

Spar, or Awning Dk.

IRON OR STEEL STEAMER.

No.

9960.

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

Port of WEST HARTLEPOOL Date of completion of Report 8. 5. 96.

Received at London Office

THUR, MAY 14 1896

eld at wapl.

Date, First Survey

27th Oct.

1895, Last Survey

1st May

1896

Steel S.S. Inchmona.

Rig

Schooner

nder

3215.10

SPAR, AWNING OR PART AWNING-DECKED VESSEL,

Master

H. Ashby.

nnage Dk.

or a Vessel having a continuous Shade Deck.

Year of Appointment

(1) As Master in service of owner of present vessel - 1896.
(2) As Master of this vessel - 1896.

Upper Dk.

CLASS 100A1 Steel.

FEET.

Built at

West Hartlepool.

Chart

6.99

Half Breadth (moulded) 23.16

When built

1895-6 Launched 29.2.96.

Forecastle

17.56

Depth from upper part of keel to top of Main Deck Beams 18.54

By whom built

W. Gray & Co. Ltd.

Houses on Deck

103.66

Girth of Half Midship Frame (as per Rule) 37.41

Owners

Hamilton, Fraser & Co.

of coes. f Hatchways

21.88

1st Number 79.11

Managers

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

Crown of

69.16

Length 333.16

Residence

Liverpool.

age

34.82

2nd Number 26356

Port belonging to

Liverpool.

pace

98.87

Proportions—Breadths to Length 7.19

Destined Voyage Liverpool

Surveyed while Building Afloat, or in Dry Dock

one Room

89.16

Depths to Length—Main Deck to top of Keel 17.96

GE FOR FEES...

3316.32

ngine Room

1114.99

ariation Spaces

47.72

Tonnage

2222.77

on Deck

Feet. Inches.

BREADTH—

Feet. Inches.

DEPTH, top of Floors to Spar or Awn. Dk. Beams

Feet. Inches.

Power of

Horse

No. of Decks with flat laid

No. of Tiers of Beams

Two.

Two.

Rule.....

333 2

Moulded

46 4

Do.

23 11 1/2

15 2 1/2

226

Round up of

Beam, Main Dk.

11 1/2 ins.

of Ship per Register, Length 335.1 breadth 46.7 depth. 23.95 Spar or Awn. Dk. Moulded depth, ft. 17. ins. 4 To Main Dk. Round up of Beam, Main Dk. 11 1/2 ins.

FRAMING.

Inches in Ship. Inches in Ship. 20ths in Ship. Inches per Rule Or as Approved. Inches per Rule Or as Approved. 20ths per Rule Or as Approved.

