

Spar, Awning or Part Awning Deck

IRON OR STEEL STEAMER.

THURS. 28 JUL 1892
(Received at London Office)

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

Date of completion of Report 26.7.92

Port of *West Hartlepool*

No. 8863 Survey held at *West Hartlepool*

Date, First Survey 5 Dec 1891

Last Survey 23 July 1892

On the *Crew Steamer*

"BIRDOSWALD"

Rig *Schooner*

TONNAGE under Tonnage Deck 2264.88

CLASS *100 A1*

Master *J. Newton*

Do. between Tonnage Dk. 393.37

on a Vessel having a continuous Deck.

Year of Appointment 1892

Do. of Houses on Deck 58.83

Half Breadth (moulded) 20.17

Built at *West Hartlepool*

Do. of excess of Hatchways 25.46

Depth from upper part of keel to top of Main Deck Beams 24.86

When built 1892 Launched 11 June 1892

Do. of *Forecastle* 3.11

Girth of Half Midship Frame (as per Rule) 40.00

By whom built *J. & W. Lunn & Co. Ltd.*

Do. above Crown of Engine Room 12.24

1st Number 84.88

Owners *J. & W. Lunn & Co. Ltd.*

Gross Tonnage 2993.18

Length 312.4

Managers

Less Crew Space 73.62

2nd Number 264.95

Residence *Baltic Chambers*

Less above Crown of Engine Room 12.24

Proportions—Breadths to Length 7.74

Port belonging to *Newcastle*

TONNAGE FOR FEES 2907.27

Depths to Length—Main Deck to top of Keel 12.67

Less Engine Room 957.86

Surveyed while Building, Afloat, on in Dry Dock *Mediterranean*

Less Navigation Spaces 39.87

Register Tonnage 1921.84

as cut on Beam 1921.84

Destined Voyage *Mediterranean*

LENGTH on Deck 312.4 BREADTH Moulded 40.55 DEPTH, top of Floors to Spar or Awning Deck 21.3

Dimensions of Ship per Register, Length 314.0 breadth 40.55 depth 21.25 Main Deck Moulded depth, ft. 23 ins. 10 To Main Dk. Beam, Main Dk. 42 ins.

FORGINGS AND CASTINGS. KEEL, Bars or Side Plates, depth and thickness 10 x 2 1/4 10 x 2 1/4

