

3 Decks.

STEEL STEAMER.

No. 10433

Date of completion of report 4.1.98 State of Report is also sent on the Machinery of the Vessel
Survey held at West Hartlepool Port of WEST HARTLEPOOL Received at London Office
On the Screw Steamer "VICTORIA" Date, First Survey 17th Dec, 1896 Last Survey 4th Jan, 1898
TONNAGE under 4361.92 THREE DECKED VESSEL.
Do. between Tonnage Dk. 1641.59 CLASS 100A1
and 3rd and 4th Dk. 6003.51
Total under Upper Dk. 6003.51
Do. of Poop 27.28
Do. of Bridge House 141.23
of Forecastle 165.65
Do. of Houses on Dk. 511.10
Do. of excess of Hatchways
Do. above Crown of
Engine Room 6848.77
Gross Tonnage 217.16
Less Crew Space 6831.61
Less above Crown of
Engine Room 2191.61
TONNAGE FOR FEES.. 55.71
Less Engine Room
Less Navigation Spaces
Register Tonnage 4384.29
as cut on Beam ..

Master R. Farrington
Year of appointment (1) As Master in service of owner of present vessel: 1897
(2) As Master of this vessel: 1897
Built at West Hartlepool
When built 1897 Launched 31st July 1897
By whom built Furness, Withy & Co. Ltd.
Owners The Wilsons & Furness (England) Ltd.
Residence 38 Leadenhall St. London E.C.
(Where necessary to be entered in Reg. Book.)
Residence
Port belonging to West Hartlepool
and
Surveyed while Building, Afloat, or in Dry Dock

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH top of Floors to Upper Deck Beams	Feet.	Inches.	Power of Engines	Horse.	No. of Decks with flat laid	3 rd Shell in
472	11	Moulded	52	0	Do.	31	4	763	763	No. of Tiers of Beams	3	4
Dimensions of Ship per Register, Length 475.5 breadth 52.25 depth 31.15 Moulded depth, ft. 34 ins. 6 To Upper Dk. Round up of Beam, Upper Dk. 12 ins.												
FRAMING.						FORGINGS and CASTINGS.						
Inches in Ship						Inches in Ship						
FRAME, Angles, or L E or L Bars for 1/2 length amidships						KEEL, Bar on bottom of flat keel (3/4 in) 10 x 3						
Do. for 1/2 at each end						STEM, moulding and thickness						
Do. in way of Double Bottoms at Solid Floors						STERN-POST for Rudder do. do. (Cast steel as per appl. plan)						
Distance of Frames from moulding edge to moulding edge, all fore and aft						MAIN PIECE of Rudder, diameter at head (3/4 in) 10 1/2						
REVERSED FRAME, Angles						RUDDER, how constructed Single plate rudder as per appl. plan						
DEEP FRAMING, depth of girder						Can the Rudder be unshipped afloat? Yes.						
FLOORS, depth and thickness of Floor Plate at mid line for 1/2 length amidships						KEELSONS & STRINGERS.						
Do. in way of Engines and Boilers						CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate						
thickness at the ends of vessel						Rider Plate						
depth at 1/2 the half breadth, as per Rule						Bulb Plate to Intercoastal Keelson						
height extended at the Bilges						Horizontal Plates on Floors						
FLOORS & BRACKETS in Double Bottoms						Angles						
Distance apart						SIDE KEELSON, Angles						
CENTRE GIRDER, in Double bottom, depth and thickness						Bulb or Plate above floors, for length						
Angles, Top						Intercoastal Plate, for length						
Angles, Bottom						Attached to outside Plating with Angle						
SIDE GIRDERS, number and thickness						BILGE KEELSON, Angles						
Angles						Bulb or Plate above floors, for length						
MARGIN PLATE, depth (exclusive of flange) and thickness						Intercoastal Plate for length						
Angles						Attached to outside Plating with Angle						
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake						BILGE STRINGER Angles						
in Engine and Boiler space						Bulb Plate for length						
Remainder in Holds						Intercoastal Plate for length						
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate or Tee Bulb						Attached to outside Plating with Angle						
Angles on upper edge						SIDE STRINGER Angles						
Average space						Bulb or Intercoastal Plate, for length						
BEAMS, Middle Deck, Single Angle, Bulb Angle, Plate or Tee Bulb						Attached to outside plating with Angle						
Angles on upper edge						Upper Deck Stringer Plates, br'dth & thickness						
Average space						Angle on ditto						
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb						Tie Plates fore and aft, outside Hatchways						
Angles on upper edge						Deck * Iron or Steel, for whole lng.						
Average space						Wood Deck, Material and thickness						
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb						Middle Deck Stringer Plate, br'dth & thickness						
Angles on upper edge						Angles on ditto, No. 2						
Average space						Tie Plates outside Hatchways						
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb						Diagonal Tie Plates on Base No. of pce						
Angles on upper edge						Deck * Iron or Steel, for whole lng.						
Average space						Wood Deck, Material and thickness						
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb						Lower Deck Stringer Plate, br'dth & thickness						
Angles on upper edge						Angles on ditto, No. 2						
Average space						Tie Plates, outside Hatchways						
PILLARS, In 'tween Deck, size and spacing						Deck * Material and thickness						
Hold						SHAPE DECK Hold on Upper Stringer Plate, br'dth & thckn's						
Quarter 'tween Dks.,						Angle on ditto, No.						
in Hold						Tie Plates outside Hatchways						
WEB-FRAMES, In Fore Body, No. and spacing br'dth. & thickness						Deck, Material and thickness						
No. of Side Stringers						Roof Deck Stringer Plate, br'dth & thickness						
WEB-FRAMES, In E. & B. Space, No. & spacing br'dth. & thickness						Angle on ditto						
No. of Side Stringers						Tie Plates						
WEB-FRAMES, In After Body, No. and spacing br'dth. & thickness						Deck, Material and thickness						
No. of Side Stringers						Bridge Deck Stringer Plate, br'dth & thickness						
Size of Angles on Tee Bars to Web-Frames						Angle on ditto						
BRACKET PLATES to Stringers between Web Frames, depth and thickness						Tie Plates						
						Deck, Material and thickness						
						Forecastle Deck Stringer Plate, br'dth & thickness						
						Angle on ditto						
						Tie Plates						
						Deck, Material and thickness						
						* If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.						
BULKHEADS.						STIFFENERS.						
In Vessel						Horizontal & Vertical						
Per Rule						Spacing						
Thickness						Single or Double Frames						
W. T. BULKHEADS						Height up						
PARTITION												
LONGITUDINAL												
Are the outside Plates doubled two spaces of Frames in length?						Diamond Liners						

PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.				EDGES.				BUTTS.						
	AMIDSHIP.		FORWARD.		AMIDSHIP.		FORWARD.		Single or Double.	Breadth of Lap.	Diam.	Spacing or to cr.	RIVETS.		STRAPS.		IF LAPPED.		
	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.					Diam.	Spacing or to cr.	Breadth.	Thickness.		Breadth.	Thickness.
FLAT PLATE KEEL	14.8	20	15	14	14.8	20	15	14	Double	6	1	4 1/2	Double	1	3 1/2	1 1/2	10 1/2	2 1/2	
GARBOARD OR A STRAKE	51	15	14	14	51	15	14	14	"	"	"	"	"	"	"	"	"	"	
B	"	13	13	13	"	13	13	13	"	"	"	"	"	7/8	3 1/2	"	9	"	
C	"	14	14	14	"	14	14	14	"	"	"	"	"	1	3 1/2	"	10 1/2	"	
D	"	13	13	13	"	13	13	13	"	"	"	"	"	7/8	3 1/2	"	9	"	
E	"	15	15	15	"	15	15	15	"	"	"	"	"	1	3 1/2	"	10 1/2	"	
F	"	14	14	14	"	14	14	14	"	"	"	"	"	"	"	"	"	"	
G	"	15	15	15	"	15	15	15	"	"	"	"	"	"	"	"	"	"	
H	"	14	14	14	"	14	14	14	"	"	"	"	"	"	"	"	"	"	
J	"	14	14	14	"	14	14	14	"	"	"	"	"	"	"	"	"	"	
K	"	14	14	14	"	14	14	14	"	"	"	"	"	"	"	"	"	"	
L	"	14	14	14	"	14	14	14	"	"	"	"	"	"	"	"	"	"	
M	"	14	14	14	"	14	14	14	"	"	"	"	"	"	"	"	"	"	
N	"	14	14	14	"	14	14	14	"	"	"	"	"	"	"	"	"	"	
O	"	16	16	16	"	16	16	16	"	"	"	"	"	"	"	"	"	"	
P	46	16	13	13	46	16	13	13	"	"	"	"	"	"	19	20	"	"	
Q	"	12	8	8	"	12	8	8	"	"	"	"	"	7/8	3 1/2	16 1/2	16	"	
R	"	14	8	8	"	14	8	8	"	"	"	"	"	1	3 1/2	19	18	"	
DOUBLING OF PLATE KEEL	Increased in thickness in lieu of doubling																		
Length and thickness of Sheerstrake	33	14	for 1/4 length amidships																
Length and thickness of Strake below	R	14	R strake doubled at ends of bridge for 18 ft.																
POOR SIZES																			
BRIDGE SIDES	8																		
FOOTCASTLE SIDES	8																		
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.?										Upper Deck Butts, treble riveted for quadruple length amidship.									
Mild Steel - Bolckow & Co., Newcastle-on-Tyne, Consignees of 14,500 tons.										Stringer Plate Butts, treble riveted for quadruple length amidship.									
Steel for 14,500 tons, Bolckow & Co., Newcastle-on-Tyne, Consignees of 14,500 tons.										Middle Deck Butts, treble riveted for quadruple length amidship.									
S. & S. Co., D. Colville & Sons.										Stringer Plate Butts, treble riveted for quadruple length amidship.									
Bristol Iron - Still & Co., W. Hartlepool S. & S. Co.										Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted?									
FRAMES extend in one length from Tank Side to Gunwale										Inner Bottom Plating, riveting of Edges Double Butts Double									
REVERSED FRAMES on floors and frames extend from										Centre Girder Butts, treble riveted Keelson Butts, riveted.									
										Frames, riveted through Plates with 1 in. Rivets, about 6" apart.									
										Rivets, state whether Iron or Steel Iron									
MASTS, SPARS, &c.																			
LOWER MASTS: Fore Main Mizzen Mast. Material: Steel. Total Length: 95.0. At Partners: 28 x 3/4, 26 x 3/4, 16 1/2 x 1/2, 9 x 1/2. Holed: 2. Head: 2. No. of Plates in round: 2. Riveting: Single Treble.																			
