth of girder						RUDDER, how constructed <i>Iron frame &amp; side plates - head in two parts.</i>					
FLOORS, depth and thickness of Floor Plate at mid-line for <i>1</i> length amidships						Can the Rudder be unshipped afloat? <i>Yes.</i>					
in way of Engines and Boilers						KEELSONS AND STRINGERS.					
thickness at the ends of vessel						CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate					
depth at <i>3</i> the half breadth, as per Rule						Bulb Plate to Intercoastal Keelson in <i>1</i> space					
height extended at the Bilges						Horizontal Plates on Floors					
FLOORS & BRACKETS, in Cell Dble Bottoms						Angles					
Distance apart						SIDE KEELSON, Angles					
CENTRE GIRDER, in Double Bottom, depth and thickness						Bulb or Plate above floors for <i>1</i> length					
Angles, Top						Intercoastal Plate for <i>1</i> length					
Bottom						Attached to outside plating with Angle					
SIDE GIRDERS, number and thickness						BILGE KEELSON, Angles					
Angles						Bulb or Plate above floors for <i>1</i> length					
MARGIN PLATE, depth (exclusive of flange) and thickness						Intercoastal Plate for <i>1</i> length					
Angles						Attached to outside plating with Angle					
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake						BILGE STRINGER Angles					
thickness in Engine and Boiler space						Bulb or Plate for <i>1</i> length					
Remainder in Holds						Intercoastal Plate for <i>1</i> length					
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb						Attached to outside plating with Angle					
Angles on Upper Edge						SIDE STRINGER Angles					
Average space						Bulb or Intercoastal Plate for <i>1</i> length					
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb						Attached to outside plating with Angle					
Angles on Upper Edge						Main and Raised Quarter Deck Stringer Plate, breadth and thickness					
Average space						Angle on ditto					
BEAMS, Hold, Plate or Tee Bulb						Tie Plates for <i>1</i> aft, outside Hatchways					
Angles on Upper Edge						Diagonal Tie Plates on Bms, No. of Pairs					
Average space						Main Dk Iron or Steel for <i>1</i> as per app. plan					
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb						R. Q. Dk Iron or Steel for <i>1</i> as per app. plan					
Angles on Upper Edge						Wood Deck Material & thickness <i>(Teak)</i>					
Average space						Lower Deck Stringer Plate, breadth and thickness					
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb						Angles on ditto, No.					
Angles on Upper Edge						Tie Plates, outside Hatchways					
Average space						Deck Material and thickness					
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb						Hold Stringer Plate					
Angles on Upper Edge						Angles on ditto, No.					
Average space						Poop Deck Stringer Plate, breadth & thickness					
PILLARS, In 'tween Decks, Size and Spacing						Angle on ditto					
Hold <i>(Longitudinal Bulkhead)</i>						Tie Plates					
Quarter, 'tween Dks. <i>(Tubular)</i>						Deck, Material and thickness <i>(Teak)</i>					
in Hold						Forecastle Deck Stringer Plate, breadth & thickness					
WEB FRAMES, In Fore Body, No. and Spacing						Angle on ditto					
Brdth. & Thickness						Tie Plates					
No. of Side Stringers						Deck, Material and thickness <i>(Teak)</i>					
WEB FRAMES, In E. & B. Space, No. & Spacing						BULKHEADS.					
Brdth. & Thickness						In Vessel.					
No. of Side Stringers						Per Rule.					
WEB FRAMES, In After Body, No. and Spacing						Thickness.					
Brdth. & Thickness						Horizontal.					
No. of Side Stringers						Vertical.					
Size of Angles or Tee Bars to Web Frames						Spacing.					
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness						Single or Double Frames.					
						Height up.					

GRK 335-0175



[illegible]

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

M. 29/5/96

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

Is the riveted work properly closed? Yes

Are the liners between the frames and plates solid single pieces? Yes

to plate, &c, conform well to each other? Yes

from the faying surfaces? Yes

Do the holes for riveting plate to frames, butt straps, or plate

Are the rivet holes well and sufficiently countersunk in the plate and punched

Do any rivets break into or through the seams or butts of the plating? A few

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

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

This vessel has been built in accordance with the accompanying approved plans, and tracing of Midship Section forwarded on the 1st Dec. for the preparation of the Certificate of Class, and otherwise as required by the Rules.

