

1 Dks., R.Q.Dk.,
and Pt, Awng. Dk.

STEEL STEAMER.

Recorded at London Office.

9683

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

Date of completion of Report 15.5.95

Port of WEST HARTLEPOOL

No. 9685 Survey held at
On the

West Hartlepool Date, First Survey 11th June, 1894

Last Survey 13th May 1895
Rig 3 Masted Schooner (2 masts)

TONNAGE under
Tonnage Deck... 2188.89
Do. of Deck Pl. Area... 389.89
Do. of Raised Or... 184.35

ONE OR TWO DECKED VESSEL.

CLASS #100A1

FEET.

Half Breadth (moulded) 20.17
Depth from upper part of Keel to top of Main Deck Bms. 24.86
Girth of Half Midship Frame (as per Rule) 40.00
1st Number 84.83
Length 312.33
2nd Number 264.95
Proportions—Breadths to Length 7.7
Depths to Length—Main Deck to top of Keel 12.6

Master James Disney

Year of appointment (1) As master in service of owner of present vessel 1895 (2) As master of this vessel 1895

Built at West Hartlepool
When built 1895 Launched 10th April 1895
By whom built Furness Withy & Co. Lim.
Owners Rickinson, Son & Co.
Managers
Residence West Hartlepool
Port belonging to West Hartlepool

Do. of Houses on Deck 45.98
Do. of excess of Hatchways 22.32
Do. above Crown of Engine Room 6.77
Gross Tonnage 2838.20
Less Crew Space 71.64
Less above Crown of Engine Room 6.77
Net Tonnage 2759.79
Less Engine Room 908.22
Less Navigation Spaces 35.15
Net Tonnage 1823.19

Destined Voyage Plymouth to Aden or Bombay Surveyed while Building, Afloat, on Dry Dock

Length on Deck as per Rule 312 4 Breadth Moulded 40 4 Depth Top of Floors to Main Deck Beams 21 4 Power of Engines 220 Horse. No. of Decks with Flat laid No. of Tiers of Beams Two & Two Round of Beam 10 inches.

