

Spar, ~~Amidships~~ ~~at~~  
~~Part Amidships~~ Dk.

# STEEL STEAMER.

(Received at London Office)

FTL 10 NOV 1893

State of Report is also sent on Machinery of the Vessel

Date of completion of Report 6

Port of *West Hartlepool*

Date, First Survey

Last Survey

Rig *Schooner (2 masts)*

3<sup>rd</sup> Nov 1893

No. *9246* Survey held at *West Hartlepool*

On the

*Screw Steamer*

SPAR, ~~Amidships~~ ~~at~~ ~~Part Amidships~~ DECKED VESSEL,

Master *A. M. [illegible]*

TONNAGE under

*2702.71*

a Vessel having a ~~continuous~~ Shade Deck.

Year of Appointment

(1) As Master in service of  
owner of present vessel: 1893  
(2) As Master of this  
vessel: 1893

Total under Upper Dk.  
Do. of Deck  
Do. of Raised  
Dk. *3.20*  
Do. of Bridge House  
Do. of Houses on Deck  
Do. of excess of Hatchways  
Do. of Forecastle  
Do. above ~~Crown of~~  
Engine Room *2872.60*  
Gross Tonnage  
Less Crew Space  
Less above ~~Crown of~~  
Engine Room *2774.02*  
TONNAGE FOR FEES  
Less Engine Room  
Less Navigation Spaces

CLASS *1-100 A.1.*

FEET.

Built at *West Hartlepool*

When built *1893*

By whom built *Thames, Witley & Co. Lim.*

Owners *Thames & Witley Steamship Co. Lim.*

Managers

(Where necessary to be entered in Reg. Book.)

Residence *546 Billeter Avenue, London E.C.*

Port belonging to *West Hartlepool*

Register Tonnage

*1820.06*

Destined Voyage *Newport, Kent.*

Surveyed while Building *Afloat, on in Dry Dock*

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH Moulded	Feet.	Inches.	DEPTH, top of Floors to Spar	Feet.	Inches.	Power of Engines	Horse.	No. of Decks with flat laid	No. of Tiers of Beams
<i>329.10</i>			<i>41.0</i>			<i>26.1</i>			<i>200</i>		<i>2</i>	<i>2</i>

Dimensions of Ship per Register, Length *329.10* breadth *41.2* depth *26.1* Spar *26.1* Dk. *26.1* Moulded depth, ft. *26.1* ins. *26.1* To Main Dk. *26.1* Round up of *10* ins.

## FORGINGS AND CASTINGS

KEEL, ~~Amidships~~ Side Plates, depth and thickness  
TEM, moulding and thickness  
STERN-POST for Rudder do. do.  
" " for Propeller  
MAIN PIECE of Rudder, diameter at head  
do. at heel  
RUDDER, how constructed *30x40 iron frame, plated*  
Can the Rudder be unshipped afloat? *Yes*

## FRAMING.

FRAME Angles, *2 1/2* for  $\frac{1}{2}$  length amidships  
Do. for  $\frac{1}{2}$  at each end  
Do. in way of Double Bottoms  
Distance of Frames from moulding edge to  
moulding edge, all fore and aft  
REVERSED FRAME Angles *2 1/2*  
FLOORS, depth and thickness of Floor Plate  
at mid-line *1/2* length amidships  
" in way of Engines and Boilers  
" thickness of the end of *1/2*  
" depth at  $\frac{1}{2}$  the half b'dth as per Rule  
" height extended of the Dk. *1/2*  
FLOORS BRACKETS, in Cell Dble Bottoms  
Distance apart  
CENTRE GIRDER, in Double bottom, depth  
and thickness  
Angles, Top  
SIDE GIRDERS, number and thickness  
Angles  
MARGIN PLATE, depth (exclusive of flange)  
and thickness  
Angles  
INNER BOTTOM PLATING, breadth and  
thickness of Middle Line Strake  
" thickness in Engine and Boiler space  
Remainder in Holds  
BEAMS, Spar *Amidships* Deck, *Single Angle*  
Bulb Angle Plate Tee Bulb  
" Angle on upper edge  
" Average space  
BEAMS, Main Deck, *Single Angle* Bulb  
Angle Plate Tee Bulb  
" Angle on upper edge  
" Average space  
BEAMS, Forecastle Deck, *Single Angle* Bulb  
Angle Plate Tee Bulb  
" Angle on upper edge  
" Average space  
BEAMS, Forecastle Deck, Angle, Bulb Angle  
Angle Plate Tee Bulb  
" Angle on upper edge  
" Average space  
PILLARS, in 'tween Decks, Size and Spacing  
Hold  
WEB FRAMES, in Fore Body, No. and spacing  
br'dth and thickness  
" No. of Side Stringers  
WEB FRAMES, in After Body, No. and spacing  
br'dth and thickness  
" No. of Side Stringers  
" Size of Angles *2 1/2* to Web Frames  
BRACKET PLATES to Stringers between  
Web Frames, depth and thickness