STEM, moulding and thickness 10 x 6 10 x 6

STERN POST for Rudder do. 10 x 6 10 x 6

MAIN PIECE of Rudder, diameter at head 8 8

RUDDER, how constructed *Forged Iron frame, plated*

Can the Rudder be unshipped afloat? *Yes*

FRAMING. FRAME Angles, 7 for 1/2 length amidships 6 1/2 11 6 1/2 11

Do. for 1/2 at each end 10 10

Do. in way of Double Bottoms 10 10

Distance of Frames from moulding edge to moulding edge, all fore and aft 24 24

REVERSED FRAME Angles 140 9 140 9

FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships 10 10

Do. in way of Engines and Boilers 10 10

Thickness of the ends of vessel 10 10

Depth at 1/2 the half bottom as per Rule 10 10

BRACKETS, in Cell Double Bottoms 10 10

Distance apart 10 10

Centre Girder, in Double bottom, depth and thickness 10 10

Angles, Top 10 10

IDE GIRDERS, number and thickness 10 10

Margin Plate, depth (exclusive of flange) 10 10

Angles 10 10

INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake 10 10

Thickness in Engine and Boiler space 10 10

BEAMS, Spar or Awning Deck, Single Angle, 10 10

Bull Angle, Plate or Two Bull 10 10

Angles on upper edge 10 10

Average space 10 10

BEAMS, Main Deck, Single Angle, Bull 10 10

Angle, Plate or Two Bull 10 10

Angles on upper edge 10 10

Average space 10 10

BEAMS, Lower Deck, Single Angle, Bull 10 10

Angle, Plate or Two Bull 10 10

Angles on upper edge 10 10

Average space 10 10

BEAMS, Forecastle Deck, Angle, Bull Angle, Plate 10 10

Plate or Two Bull 10 10

Angles on upper edge 10 10

Average space 10 10

PILLARS, In 'tween Decks, Size and Spacing 10 10

Hold 10 10

WEB FRAMES, In Fore Body, No. and spacing 10 10

br'dth and thickness 10 10

No. of Side Stringers 10 10

WEB FRAMES, In After Body, No. and spacing 10 10

br'dth and thickness 10 10

No. of Side Stringers 10 10

Size of Angles on Top Bars to Web Frames 10 10

BRACKET PLATES, in Stringers between Web Frames, depth and thickness 10 10

PLATING. FLAT PLATE KEEL, breadth and thickness 10 10

Plating in Carboard Strakes, breadth & thickness 10 10

from Garboard to lower part of Bilges 10 10

State Thickness of Plating in way of Double Bottom 10 10

Bilges, No. of Strakes and thickness 10 10

Of doubling Bilges or increased thickness 10 10

from up part of Bilges to edge of Sh'rstrake 10 10

Main Sheerstrake, breadth and thickness 10 10

Of doubling at Sh'rsk & lug applied 10 10

from Main to Spar or Awn. Dk. Sh'rsk 10 10

Spar or Awn. Dk. Sh'rsk, br'dth & thickn's 10 10

Forecastle sides 10 10

Lengths of Plating 10 10

14 ft. 6 32 ft.

ROBERT EDMUND TAYLOR & SON, PRINTERS, 19, Old Street, Goswell Road

Foundation

BULKHEADS, No. in Vessel, No. Reqd. by Rule, Ceiling betwixt Decks, thickness and material, in hold, do. do., Number of Breasthooks, Crutches, PARTITIONS, LONGITUDINAL, Are the outside Plates doubled two spaces of Frames in length?, Riveted through Plates with 7/8 in. Rivets, about 6 in. apart

RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c., Garboard, double riveted to Flat Plate Keel, with rivets 1 1/8 in. diameter, averaging 4 in. 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 in. 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 in. from cr. to c., Butts of all Strakes overlapped for whole length, treble riveted for whole length; with rivets 7/8 in. dia., averaging 3 1/2 in. from cr. to c., Edges from Bilge to Main Sheerstrake, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 in. from centre to centre, Butts from Bilge to Main Sheerstrake, worked carvel, treble or double riveted; treble for 3/4 length; with rivets 7/8 in. dia., averaging 3 1/2 in. from cr. to c., Edges of Main Sheerstrake, double riveted, Butts of Main Sheerstrake, treble riveted for 3/4 length amidships, Butts of Main Stringer Plate, treble riveted for 3/4 length amidships, Butts of Inner Bottom Plating, double riveted for 1/2 length, Butts of Centre Girder, treble riveted, Breadth of edge laps of Shell Plating in double riveting 1 1/2 in., Breadth of edge laps of Shell Plating in single riveting 2 1/2 in., Butt Straps of Shell Plating, breadth and thickness 20 to 24 in. x 1/2 in., Butt Straps of Keelsons, Stringer and Tie Plates, treble or double, riveted, 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, Plating, &c., Workmanship, Are the butts of plating planed or otherwise fitted?, Is the riveted work properly closed?, Are the liners between the frames and plates solid single pieces?, to plate, &c., conform well to each other?, from the faying surfaces?, Are the butts of Plating, Stringers, &c., properly shifted and strapped?, Do the holes for riveting plate to frames, butt straps, or plating, Are the rivet holes well and sufficiently countersunk in the plate and punch?, Do any rivets break into or through the seams or butts of plating?