FRAMING.						FORGINGS AND CASTINGS.			
Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Appro.	Inches per Rule Or as Appro.	20ths per Rule ved.	Inches in Ship.	Inches in Ship.	16ths in Ship.	Inches per Rule Or as Appro.
ME, Angles, Bars, for 1/2 length amidships						KEEL, Bars on Side Plates, depth and thickness			
6 1/2	3 1/2	11	6 1/2	3 1/2	11	STEM, moulding and thickness			
"	"	10	"	"	10	STERN-POST for Rudder do. do.			
in way of Double Bottoms at Solid Floors						" for Propeller			
7 3/4	8 1/2	7	7 3/4	8 1/2	7	MAIN PIECE of Rudder, diameter at head...			
at intermdt. Bkts.						do. at heel			
24	24	24	24	24	24	RUDDER, how constructed			
Distance of Frames from moulding edge to building edge, all fore and aft						Can the Rudder be unshipped afloat?			
FLOOR FRAMING, depth of girder						KEELSONS AND STRINGERS.			
40	9	40	9	40	9	CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate			
Floors, depth and thickness of Floor Plate at mid-line for 1/2 length amidships						" Rider Plate			
40	8	40	8	40	8	" Bulb Plate to Intercoastal Keelson			
in way of Engines and Boilers						" Horizontal Plates on Floors			
40	8	40	8	40	8	" Angles			
thickness at the ends of vessel						SIDE KEELSON, Angles			
40	8	40	8	40	8	" Bulb or Plate above floors for lng.			
depth at 1/2 the half breadth as per Rule						" Intercoastal Plate for length			
40	8	40	8	40	8	" Attached to outside plating with Angle			
height extended at the Bilges						BILGE KEELSON, Angles			
40	8	40	8	40	8	" Bulb or Plate above floors for len.			
CORNER BRACKETS, in Cell Dble Bottoms						" Intercoastal Plate for length			
40	8	40	8	40	8	" Attached to outside plating with Angle			
Distance apart						BILGE STRINGER Angles			
40	8	40	8	40	8	" Bulb Plate for length			
CENTRE GIRDER, in Double Bottom, depth and thickness						" Intercoastal Plate for length			
40	8	40	8	40	8	" Attached to outside plating with Angle			
Angles, Top						SIDE STRINGER Angles			
40	8	40	8	40	8	" Bulb or Intercoastal Plate for lng.			
Angles, Bottom						" Attached to outside plating with Angle			
40	8	40	8	40	8	Main and Raised Quarter Deck Stringer			
DE GIRDERS, number and thickness						Plate, breadth and thickness			
40	8	40	8	40	8	" Angle on ditto			
On each side under engines						" Tie Plates fore & aft outside Hatchways			
40	8	40	8	40	8	" Diagonal Tie Plates on Bms. No. of Pairs			
MARGIN PLATE, depth (exclusive of flange) and thickness						" Main Dk* Iron Steel			
40	8	40	8	40	8	" R. Q. Dk* Iron Steel			
Angles						" Wood Deck, Material & thickness			
40	8	40	8	40	8	" Lower Deck Stringer Plate, breadth and thickness			
LOWER BOTTOM PLATING, breadth and thickness of Middle Line Strake						" Angles on ditto			
40	8	40	8	40	8	" Tie Plates outside Hatchways			
" thickness in Engine and Boiler space						" Deck Material and thickness			
40	8	40	8	40	8	Hold Stringer Plate			
" Remainder in Holds						" Angles on ditto, No.			
40	8	40	8	40	8	" Reop Deck Stringer Plate, breadth & thickness			
Main and Raised Quarter Deck						" Angle on ditto			
40	8	40	8	40	8	" Tie Plates			
Angle, Bulb Angle, Plate Tee Bulb						" Deck, Material and thickness			
40	8	40	8	40	8	" Bridge Deck Stringer Plate, brdth & thickness			
Angles on Upper Edge						" Angle on ditto			
40	8	40	8	40	8	" Tie Plates			
Average space						" Deck, Material and thickness			
40	8	40	8	40	8	" Forecastle Deck Stringer Plate, brdth & thickness			
Hold, Plate or Tee Bulb						" Angle on ditto			
40	8	40	8	40	8	" Tie Plates			
Angles on Upper Edge						" Deck, Material and thickness			
40	8	40	8	40	8	" Bridge Deck Stringer Plate, brdth & thickness			
Average space						" Angle on ditto			
40	8	40	8	40	8	" Tie Plates			
AMS, Reop Deck Angle, Bulb Angle, Plate						" Deck, Material and thickness			
40	8	40	8	40	8	" Bridge Deck Stringer Plate, brdth & thickness			
Angles on Upper Edge						" Angle on ditto			
40	8	40	8	40	8	" Tie Plates			
Average space						" Deck, Material and thickness			
40	8	40	8	40	8	" Bridge Deck Stringer Plate, brdth & thickness			
AMS, Forecastle Deck Angle, Bulb Angle, Plate or Tee Bulb						" Angle on ditto			
40	8	40	8	40	8	" Tie Plates			
Angles on Upper Edge						" Deck, Material and thickness			
40	8	40	8	40	8	" Bridge Deck Stringer Plate, brdth & thickness			
Average space						" Angle on ditto			
40	8	40	8	40	8	" Tie Plates			
PILLARS, In 'tween Decks, Size and Spacing						" Deck, Material and thickness			
" Hold						" Bridge Deck Stringer Plate, brdth & thickness			
" Quarter 'tween Dks.						" Angle on ditto			
" in Hold						" Tie Plates			
WEB FRAMES, In Fore Body, No. and Spacing						" Deck, Material and thickness			
" Brdth & Thickness						" Bridge Deck Stringer Plate, brdth & thickness			
" No. of Side Stringers						" Angle on ditto			
WEB FRAMES, In E. & B. Space, No. & Spacing						" Tie Plates			
" Brdth & Thickness						" Deck, Material and thickness			
" No. of Side Stringers						" Bridge Deck Stringer Plate, brdth & thickness			
WEB FRAMES, In After Body, No. and Spacing						" Angle on ditto			
" Brdth & Thickness						" Tie Plates			
" No. of Side Stringers						" Deck, Material and thickness			
" Size of Angles on Tee Base to Web Frames						" Bridge Deck Stringer Plate, brdth & thickness			
RACKET PLATES to Stringers between Web Frames, Depth and Thickness						" Angle on ditto			
						" Tie Plates			

