

For 2 Decks.

# IRON OR STEEL STEAMER.

Received at London Office.

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

Date of completion of Report 21<sup>st</sup> March 1892 Port of West Hartlepool

No. 8754 Survey held at West Hartlepool Date, First Survey 13<sup>th</sup> Sept 1891 Last Survey 15<sup>th</sup> Mar 1892

On the Ocean Steamer "Headlands."

Rig Schooner

TONNAGE under Tonnage Deck...

ONE OR TWO DECKED VESSEL.

Master J. R. Holman

CLASS 100A1.

Year of appointment (1) As master in service of owner of present vessel: 13 80 (2) As master of this vessel: 13 92

Do. of Raised Or. 230.99  
Do. of Break. 325.76  
Do. of Bridge House 61.47  
Do. of Houses on Deck 29.57  
Do. of excess of Hatchways 49.56  
Do. of Forecastle 24.46  
Do. above Crown of Engine Room 2987.58  
Gross Tonnage 74.38  
Less Crew Space 24.46  
Less above Crown of Engine Room 2888.74  
TONNAGE FOR FEES 956.03  
Less Engine Room 24.21  
Less Navigation Spaces 1932.96

Half Breadth (moulded) 20.2  
Depth from upper part of Keel to top of Main Deck Bms. 24.8  
Girth of Half Midship Frame (as per Rule) 40.0  
1st Number 84.10  
Length 312.4  
2nd Number 26495  
Proportions—Breadths to Length 7.74  
Depths to Length—Main Deck to top of Keel 12.67

Built at West Hartlepool  
When built 1891-92 Launched 14<sup>th</sup> Jan 1892  
By whom built Furness Withy & Co. Ld.  
Owners Hardy, Wilson & Co.  
Managers  
Residence West Hartlepool  
Port belonging to West Hartlepool

Destined Voyage Port Said via Cardiff & Surveied while Building, Afloat, on in Dry Dock

LENGTH on Deck Feet. Inches. 312 4  
BREADTH—Feet. Inches. 40 4  
DEPTH—Feet. Inches. 21 3  
Power of Engines 250  
No. of Decks with Flat laid one  
No. of Tiers of Beams one & 1/2

Dimensions of Ship per Register, Length, 314.0 breadth, 40.5 depth, 21.3. Moulded Depth, ft. 23 ins. 10. Round of Beam 9 inches.

## FORGINGS AND CASTINGS.

KEEL, Bar or Side Plates depth and thickness 10 x 1 3/4 10 x 1 3/4  
STEM, moulding and thickness 10 x 6 10 x 6  
STERN-POST for Rudder do. do. 10 x 6 10 x 6  
for Propeller 8 8  
MAIN PIECE of Rudder, diameter at head 4  
do. at heel 4  
UPPER, how constructed Forged in frame, plated.  
in the Rudder be unshipped afloat? 7/16