MASTS, SPARS, &c., Pole, Fore Mast, Main Mast, Masts, Rigging, Material and Size, Shrouds, Sails, Suit of, Stays, Sails and the following spars, EQUIPMENT No. 29807 LETTER C, ANCHORS, Number of Certificate, Weight, Ex Stock, Weight of Stock, Test, per Certificate, Wt. Req. p'r Rule, Description of Anchor, Makers, Where and when tested and Superintendent, 23353 1st Bower, 23358 2nd, 23356 3rd, Collective weight, Stream, Kedge, 2nd Kedge, 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, Per Rule, 12801 135 7/8, 12802, 12803, Iron Stream Chain, Towing Cable, Boats, Pumps, Number, The Windlass is, Engine Room Skylights, How constructed?, What arrangements for deadlights in bad weather?, Coal Bunker Openings, How constructed?, Number of Scuppers, and number and dimensions of Freeing Ports, &c., Side of Quarter deck, Cargo Hatchways, How formed?, State size No. 1 Hatch (Forward), No. 2 Hatch, No. 3 Hatch, No. 4 Hatch, Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch, 3 in. x 1/2 in. L. Brs. 2, 3 x 1/2 in. Latchways, Bulwarks, height above deck and description, The above is a correct description, Builder's Signature, Surveyor's Signature, Surveyor to Lloyd's Register of British and Foreign Shipping

Form No. 1 C, The above is a correct description, Builder's Signature, Surveyor's Signature, Surveyor to Lloyd's Register of British and Foreign Shipping

Order for Special Survey No. 1529

Date 14 Dec 1891

No. 191 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 Special Survey
First Visit 5th Dec 1891
Last 23rd July 1892

Total No. of Visits 69

State dates and initials of letters respecting this case

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

1891. Sep. 14. 11. Oct. 5. 7. 9. 15. 17. 19. 21. Nov. 9. 12. 13. 19. 23. 24. 29
1892. Jan. 23. Feb. 11. May. 3.

The workmanship is good & the vessel has been constructed in accordance with the plans (14 in No.) which together with one Proprietary Report are attached hereto. This is a sister vessel to the S.S. "Easton" see Woodcock Report No. 8761, except for a slight difference in the after hold stringer, which is over of the Rule arrangements. Plans.

Plans.
Midship Section
Profile
Plans
Pumping plan

To be returned for sister vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Deck 131 ft., R.Q.D. on Break 131 ft., Bridge Dk. 183 ft., Floorline (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) One deck (Steel & Iron) & Part Awning Deck (Iron) / Tier of Beams 10 ft. 2 ins. Official No. ; Signal Letters

PARTICULARS OF WATER BALLAST—
Double bottom, aft, length 268 ft. and water capacity in tons 512
Double bottom, under engines and boilers, length 268 ft. and water capacity in tons 512
Double bottom, constructed on the cellular system, length 268 ft. and water capacity in tons 512
Fore peak tank, water capacity in tons 47
Midship deep tank, length 268 ft. and water capacity in tons 47
Other tanks, if fitted, length 47 and water capacity in tons 47
The above have all been tested as required by the Rules.
(If necessary, furnish further information by sketch.)
How are the surfaces preserved from oxidation? Inside Danby's Cement & Paint Outside Paint.

FREEBOARD assigned by the Committee, as per Secretary's Letter, dated 3rd May 1892
In Summer 9 ft. 5 ins.
In Winter 9 ft. 9 1/2 ins.
For Winter in North Atlantic 10 ft. 2 ins.
Fresh Water above the centre of disc 5 ins.
To top of Wood, Iron or Steel Upper, Spar, Lashing, Part Awning Deck.

The amount of Entry Fee £ 5 : is received by me, 26.7.1892
Special... £ 97 : 13 : 6
Certificate* £ 1 : yes
Travelling Expenses, if any £ :
I am of opinion this Vessel should be Classed 100 A.1
Part Awning Deck with Freeboard.

Committee's Minute TUES. 2 AUG 1892
Character assigned 100 A.1 steel
2 A.W.C.P. 1 DK (1st St. 1st Deck) 2 sub 2
+ L.M.C. 7.92 F.K. Asp Web frames etc. and 2nd Awning Deck (1st St. 1st Deck) 2 sub 2
100 A.1 (Steel) Part Awning Deck with freeboard
1 DK (1st St. 1st Deck) 2 sub 2
M.B. = All D.B. 2 (particulars above)
F.K. Asp

HL367-0141(2/2)