Rigging, Material and Size, Shrouds: 13. Charcoal iron wire 4 ins. Stays: 13. Charcoal iron wire 1 1/2 ins. Sails: one Suit of fore & aft Sails, and the following spare sails, 3 fore & aft sails.																			
EQUIPMENT No. 62295 LETTER C7																			
ANCHORS.																			
31296 1st Bower 65 2 14 106 1/2 449 2 1/2 890 1 1/4 300 2nd Jno Abbott & Co. Towline 1130 5 3/4 48 150 x 5 1/2.																			
31298 2nd " 65 1 7 106 1/2 449 2 1/2 890 1 1/4 300 3rd " 62 3 0 106 1/2 449 2 1/2 890 1 1/4 300.																			
31367 3rd " 62 3 0 106 1/2 449 2 1/2 890 1 1/4 300.																			
30968 3rd " 62 3 0 106 1/2 449 2 1/2 890 1 1/4 300.																			
15242 Stream 22 1 0 5 2 0 22 11 1 0 247 2 0 8 Jno Abbott & Co. Towline 1130 5 3/4 48 150 x 5 1/2.																			
15268 Kedge 10 3 0 2 3 0 12 13 0 14 10 2 0 Jno Abbott & Co. Towline 1130 5 3/4 48 150 x 5 1/2.																			
31296 3rd " 62 3 0 106 1/2 449 2 1/2 890 1 1/4 300.																			
CHAIN CABLES.																			
4463 150 2 7/8 106 1/2 449 2 1/2 890 1 1/4 300 2nd Jno Abbott & Co. Towline 1130 5 3/4 48 150 x 5 1/2.																			
4473 150 2 7/8 106 1/2 449 2 1/2 890 1 1/4 300 3rd " 62 3 0 106 1/2 449 2 1/2 890 1 1/4 300.																			
4484 106 1 1/2 106 1/2 449 2 1/2 890 1 1/4 300 2nd Jno Abbott & Co. Towline 1130 5 3/4 48 150 x 5 1/2.																			
4487 106 1 1/2 106 1/2 449 2 1/2 890 1 1/4 300 3rd " 62 3 0 106 1/2 449 2 1/2 890 1 1/4 300.																			
Boats: Six life boats and two others.																			
Pumps, Number: As per approved plan Diameter of Barrel and Tail Pipe 6" barrel 2 1/2" tail to hand pump.																			
Windlass is: 6" Clarke, Chapman & Co's. G. Capstan Engine Steam winder, Jno & Wilson.																			
Engine Room Skylights: How constructed? Iron casing extending to 4 ft above upper chock deck, with iron What arrangements for deadlights in bad weather? Hood on top. Chock stars, bulls eyes in iron lids.																			
Coal Bunker Openings: How constructed? Two coaling ports, in ship's side, each Height above deck 4 ft, with 3 plates.																			
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. Open rails, no freeing ports.																			
Ceiling in Holds, thickness and material 2 1/2 R. P. Ceiling 'tween Decks, thickness and material 2" W. P. battens.																			
Cargo Hatchways: How formed? Iron plate coamings. Hatches, If strong and efficient? Solid 3" W. P.																			
State size No. 1 Hatch (Forward) 12.0 x 10.0 No. 2 Hatch 12.0 x 11.0 No. 3 Hatch 12.0 x 11.0 No. 4 Hatch 12.0 x 11.0.																			
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch One shifting beam and one fore & after in each hatchway. No. of Breasthooks 4 Chock stars No. of Crutches 2 Chock stars.																			
Bulwarks, height above deck and description. Open guard rails, Main Rail, material and size. Open rails, Main Rail, material and size. Open rails, Main Rail, material and size.																			
The above is a correct description. Chas. F. Whiting, C. E. Burnley.																			
Builder's Signature (here only) J. F. Whiting.																			