## FRAMING.

ME, Angles, of 7 Bars, for 1/2 length amidships 6 3 1/2 11 6 3 1/2 11  
Do. for 1/2 at each end 6 3 1/2 10 6 3 1/2 10  
Do. in way of Double Bottoms under. Improved 5 3 1/2 8 5 3 1/2 8  
Distance of Frames from moulding edge to moulding edge, all fore and aft 24 24  
REVERSED FRAME, Angles 40  
FLOORS, depth and thickness of Floor Plate at mid line for 1/2 length amidships 40  
in way of Engines and Boilers 40  
thickness at the ends of vessel 40  
length at 1/2 the half breadth, as per Rule 40  
right extended at the Bilges 40  
FLOORS & BRACKETS, in Cell Dble Bottoms 40 x 48 40 x 48  
Distance apart 40 x 48 40 x 48  
CENTRE GIRDER, in Double Bottom, depth and thickness 40 10 40 10  
Angles, Top 11 x 11 x 7/16 Bottom 6 1/2 4 9 6 1/2 4 9  
E IRDERS, number and thickness 8 8  
Angles 8 8  
MARG N PLATE, depth (exclusive of flange) and thickness 26 8 26 8  
Angles 3 1/2 3 1/2 8 3 1/2 3 1/2 8  
BOTTOM PLATING, breadth and thickness of Middle Line Strake 36 9 36 9  
thickness in Engine and Boiler space 36 9 36 9  
Remainder in Holds 36 9 36 9  
BEAMS, Main and Raised Quarter Deck, Angle, Bulb Angle, Plate or Tee Bulb 7 1/2 3 9 7 1/2 3 9  
Angles on Upper Edge 24 24  
Average space 18 10 18 10  
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb 5 4 9 5 4 9  
Angles on Upper Edge 24 24  
Average space 18 10 18 10  
MS, Hold, Plate or Tee Bulb 5 4 9 5 4 9  
Angles on Upper Edge 24 24  
Average space 18 10 18 10  
BEAMS, Roop Deck, Angle, Bulb Angle, Plate or Tee Bulb 5 4 9 5 4 9  
Angles on Upper Edge 24 24  
Average space 18 10 18 10  
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb 5 4 9 5 4 9  
Angles on Upper Edge 24 24  
Average space 18 10 18 10  
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb 5 4 9 5 4 9  
Angles on Upper Edge 24 24  
Average space 18 10 18 10  
PILLARS, in tween Decks, Size and Spacing 20 3 4 20 3 4  
Hold 20 3 4 20 3 4  
WEB FRAMES, in Fore Body, No. and Spacing 12 4 12 4  
Brth. & Thickness 12 4 12 4  
No. of Side Stringers 3 3  
WEB FRAMES, in After Body, No. and Spacing 12 4 12 4  
Brth. & Thickness 12 4 12 4  
No. of Side Stringers 3 3  
Size of Angles or Tee Bars to Web Frames 3 3 7 3 1/2 3 1/2 8  
BRACKET PLATES to Stringers between Frames, Depth and Thickness 3 3 7 3 1/2 3 1/2 8

## KEELSONS AND STRINGERS.

CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate 4 1/2 12 4 1/2 12  
Rider Plate 4 1/2 12 4 1/2 12  
Bulb Plate to Intercoastal Keelson 4 1/2 12 4 1/2 12  
Horizontal Plates on Floors 4 1/2 12 4 1/2 12  
Angles 4 1/2 12 4 1/2 12  
SIDE KEELSON, Angles 4 1/2 12 4 1/2 12  
Bulb or Plate above floors for length 4 1/2 12 4 1/2 12  
Intercoastal Plate for length 4 1/2 12 4 1/2 12  
Attached to outside plating with Angle 4 1/2 12 4 1/2 12  
BULGE KEELSON, Angles 4 1/2 12 4 1/2 12  
Bulb or Plate above floors for length 4 1/2 12 4 1/2 12  
Intercoastal Plate for length 4 1/2 12 4 1/2 12  
Attached to outside plating with Angle 4 1/2 12 4 1/2 12  
BULGE STRINGER Angles 4 1/2 12 4 1/2 12  
Bulb Plate for length 4 1/2 12 4 1/2 12  
Intercoastal Plate for length 4 1/2 12 4 1/2 12  
Attached to outside plating with Angle 4 1/2 12 4 1/2 12  
SIDE STRINGER Angles 4 1/2 12 4 1/2 12  
Bulb or Intercoastal Plate for length 4 1/2 12 4 1/2 12  
Main and Raised Quarter Deck Stringer Plate, on ends of Beams, breadth & thickness 4 1/2 12 4 1/2 12  
Angle on ditto 4 1/2 12 4 1/2 12  
Tie Plates fore & aft, outside Hatchways 4 1/2 12 4 1/2 12  
Diagonal Tie Plates on Beams, No. of Pairs 4 1/2 12 4 1/2 12  
Flat of Dk\* Iron or Steel for whole lng. 4 1/2 12 4 1/2 12  
Wood Material & thickness 4 1/2 12 4 1/2 12  
How fastened to Beams 4 1/2 12 4 1/2 12  
Lower Deck Stringer Plate, on ends of Beams, breadth and thickness 4 1/2 12 4 1/2 12  
Angles on ditto, No. 2 4 1/2 12 4 1/2 12  
Tie Plates, outside Hatchways 4 1/2 12 4 1/2 12  
Flat of Deck\* Material and thickness 4 1/2 12 4 1/2 12  
How fastened to Beams 4 1/2 12 4 1/2 12  
Hold Stringer Plate, on ends of Beams 4 1/2 12 4 1/2 12  
Angles on ditto, No. 4 1/2 12 4 1/2 12  
Roop Deck Stringer Plate, breadth & thickness 4 1/2 12 4 1/2 12  
Angle on ditto 4 1/2 12 4 1/2 12  
Tie Plates 4 1/2 12 4 1/2 12  
Flat of Deck, Material and thickness 4 1/2 12 4 1/2 12  
How fastened to Beams 4 1/2 12 4 1/2 12  
Bridge Deck Stringer Plate, brth & thickness 4 1/2 12 4 1/2 12  
Angle on ditto 4 1/2 12 4 1/2 12  
Tie Plates 4 1/2 12 4 1/2 12  
Flat of Deck, Material and thickness 4 1/2 12 4 1/2 12  
How fastened to Beams 4 1/2 12 4 1/2 12  
Forecastle Deck Stringer Plate, brth & thickness 4 1/2 12 4 1/2 12  
Angle on ditto 4 1/2 12 4 1/2 12  
Tie Plates 4 1/2 12 4 1/2 12  
Flat of Deck, Material and thickness 4 1/2 12 4 1/2 12  
How fastened to Beams 4 1/2 12 4 1/2 12