Boats 2 life boats & 2 others
Pumps, Number 4 Deck pumps
Windlass is Emerson Walker & Thompson Mfg. Capstan
Engine Room Skylights.—How constructed? Iron on iron casing 6' 8" above Part awing deck.
What arrangements for deadlights in bad weather? Thick glass bullheads in iron hinged covers.
Coal Bunker Openings.—How constructed? 3 Hatches each side How are lids secured? Bars & Japanning Height above deck? 18" x 12"
Number of Scuppers, and number and dimensions of Freeing Ports, &c. 4 Ports (22" x 15"); 15 Scuppers each side 9' 8" D.
Ceiling in Holds, thickness and material 2 1/2" W.P. Ceiling 'tween Decks, thickness and material 8 x 2" W.P. Battens
Cargo Hatchways.—How formed? Steel plate coamings. Hatches.—If strong and efficient? Yes, Solid
State size No. 1 Hatch (Forward) 15' 10" x 15' 10" No. 2 Hatch 23' 11" x 15' 10" No. 3 Hatch 21' 10" x 15' 10" No. 4 Hatch 23' 10" x 14' 10"
Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch 1 web in No. 1; 2 webs in No. 2, 3 & 4 hatches.
3 Fore Afters in each hatchway. No. of Breasthooks 7 Thick fore No. of Crutches 1 Thick fore
Bulkheads, height above deck and description Thick plating 35" above Stringer Main Rail, material and size 6" Built angle at 65° dx
The above is a correct description.
Builder's Signature (here only) For FURNESS, WITBY & CO. LIMITED, Surveyor's Signature Chas. Howling
Surveyor to Lloyd's Register of British and Foreign Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case) *1894 - Feb. 21. May 30.*
Aug 7. m. Oct 8. 16. 1895 April 30.

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 faying 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*

General Remarks (State quality of workmanship, &c.) *The workmanship is good & the Buul has been constructed in accordance with the approved plans (5 in No.) which together with one Forgings Report are attached hereto. The collision bulkhead has been tested by filling fore peak with water to height of load line; decks & tunnel tested by hose & found good. Hand pumps tried & found to work satisfactorily.*

Drawings:
 Midship Section
 Profile
 Q^d ax. Side plating
 Iron masts
 Pumping plan

This is a sister Buul to the I. I. "Pas Rowa", see U.S. Pool. Report no. 9620.

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. = 23 ft., Bridge Dk. 191 ft., 5 centile ft.
(in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop R.Q.D. is joined to the S.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 (iron & steel), part awning deck (iron & steel) 2 tiers of beams & two frames.*

Official No. _____ ; Signal Letters _____
How are the surfaces preserved from oxidation? Inside *Portland Cement & Paint* Outside *Paint*

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

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	104	190	Fore peak tank,	✓	✓
Double bottom, forward,	110	206	After peak tank,		30
Double bottom, under Engines and Boilers,	46	100	Midship deep tank,		✓
Double bottom, if under Engines only,	✓	✓	Other tanks, if fitted,		
Double bottom, if under Boilers only,			(If necessary, furnish further information by sketch.)		

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

Order for Special Survey No. <i>1609</i>	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	<i>Result under special survey -</i> <i>First visit, 11th June, 1894.</i> <i>Last - , 13th May, 1895.</i>
Date <i>25th June, 1894.</i>		2nd. On the plating during the process of riveting	
<i>Order for Ordinary Survey No.</i>		3rd. When the beams were in and fastened and before the decks were laid	
<i>Date</i>		4th. When the ship was complete, and before the plating was finally coated or cemented ...	
No. <i>211</i> in builder's yard		5th. After the ship was launched and equipped	

The amount of Entry Fee £ 5 : Fees applied for, 15.5.1898

Special.....	77.	Received by me,	<i>M.P.</i>
Certificate* £	:	15.5.1895.	
Travelling Expenses, if any £	:		

I am of opinion this Vessel should be Classed **100A1** *Part-Awing Deck*
 With ~~an~~ ^{with} Freeboard, as condition of Class
Chas. F. Wharf
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRI 17 MAY 1895

This Vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted that

125 11


Character assigned 100 M (shel)
pt awning dk with frubrand 5. q'. 2

Ldk (polars & p.p. etc.) 2 L.R. x web-pans
 " " " * + Sm C x 20"

[illegible]

W.B. = Cui DBa 104 m x 8.46 x 110.4966 APT 306
F.K. = Conn

Survivors and
1864
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