The quality of workmanship and material is good.

The pumps, sluice valves, and watertight doors are in efficient working order and doubling plates are fitted under the sounding pipes.

The weather deck has been tested by a hoel, and the gutterways by being flooded with water with satisfactory results.

One report on forgings, one ditto on propeller brackets, and one ditto on electric light installation, herewith.

This is a Sister Vessel to the 'Mamoria', Bmk. Rep. No. 11488.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ft., R.Q.D. or Break ft., Bridge Dk. ft., F' castle 16 ft.

(in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. 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)

1 Dk (pt Iron, pt Teak) & Promenade Dk. (Teak)

Official No. ; Signal Letters

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

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

Where fitted. Length. Where Capacity. Where fitted. Length. Where Capacity.

Double bottom, aft.

Double bottom, forward.

Double bottom, under Engines and Boilers.

Double bottom, if under Engines only.

Double bottom, if under Boilers only.

Fore-peak tank.

After-peak tank.

Midship-deep tank.

Other tanks, if fitted.

(If necessary, furnish further information by sketch.)

State whether the above have been tested as required by the Rules

Order for Special Survey No. 1827

Date 18th June 1896

Order for Ordinary Survey No.

Date

No. 400 in builder's yard

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

2nd. On the plating during the process of riveting

3rd. When the beams were in and fastened and before the decks were laid

4th. When the ship was complete, and before the plating was finally coated or cemented