## PLATING.

FLAT PLATE KEEL, breadth and thickness 36 24 36 24  
Plating on inner sd thickness, & lngth appl. 36 24 36 24  
PLATES in Garboard Strakes, brd'th & thickness 40 12 40 12  
From Garboard to lower part of Bilges 40 12 40 12  
State Thickness of Plating in way of Double Bottom 40 12 40 12  
Bilges number of Strakes and thickness 40 12 40 12  
Of doubling at Bilge, on increased thickness, and length applied 40 12 40 12  
from upper part of Bilge to lr. edge of Sh'rstrake 40 12 40 12  
Strake below Sh'rstrake 40 12 40 12  
Sheerstrake, breadth and thickness 42 15 42 15  
Of d'bling at Sh'rstk. & lng. applied 42 15 42 15  
Roop Sides 10 10  
Raised Quarter Deck Sides 9 1/2 11 9 1/2 11  
Bridge Sides 7 7  
Forecastle Sides 7 7  
Lengths of Plating 14 ft. 6 32 ft. 12 ft.

WPL367-00364(1/2)



BULKHEADS. No. in Vessel. Thickness. Angles. Spacing. No. Reqd. by Rule. Height up. Sagl. or Dbl. Frames.

Ceiling betwixt Decks, thickness and material 2 1/2" x 1/8"

in hold do. do. 2 1/2" x 1/8"

Number of Breasthooks 9 Dup floors

Crutches 1 Dup floors

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

Riveted through Plates with 7/8 in. Rivets, about 6 1/2 apart

RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c.

Garboards, double riveted to ~~the~~ Flat Plate Keel, with rivets 1 1/2 in. diameter, averaging 4 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets 7/8 in. dia., averaging 3 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, treble or double riveted; treble for 3/4 length; with rivets 7/8 in. dia., averaging 3 1/2 ins. from centre to centre.

Butts of all Strakes overlapped for 1/2 length, treble riveted for 1/2 length; with rivets 7/8 in. dia., averaging 3 1/2 ins. from centre to centre.

Edges from Bilge to Sheerstrake, worked clench, double riveted; with rivets 7/8 in. dia., averaging 3 1/2 ins. from centre to centre.

Butts from Bilge to Sheerstrake, worked carvel, treble or double riveted; treble for 3/4 length; with rivets 7/8 in. dia., averaging 3 1/2 ins. from centre to centre.

Edges of Sheerstrake, double riveted.

Butts of Main Stringer Plate, treble riveted for 3/4 length amidships. Single or Double Butt Straps to Stringer Plate.

Butts of Inner Bottom Plating, double riveted for 1/2 length. Butts of Centre Girder Treble or Double riveted.