KE, Angles, or Bars, for 1/2 length amidships	5 1/2	3	8	5 1/2	3	8
for 1/2 at each end	5 1/2	3	7	5 1/2	3	7
o. in way of Double Bottoms at Solid Floors	3	8	8	3	3	8
at intermdt. Bkts	-	-	-	-	-	-
stance " of Frames " from moulding edge to moulding edge, all fore and aft	-	24	-	-	24	-
EVERSED FRAME, Angles.....	5 1/2	3	8	5 1/2	3	8
EEP FRAMING, depth of girder	8	-	-	-	8	-
LOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	23	10/16	-	23	10/16	-
" in way of Engines and Boilers	-	-	-	-	-	-
" thickness at the ends of vessel	-	15	-	-	15	-
" depth at 1/2 the half-bdth. as per Rule	-	18	-	-	18	-
" height extended at the Bilges	-	48	-	-	48	-
FLOORS & BRACKETS, in Cell Dble Bottoms	40	8 1/2	-	40	8 1/2	-
Fore hold & Engine space	-	24	-	-	24	-
CENTRE GIRDER, in Double bottom, depth and thickness	40	12	-	40	12	-
" Angles, Top	4	4	9	4	4	9
" Bottom	6 1/2	4	9	6 1/2	4	9
IDE GIRDERS, number and thickness	one each side of engine space	-	-	-	-	-
Angles	3 1/2	3 1/2	7	3 1/2	3 1/2	7
MARGIN PLATE, depth (exclusive of flange) and thickness	27	8	-	26	8	-
Angles	3 1/2	3 1/2	8	3 1/2	3 1/2	8
ER BOTTOM PLATING, breadth and thickness of Middle Line Strake	36	10 1/2	-	36	10 1/2	-
" thickness in Engine and Boiler space	-	8 1/2	-	-	8 1/2	-
Remainder in Holds	-	6 1/2	-	-	6 1/2	-
EAMS, Spar or Awning Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	8	3	10	8	3	10
" Angles on upper edge	-	-	-	-	-	-
Average space	-	24	-	-	24	-
EAMS, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	9	3	12	9	3	12
" Angles on upper edge	-	-	-	-	-	-
Average space	-	24	-	-	24	-
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	-	-	-	-	-	-
" Angles on upper edge	-	-	-	-	-	-
Average space	-	-	-	-	-	-
BEAMS, Hold, or Orlop, Plate or Tee Bulb	-	-	-	-	-	-
" Angles on upper edge	-	-	-	-	-	-
Average space	-	-	-	-	-	-
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	-	-	-	-	-	-
" Angles on upper edge	-	-	-	-	-	-
Average space	-	-	-	-	-	-
LAMs, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	7 1/2	7	-	7 1/2	7	-
" Angles on upper edge	3	3	6	3	3	6
Average space	-	48	-	-	48	-
IS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	8 1/2	8	-	8 1/2	8	-
" Angles on upper edge	3	3	6	3	3	6
Average space	-	48	-	-	48	-
S, In tween Deck, size and spacing	2 3/4	48	-	2 3/4	48	-
" Hold	3 1/2	48	-	3 1/2	48	-
Quarter, tween Dks., "	2 3/4	96	-	2 3/4	96	-
" in Hold	3 1/2	96	-	3 1/2	96	-
IB FRAMES, In Fore Body, No. and spacing	-	-	-	-	-	-
" breadth & thickness	-	-	-	-	-	-
No. of Side Stringers	2	no. 8	spaces apart	-	-	-
B FRAMES, In E. & B. Space, No. & spacing	10	8	10	8	-	-
" breadth & thickness	-	-	-	-	-	-
FRAMES, In After Body, No. and spacing	-	-	-	-	-	-
" breadth & thickness	-	-	-	-	-	-
No. of Side Stringers	-	-	-	-	-	-
" Size of Angles or Tee Bars to Web Frames	-	-	-	-	-	-
BRACKET PLATES to Stringers between Web Frames, depth and thickness	-	-	-	-	-	-

FORGINGS AND CASTINGS.

Inches in Ship.

Inches per Rule Or as Approved.