5th. After the ship was launched and equipped

Built under S. S. and Surveyed

18th June 1896, 1st July 1896, 2nd July 1896, 3rd July 1896, 4th July 1896, 5th July 1896, 6th July 1896, 7th July 1896, 8th July 1896, 9th July 1896, 10th July 1896, 11th July 1896, 12th July 1896, 13th July 1896, 14th July 1896, 15th July 1896, 16th July 1896, 17th July 1896, 18th July 1896, 19th July 1896, 20th July 1896, 21st July 1896, 22nd July 1896, 23rd July 1896, 24th July 1896, 25th July 1896, 26th July 1896, 27th July 1896, 28th July 1896, 29th July 1896, 30th July 1896, 31st July 1896, 1st Aug 1896, 2nd Aug 1896, 3rd Aug 1896, 4th Aug 1896, 5th Aug 1896, 6th Aug 1896, 7th Aug 1896, 8th Aug 1896, 9th Aug 1896, 10th Aug 1896, 11th Aug 1896, 12th Aug 1896, 13th Aug 1896, 14th Aug 1896, 15th Aug 1896, 16th Aug 1896, 17th Aug 1896, 18th Aug 1896, 19th Aug 1896, 20th Aug 1896, 21st Aug 1896, 22nd Aug 1896, 23rd Aug 1896, 24th Aug 1896, 25th Aug 1896, 26th Aug 1896, 27th Aug 1896, 28th Aug 1896, 29th Aug 1896, 30th Aug 1896, 31st Aug 1896, 1st Sept 1896, 2nd Sept 1896, 3rd Sept 1896, 4th Sept 1896, 5th Sept 1896, 6th Sept 1896, 7th Sept 1896, 8th Sept 1896, 9th Sept 1896, 10th Sept 1896, 11th Sept 1896, 12th Sept 1896, 13th Sept 1896, 14th Sept 1896, 15th Sept 1896, 16th Sept 1896, 17th Sept 1896, 18th Sept 1896, 19th Sept 1896, 20th Sept 1896, 21st Sept 1896, 22nd Sept 1896, 23rd Sept 1896, 24th Sept 1896, 25th Sept 1896, 26th Sept 1896, 27th Sept 1896, 28th Sept 1896, 29th Sept 1896, 30th Sept 1896, 1st Oct 1896, 2nd Oct 1896, 3rd Oct 1896, 4th Oct 1896, 5th Oct 1896, 6th Oct 1896, 7th Oct 1896, 8th Oct 1896, 9th Oct 1896, 10th Oct 1896, 11th Oct 1896, 12th Oct 1896, 13th Oct 1896, 14th Oct 1896, 15th Oct 1896, 16th Oct 1896, 17th Oct 1896, 18th Oct 1896, 19th Oct 1896, 20th Oct 1896, 21st Oct 1896, 22nd Oct 1896, 23rd Oct 1896, 24th Oct 1896, 25th Oct 1896, 26th Oct 1896, 27th Oct 1896, 28th Oct 1896, 29th Oct 1896, 30th Oct 1896, 31st Oct 1896, 1st Nov 1896, 2nd Nov 1896, 3rd Nov 1896, 4th Nov 1896, 5th Nov 1896, 6th Nov 1896, 7th Nov 1896, 8th Nov 1896, 9th Nov 1896, 10th Nov 1896, 11th Nov 1896, 12th Nov 1896, 13th Nov 1896, 14th Nov 1896, 15th Nov 1896, 16th Nov 1896, 17th Nov 1896, 18th Nov 1896, 19th Nov 1896, 20th Nov 1896, 21st Nov 1896, 22nd Nov 1896, 23rd Nov 1896, 24th Nov 1896, 25th Nov 1896, 26th Nov 1896, 27th Nov 1896, 28th Nov 1896, 29th Nov 1896, 30th Nov 1896, 1st Dec 1896, 2nd Dec 1896, 3rd Dec 1896, 4th Dec 1896, 5th Dec 1896, 6th Dec 1896, 7th Dec 1896, 8th Dec 1896, 9th Dec 1896, 10th Dec 1896, 11th Dec 1896, 12th Dec 1896, 13th Dec 1896, 14th Dec 1896, 15th Dec 1896, 16th Dec 1896, 17th Dec 1896, 18th Dec 1896, 19th Dec 1896, 20th Dec 1896, 21st Dec 1896, 22nd Dec 1896, 23rd Dec 1896, 24th Dec 1896, 25th Dec 1896, 26th Dec 1896, 27th Dec 1896, 28th Dec 1896, 29th Dec 1896, 30th Dec 1896, 31st Dec 1896, 1st Jan 1897, 2nd Jan 1897, 3rd Jan 1897, 4th Jan 1897, 5th Jan 1897, 6th Jan 1897, 7th Jan 1897, 8th Jan 1897, 9th Jan 1897, 10th Jan 1897, 11th Jan 1897, 12th Jan 1897, 13th Jan 1897, 14th Jan 1897, 15th Jan 1897, 16th Jan 1897, 17th Jan 1897, 18th Jan 1897, 19th Jan 1897, 20th Jan 1897, 21st Jan 1897, 22nd Jan 1897, 23rd Jan 1897, 24th Jan 1897, 25th Jan 1897, 26th Jan 1897, 27th Jan 1897, 28th Jan 1897, 29th Jan 1897, 30th Jan 1897, 31st Jan 1897, 1st Feb 1897, 2nd Feb 1897, 3rd Feb 1897, 4th Feb 1897, 5th Feb 1897, 6th Feb 1897, 7th Feb 1897, 8th Feb 1897, 9th Feb 1897, 10th Feb 1897, 11th Feb 1897, 12th Feb 1897, 13th Feb 1897, 14th Feb 1897, 15th Feb 1897, 16th Feb 1897, 17th Feb 1897, 18th Feb 1897, 19th Feb 1897, 20th Feb 1897, 21st Feb 1897, 22nd Feb 1897, 23rd Feb 1897, 24th Feb 1897, 25th Feb 1897, 26th Feb 1897, 27th Feb 1897, 28th Feb 1897, 29th Feb 1897, 1st Mar 1897, 2nd Mar 1897, 3rd Mar 1897, 4th Mar 1897, 5th Mar 1897, 6th Mar 1897, 7th Mar 1897, 8th Mar 1897, 9th Mar 1897, 10th Mar 1897, 11th Mar 1897, 12th Mar 1897, 13th Mar 1897, 14th Mar 1897, 15th Mar 1897, 16th Mar 1897, 17th Mar 1897, 18th Mar 1897, 19th Mar 1897, 20th Mar 1897, 21st Mar 1897, 22nd Mar 1897, 23rd Mar 1897, 24th Mar 1897, 25th Mar 1897, 26th Mar 1897, 27th Mar 1897, 28th Mar 1897, 29th Mar 1897, 30th Mar 1897, 31st Mar 1897, 1st Apr 1897, 2nd Apr 1897, 3rd Apr 1897, 4th Apr 1897, 5th Apr 1897, 6th Apr 1897, 7th Apr 1897, 8th Apr 1897, 9th Apr 1897, 10th Apr 1897, 11th Apr 1897,