Breadth of edge laps of Shell Plating in double riveting 6, 5 1/2, 5 1/4, 5 1/2. Breadth of edge laps of Shell Plating in single riveting 2 1/2

Butt Straps of Shell Plating breadth and thickness 1 1/2 x 1/4. Butts, if lapped, breadth of laps 9"

Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted? Double & Treble

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? Mid Steel - Liverpool, Dorman Long & Co. Ltd. of Scotland

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

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 facing surfaces? Yes

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

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 |
| Fore     | 54.3         | 22 x 9/16              | 19 x 9/16 | 17 1/2 x 7/8 | 14 x 7/8 | 2                      |        | Double | Treble   |       |
| Main     | 64.9         | 21 x 9/16              | 17 x 9/16 | 16 1/2 x 7/8 | 14 x 7/8 | 2                      |        | Double | Treble   |       |
| Mizen    |              |                        |           |              |          |                        |        |        |          |       |

Lower Masts... Main

Topmasts, Yards and Remainder of Spars Wood

Rigging, Material and Size, Shrouds 3/4" steel wire

Sails, One Suit of

Sails, and the following spars

EQUIPMENT No. 29554 LETTER t

| Number of Certificate | WRIGHT, EX. STOCK | WRIGHT, STOCK | TEST, PER CERTIFICATE | WEIGHT REQ. BY RULE  |                      | Description of Anchor | Makers     | Where and when tested and Superintendent |
|-----------------------|-------------------|---------------|-----------------------|----------------------|----------------------|-----------------------|------------|--|
|                       |                   |               |                       | Tons, cwt, qrs, lbs. | Tons, cwt, qrs, lbs. |                       |            |  |
| 22794 1st Bower       | 42 3 14           |               | 27 15 2 14            | 42 2 0               | 27 15 2 14           | 27 15 2 14            | 27 15 2 14 | 27 15 2 14                               |
| 22793 2nd "           | 42 2 0            |               | 27 10 0 0             | 42 2 0               | 27 10 0 0            | 27 10 0 0             | 27 10 0 0  | 27 10 0 0                                |
| 22795 3rd "           | 37 0 0            |               | 23 15 0 0             | 36 1 0               | 23 15 0 0            | 23 15 0 0             | 23 15 0 0  | 23 15 0 0                                |
| Collective weight     | 122 1 14          |               |                       | 121 1 0              |                      |                       |            |  |
| 23009 Stream          | 10 3 14           | 2 3 0         | 12 15 1 7             | 10 3 0               | 12 15 1 7            | 12 15 1 7             | 12 15 1 7  | 12 15 1 7                                |
| 23010 Kedg            | 5 2 0             | 1 1 14        | 7 16 1 0              | 5 2 0                | 7 16 1 0             | 7 16 1 0              | 7 16 1 0   | 7 16 1 0                                 |
| 23011 2nd Kedg        | 2 2 14            | 1 2 2         | 2 2 0                 | 2 2 0                | 2 2 0                | 2 2 0                 | 2 2 0      | 2 2 0                                    |

CHAIN CABLES.

| Number of Certificate | Fathoms | Size  | Test per Certificate | Weight of Chain Cable | Fathoms & Size | Description          | Makers of Cables         | Where and when tested, and Superintendent | Material | Fathoms | Size  | Fathoms & Size |
|-----------------------|---------|-------|----------------------|-----------------------|----------------|----------------------|--------------------------|---|----------|---------|-------|----------------|
|                       |         |       |                      |                       |                |                      |                          |   |          |         |       |                |
| 9546                  | 270     | 1 1/2 | 88 1/2               | 48 1/2                | 270-1 1/2      | Steel wire           | D. Taylor & Co. 21/12/91 | London                                    | TOWLINE  | 270     | 1 1/2 | 270-1 1/2      |
| 9547                  | 7 1/2   | 1 1/2 | 34 1/2               | 48 1/2                | 7 1/2-1 1/2    | Steel wire           | D. Taylor & Co. 21/12/91 | London                                    | HAWSER   | 7 1/2   | 1 1/2 | 7 1/2-1 1/2    |
| Iron Steam Chain      | 100     | 4     | 33 1/2               | 100-4                 | Steel wire     | R. Wood & Co. 1/2/92 | London                   |   |          |         |       |                |

HAWSERS AND WARPS.