KEEL, Bar or Side Plates, depth and thickness	10 x 2 3/4	10 x 2 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 1/2	8 1/2
MAIN PIECE of Rudder, diameter at head do. at heel	4 1/4	4 1/4
RUDDER, how constructed Iron frame forging	-	-
Can the Rudder be unshipped afloat?	Yes	-
KEELSONS AND STRINGERS.	Inches in Ship.	Inches in Ship.
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate	20	14
" Rider Plate	14	14
" Bulb Plate to Intercoastal Keelson	11	11
" Horizontal Plates on Floors	6 1/2	4
" Angles	6 1/2	4
SIDE KEELSON, Angles	6 1/2	4
" Bulb or Plate above floors, for half lng.	15	14
" Intercoastal Plate, for after hold length	9	9
" Attached to outside plating with Angle	3 1/2	3 1/2
BILGE KEELSON, Angles	6 1/2	4
" Bulb or Plate above floors, for after 1/2 lng.	15	14
" Intercoastal Plate, for after hold length	9	9
" Attached to outside plating with Angle	3 1/2	3 1/2
BILGE STRINGER Angles, double bulb	9	3 1/2
" Bulb Plate for length	9	3 1/2
" Intercoastal Plate, for whole length	9	9
" Attached to outside plating with Angle	3 1/2	3 1/2
SIDE STRINGER Angles, double bulb	9	3 1/2
" Bulb or Intercoastal Plate, for whole lng.	9	9
" Attached to outside plating with Angle	3 1/2	3 1/2
Spar, or Awning Deck Stringer Plates, breadth and thickness	52	13
" Angle on ditto	4 x 4 x 9	4 x 4 x 9
" Tie Plates, fore and aft, outside Hatchways	increased	2 1/16
" Diagonal Tie Plates, No. of prs.	-	-
" Deck, * Iron or Steel, for whole lng.	8 1/16	8 1/16
" Wood Deck, Material and thickness	-	-
Main Deck Stringer Plate, breadth & thickness	52	13
" Angles on ditto, No. 2	4 x 4 x 9	4 x 4 x 9
" Tie Plates, outside Hatchways	increased	2 1/20
" Diagonal Tie Plates, No. of prs.	-	-
" Deck, * Iron or Steel, for whole lng.	7	7
" Wood Deck, Material and thickness	-	-
Lower Deck Stringer Plates, br'dth & thickn's	-	-
" Angles on ditto, No.	-	-
" Tie Plates, outside Hatchways	-	-
" Deck, * Material and thickness	-	-
Hold, or Orlop Stringer Plate, br'dth & thickn's	-	-
" Angles on ditto, No.	-	-
" Tie Plates, outside Hatchways	-	-
" Deck, * Material and thickness	-	-
Poop Deck Stringer Plate, breadth & thickness	-	-
" Angles on ditto	-	-
" Tie Plates	-	-
" Deck, Material and thickness	-	-
Bridge Deck Stringer Plate, br'dth & thickness	38	7
" Angle on ditto	3 1/2 x 3 1/2	8
" Tie Plates	12	7
" Deck, Material and thickness	3	3
Forecastle Deck Stringer Plate, br'dth & th'kns	36	7
" Angle on ditto	3 x 3	7
" Tie Plates	48" across deck	-
" Deck, Material and thickness	3	3

* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.

BULKHEADS.

Number.

Thickness.

STIFFENERS.

Single or Double Frames.

Height up.

W. T. BULKHEADS	6	7-6	7 1/2 x 3 x 10 B x 8	48	2nd	6.4 ft
PARTITION	-	-	-	-	-	-
LONGITUDINAL	-	-	-	-	-	-
Are the outside Plates doubled two spaces of Frames in length?	-	-	-	-	-	-

PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.		BUTTS.										
	AMIDSHIP.	FORWARD.	AFT.	AMIDSHIP.	THICKNESS.	THICKNESS.	Single or Double.	Breadth of Lap.	RIVETS.	Double or Treble and for what Length.	RIVETS.	STRAPS.	IF LAPPED.						
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.		Inches.	Diam.	Spacing or to cr.	Diam.	Spacing or to cr.	Breadth.	Thickness.					
FLAT PLATE KEEL	36	19	12	12	36	19	double	6	1	4	treble	1	3 1/2	19	23/20				
Garboard	B	13	11	11	13	11	double	5 1/2	7/8	3/2	1	3 1/2	19	23/20					
Second	C	11	9	9	11	9	double	5 1/2	7/8	3/2	1	3 1/2	19	23/20					
Third	D	12	9	9	12	9	double	5 1/2	7/8	3/2	1	3 1/2	19	23/20					
Fourth	E	11	9	9	11	9	double	5 1/2	7/8	3/2	1	3 1/2	19	23/20					
Fifth	F	12	9	9	12	9	double	5 1/2	7/8	3/2	1	3 1/2	19	23/20					
Sixth	G	11	9	9	11	9	double	5 1/2	7/8	3/2	1	3 1/2	19	23/20					
Seventh	H	12	9	9	12	9	double	5 1/2	7/8	3/2	1	3 1/2	19	23/20					
Eighth	J	11	9	9	11	9	double	5 1/2	7/8	3/2	1	3 1/2	19	23/20					
Ninth	K	12	9	9	12	9	double	5 1/2	7/8	3/2	1	3 1/2	19	23/20					
Tenth	L	13	9	9	13	9	double	5 1/2	7/8	3/2	1	3 1/2	19	23/20					
Main Sheer	M	12	16	10	12	16	double	6	1	4	treble	1	3 1/2	19	23/20				
Second Sheer	N	14	8	8	14	8	double	6	1	4	treble	1	3 1/2	19	23/20				
Third Sheer	P	10	16	9	10	16	double	6	1	4	treble	1	3 1/2	19	23/20				
Fourth Sheer	Q																		
DOUBLING OF PLATE KEEL																			
Length and thickness of Bilge																			
Length and thickness of Sheerstrakes																			
Length and thickness of Strake below																			
POOP SIDES																			
BRIDGE SIDES																			
FORECASTLE SIDES																			
Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, Plating, &c.?																			
Mild Steel: Dorman Long & Co. Ltd. Cast Iron: Dorman Long & Co. Ltd. Iron: Dorman Long & Co. Ltd. Steel: Dorman Long & Co. Ltd.																			
FRAMES extend in one length from middle line to tank sides (way of tanks) thence to gunwale. REVERSED FRAMES on floors and frames extend from to spar deck. double under engines and boilers inside tanks.																			
MASTS, SPARS, &c.																			
LOWER MASTS: Fore Mast: Mild Steel 77.6 20x7/20 16x6/20 13x6/20 2. Main Mast: Mild Steel 80.6 20x7/20 20x7/20 13x6/20 2. Mizen Mast: Mild Steel 80.6 20x7/20 20x7/20 13x6/20 2.																			
Rigging, Material and Size, Shrouds B. charcoal iron wire 3/4". Stays B. charcoal iron wire 1/2". Sails: One Suit of fore & aft. Sails, and the following spare sails.																			
EQUIPMENT No. 33527 LETTER V.V. ANCHORS.																			
Number of Certificate. Anchors. Weight, Ex. Stock. Weight of Stock. Test, per Certificate. Weight Req. by Rule. Description of Anchor. Makers. Where and when tested and Superintendent.																			
28989. 1st Bower. 50x0 0. 42x0 0. 42x0 0. 42x0 0. 42x0 0. 42x0 0. 42x0 0. 42x0 0. 42x0 0. 42x0 0. 42x0 0. 42x0 0. 42x0 0. 42x0 0.																			
29061. 2nd. 45x0 0. 45x0 0. 45x0 0. 45x0 0. 45x0 0. 45x0 0. 45x0 0. 45x0 0. 45x0 0. 45x0 0. 45x0 0. 45x0 0. 45x0 0. 45x0 0.																			
29040. 3rd. 40x0 0. 40x0 0. 40x0 0. 40x0 0. 40x0 0. 40x0 0. 40x0 0. 40x0 0. 40x0 0. 40x0 0. 40x0 0. 40x0 0. 40x0 0. 40x0 0.																			
28824. Stream. 11x2 14 3 0 0 13x10 0 0 11x2 0 11x2 0 11x2 0 11x2 0 11x2 0 11x2 0.																			
28815. Kedg. 5x3 14 1 2 0 8x2 3 7 5x3 0 5x3 0 5x3 0 5x3 0 5x3 0 5x3 0.																			
28815. Kedg. 5x3 14 1 2 0 8x2 3 7 5x3 0 5x3 0 5x3 0 5x3 0 5x3 0 5x3 0.																			
CHAIN CABLES. HAWSERS AND WARPS.																			
Number of Certificate. Fathoms. Size. Test per Certificate. Weight of Chain Cable. Fathoms and Size per Rule. Description. Makers of Cables. When and where tested, and Superintendent. Material. Fathoms. Size. Breaking Test of Steel Wire. Fathoms and Size per Rule.																			
11872. 270 2 42 340.1 8588.3 0 270x2. Stud. G. Hartshorne Ltd. 6/16. TOWLINE wire 120x4 33x120. 4. HAWSE 90x3 22x90. 3. WARP 90x3 18x90. 3.																			
11782. 90 1 76 25x0 65.3 4 65.0 16 90x10. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4.																			
Boats: Two life and two others. Pumps: Number as per approved plan. Diameter of Barrel and Tail Pipe 7 in. hand pumps. 5 barrel 2 1/2 in. Windlass is Emerson & Thompson's S. Capstan. Side steam deck winches. Good. Engine Room Skylights: How constructed? Iron hood on iron casing 11.0 above B. deck. What arrangements for deadlights in bad weather? Thick glass bulls eyes, in solid lead lids. Coal Bunker Openings: How constructed? Plate coamings. How are lids secured? Hatches & battens. Height above deck? 15" at B. deck. Number of Scuppers, and number and dimensions of Freeing Ports, &c. See scuppers. four pipes, & four open gangways. Ceiling in Holds, thickness and material. 2 1/2" Ceiling. Ceiling 'tween Decks, thickness and material. 2" at spar deck. Cargo Hatchways: How formed? Plate coamings. 30 ins at A. Hatches, If strong and efficient? Solid 3". State size No. 1 Hatch (Forward) 24.0 x 16.0. No. 2 Hatch 30.0 x 16.0. No. 3 Hatch 30.0 x 16.0. No. 4 Hatch 26.0 x 16.0. Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch. Two deep webs and three fore & afters in each hatchway. No. of Breasthooks 6 x deep floors. No. of Crutches 3 x deep floors. Bulwarks, height above deck and description. 4.9 at A. H. plating, with Main Rail, material and size. 6 1/2" bulb & cap iron. The above is a correct description. 2.12 27 x 2.10 27 openings on side. Forward rail attachment. Surveyor's Signature: C. R. Burney. Builder's Signature (here only): For William Gray & Co. Limited. Director: W. M. Gray.																			