## KEELSONS AND STRINGERS.

CENTRE LINE KEELSON, Vertical Plate above  
floors, Through Plate, or Intercoastal Plate  
Rider Plate  
Bulb Plate to Intercoastal Keelson  
Horizontal Plates on Floors  
Angles  
SIDE KEELSON, Angles  
Bulb or Plate above floors, for length  
Intercoastal Plate, for length  
Attached to outside Plating with Angle  
BILGE KEELSON, Angles  
Bulb or Plate above floors, for length  
Intercoastal Plate, for length  
Attached to outside Plating with Angle  
BILGE STRINGER Angles  
SIDE STRINGER Angles  
Bulb or Intercoastal Plate, for length

## Spar, ~~Amidships~~ Deck Stringer Plates, on

ends of Beams, breadth and thickness  
Angle on ditto  
" *1/2* length amidships  
" *1/2* length amidships  
Flat of Deck, *Iron* Steel, *1/2*  
" *1/2*  
How fastened to Beams  
Main Deck Stringer Plate, breadth & thickness  
Angles on ditto, No. *2*  
" *1/2* length amidships  
" *1/2* length amidships  
Flat of Deck, *Iron* Steel, *1/2*  
" *1/2*  
How fastened to Beams  
Deck Stringer Plates, breadth & thickness  
Angles on ditto  
" *1/2* length amidships  
" *1/2* length amidships  
Flat of Deck, *Iron* Steel, *1/2*  
" *1/2*  
How fastened to Beams  
Main Deck Stringer Plate, breadth & thickness  
Angles on ditto  
" *1/2* length amidships  
" *1/2* length amidships  
Flat of Deck, *Iron* Steel, *1/2*  
" *1/2*  
How fastened to Beams

## PLATING.

PLATES in Garboard Strakes, breadth & thickness  
from Garboard to lower part of Bilges  
State Thickness of Plating in way of Double Bottom  
Bilges, No. of Strakes  
" *1/2* length amidships  
" *1/2* length amidships  
from up part of Bilge to edge of Sh'rstrake  
Main Sheerstrake, breadth and thickness  
" *1/2* length amidships  
" *1/2* length amidships  
from Main to Spar Dk.  
Spar Dk. Sh'rstrk, br'dth & thickness  
Shade deck sides  
" *1/2* length amidships  
" *1/2* length amidships  
Forecastle sides  
Lengths of Plating *16 ft. 6 in. 32 ft.*

ROBERT EDMUND TAYLOR & SON, Printers, 19, Old Street, Goswell Road, London.



Order for Special Survey No. 1564  
Date 11 May 1893  
No. 200 in builder's yard.  
State dates and initials of letters respecting this case 1893 - Feb. 16. 22. Apr. 21. May 23. 26. July 31. Aug. 3. June 13. Sep. 27.  
General Remarks (State quality of workmanship, &c.)  
The workmanship is good & the vessel has been constructed in accordance with the approved plans (10 in number) which together with the Propose Report are attached hereto. The collision bulkhead & iron spar deck have been tested & water is required the deck pumps tested & found to work satisfactorily. The steel work in the construction of the vessel has been tested as required by the Societe Rules.  
Drawings: Midship Section, Profile, Elevation of Deck, Spar & Main beams, Shaft deck (3 Plans), Coping Plating, Gangway doors, Pumping arrangement, Iron masts.  
This is a Sister Ship to the S.S. Approximate in Water Report No. 9198.  
PARTICULARS FOR RECORD IN THE REGISTER BOOK.—Length of Poop ✓ ft., R.Q.D. or Break ✓ ft., Bridge Dk. ✓ ft., F' castle ✓ 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 should appear in the Register Book) The deck (steel), Spar deck (steel & iron), Shaft deck & web frames.  
Official No. 102706; Signal Letters  
PARTICULARS OF WATER BALLAST—  
Double bottom, aft, length ✓ and water capacity in tons ✓ Double bottom, forward, length ✓ and water capacity in tons ✓  
Double bottom, under engines and boilers, length ✓ and water capacity in tons ✓ If under Engines only, or Boilers only, state which ✓  
Double bottom, constructed on the cellular system, length 280 ft. and water capacity in tons 492  
Fore peak tank, water capacity in tons ✓ After peak tank, water capacity in tons 13  
Midship deep tank, length ✓ and water capacity in tons ✓ Other tanks, if fitted, length ✓ and water capacity in tons ✓  
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 Portland Cement & Paint Outside Paint  
FREEBOARD assigned by the Committee, as per Secretary's Letter, dated 29 Sept 1893  
State if marked on Vessel's sides in accordance with Rules  
The amount of Entry Fee £ 5: : In Summer 5 ft. 10 ins.  
Special £ 94: 7: In Winter 6 ft. 2 ins.  
Certificate £ : : For Winter in North Atlantic 6 ft. 7 ins.  
Travelling Expenses, if any £ : : Fresh Water above the centre of disc 5 ins.  
I am of opinion this Vessel should be Classed +100 A1 Steel Spar deck, Shaft deck.  
Committee's Minute TUES. 14 NOV 1893  
Character assigned 100 A1 Steel Spar dk.  
a o c p  
+ 2 m c 11, 93  
1 Sh (Stl) + Spar dk. (Stl & Iron) + Web frames  
100 A1 (Steel) Spar Deck  
Sh (Stl) & Spar dk (Stl & Iron) & web frames  
W.B. = C.U.D.B. (particulars attached)  
R.C. H.C. & J.