| Number of Certificate | Fathoms | Size  | Test per Certificate | Weight of Chain Cable | Fathoms & Size | Description          | Makers of Cables         | Where and when tested, and Superintendent | Material | Fathoms | Size  | Fathoms & Size |
|-----------------------|---------|-------|----------------------|-----------------------|----------------|----------------------|--------------------------|---|----------|---------|-------|----------------|
|                       |         |       |                      |                       |                |                      |                          |   |          |         |       |                |
| 9546                  | 270     | 1 1/2 | 88 1/2               | 48 1/2                | 270-1 1/2      | Steel wire           | D. Taylor & Co. 21/12/91 | London                                    | TOWLINE  | 270     | 1 1/2 | 270-1 1/2      |
| 9547                  | 7 1/2   | 1 1/2 | 34 1/2               | 48 1/2                | 7 1/2-1 1/2    | Steel wire           | D. Taylor & Co. 21/12/91 | London                                    | HAWSER   | 7 1/2   | 1 1/2 | 7 1/2-1 1/2    |
| Iron Steam Chain      | 100     | 4     | 33 1/2               | 100-4                 | Steel wire     | R. Wood & Co. 1/2/92 | London                   |   |          |         |       |                |

Boats 2 Life boats & 2 others.

Pumps, Number 8 Water pumps

The Windlass is Clarke Chapman & Co's

Engine Room Skylights—How constructed? Iron on iron casing 7 ft. high.

What arrangements for deadlights in bad weather? Thick glass bullseyes in iron hinged covers.

Coal Bunker Openings—How constructed? Hatch 6' x 4' x 4' How are lids secured? Bars & Tappans Height above deck? 12"

Number of Scuppers, and number and dimensions of Freeing Ports, &c. 2 Ports (28 x 21) 2 Scuppers 4 1/2" Pipes each side of hull; 4 Ports (22 x 16), 5 Scuppers, 2 Pipes each side of 8' deck.

Cargo Hatchways—How formed? Steel plate & beams

State size No. 1 Hatch (Forward) 16.0 x 13.6 No. 2 Hatch 24.0 x 15.6 No. 4 Hatch 23.9 x 15.0

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch No. 1 Hatch - 1 web, 2 fore & afters

Two 2 1/2" x 4" hatches - 2 webs, 3 fore & afters.

Bulwarks, height above deck and description High bulwarks in well

Main Rail, material and size Bridge stringer carried along

The above is a correct description.

Builder's Signature, (here only) For FURNES, WITBY & CO., LIMITED. Surveyor's Signature, J. H. Phillips

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

Order for Special Survey No. 189

Date 9th Sept 1892

Builder's Name W. T. Bulkeheads

Builder's Address 189, in builder's yard

Surveyor's Name J. H. Phillips

Surveyor's Address 189, in builder's yard

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

Total No. of Visits 63

State dates and initials of letters respecting this case 1891 Sept 4. 1892 Jan 13. 1892 Jan 22. 1892 Jan 23. 1892 Jan 24. 1892 Jan 25. 1892 Jan 26. 1892 Jan 27. 1892 Jan 28. 1892 Jan 29. 1892 Jan 30. 1892 Feb 1. 1892 Feb 2. 1892 Feb 3. 1892 Feb 4. 1892 Feb 5. 1892 Feb 6. 1892 Feb 7. 1892 Feb 8. 1892 Feb 9. 1892 Feb 10. 1892 Feb 11. 1892 Feb 12. 1892 Feb 13. 1892 Feb 14. 1892 Feb 15. 1892 Feb 16. 1892 Feb 17. 1892 Feb 18. 1892 Feb 19. 1892 Feb 20. 1892 Feb 21. 1892 Feb 22. 1892 Feb 23. 1892 Feb 24. 1892 Feb 25. 1892 Feb 26. 1892 Feb 27. 1892 Feb 28. 1892 Feb 29. 1892 Feb 30. 1892 Mar 1. 1892 Mar 2. 1892 Mar 3. 1892 Mar 4. 1892 Mar 5. 1892 Mar 6. 1892 Mar 7. 1892 Mar 8. 1892 Mar 9. 1892 Mar 10. 1892 Mar 11. 1892 Mar 12. 1892 Mar 13. 1892 Mar 14. 1892 Mar 15. 1892 Mar 16. 1892 Mar 17. 1892 Mar 18. 1892 Mar 19. 1892 Mar 20. 1892 Mar 21. 1892 Mar 22. 1892 Mar 23. 1892 Mar 24. 1892 Mar 25. 1892 Mar 26. 1892 Mar 27. 1892 Mar 28. 1892 Mar 29. 1892 Mar 30. 1892 Mar 31. 1892 Apr 1. 1892 Apr 2. 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