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

1895. 13th August M. 13th Nov. M. 1896. 21 Jan. E. H. Mar. M. Freeboards 12/8/95 & 28/4/96

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. ✓

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 plating? No. ✓

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

General Remarks (State quality of workmanship, &c.) The workmanship is good and the vessel has been constructed in accordance with the approved plans. (It in number.) which, together with the Report on the forgings, are attached hereto. The fore peak has been tested, by filling with hose, to about height of load line; decks and tunnel tested by a strong force of water from hose: hand pumps tried: and found satisfactory. ✓

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. 80 ft., F'castle 32 ft. (in feet and tenths). When the Poop 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) Two decks. (Iron & 1 St.) & deep frames. ✓

Official No. 105382; 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 Yes. ✓

Where fitted.	Length. Feet.	Water Capacity. Tons.	Where fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft.	136	586	Fore peak tank.		
Double bottom, forward.	26	82	After peak tank.		
Double bottom, under Engines and Boilers.			Midship deep tank.	24	549
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. Yes. ✓

Order for Special Survey No. 1637 Date 13th Sept. 1895

Order for Ordinary Survey No. 512 Date 13th Sept. 1895

No. 512. 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

The amount of Entry Fee.....£ 5: : 13.5.1896

Special Survey Fee ...£ 107: 18: Received by me, 13.5.1896

Travelling Expenses, if any £ : : 13.5.1896

I am of opinion this Vessel should be Classed 100A1 Steel. ✓

With or without Freeboard, as condition of Class Spar deck. ✓

Committee's Minute FRI, MAY 15 1896

Character assigned 100-A1 (skul) spar dk.

1 Dk (skl) & spar dk (un) & deep framing + L. N. 6.5.96

a & b. P.

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