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case) 1896- Dec. 3. 15. 16. 16. 23. Dec. 17. 1897- March 3. 9. 18. 24. April 5. 12. May 15. 24 Oct. 29. Dec. 23. Sep. 9.

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 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, and the vessel has been constructed in accordance with the approved plans (12 in 100) which together with two certificates of J. J. Hastings are attached hereto. The fore peak has been tested, by filling with water to about height of load line; decks and tunnel tested with a strong force of water from hose; deck pumps & W. I. doors tried & found satisfactory. This vessel received damage through collision, by a steamer striking her rudder, while lying afloat fitting out. The C. Steel tiller & quadrant broken, tiller renewed of iron forging, and quadrant of C. Steel; steering engine overhauled. Rudder unshipped, pintles removed & examined; upper part of single plate faired, two upper arms re-riveted, and rudder replaced. Vessel recommended to dry dock for examⁿ of stern frame. Similar vessel to ES No 232 by same builders, at present under construction.

The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 86' 1 ft., Bridge Dk. 230 ft., Bridge Dk. 20 ft., F' castle 92' 8 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated. The erections connected by high bulwarks, Cattle doors & temporary deck. Upper bridge on top of shelter deck 128' 5 ft. long.

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) 3 Decks (Steel) 3 tiers of beams and web frames

Official No. 106971; Signal Letters

How are the surfaces preserved from oxidation? Inside Withy's Black Enamel Cement Outside Paint

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

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
Feet.	Tons.	Feet.	Tons.		
Double bottom, aft,	130	299	Fore peak tank,	✓	✓
Double bottom, forward,	142.5	472	After peak tank,	✓	22
Double bottom, under Engines and Boilers,	80	311	Midship deep tank,	50	989
Double bottom, if under Engines only,	✓	1082	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. 1664

Date 19th Oct, 1901

Ordinary Survey No.

No. 231 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.

1896- Dec. 22. 29. 30. 1897- Jan. 8. 11. 19. 20. 28. Feb. 13. 11. 17. 24. March 13. 6. 10. 18. 25. 29. 31. April 2. 6. 7. 9. 13. 15. 20. 26. 27. 29. 30. May 5. 10. 11. 13. 14. 19. 20. 24. 26. 27. 28. June 2. 3. 11. 15. 16. 17. 18. July 1. 6. 7. 8. 9. 14. 15. 16. 19. 21. 22. 27. 29. 30. Aug. 3. 5. 11. 12. 16. 18. 25. 27. Sept. 4. 9. 14. 21. 24. Oct. 4. 12. 13. 20. 25. Nov. 2. 11. 18. 24. 26. 28. 30. Dec. 1. 2. 9. 10. 11. 13. Total No. of Visits 110.

The amount of Entry Fee £ 5: : Fees applied for, 4.1. 1898.

Special Survey Fee £ 190: 16: Received by me, 4.1. 1898.

Travelling Expenses, if any £ : : Certificate to be sent to WEST HARTLEPOOL.

I am of opinion this Vessel should be Classed 100A1 "Steel" Chas. F. Whiting, C. E. Burnley

With or without Freeboard, as condition of Class Subject to examⁿ in dry dock.

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

Committee's Minute 6. 11. 1901

Character assigned X/100 A1 (Steel) 100A1 x web frames - 100A1 x 8

FRI. 14 JAN 1898

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