

# STEEL IRON SHIP.

No. 30364 Survey held at

Date, First Survey

Oct 15/84

Last Survey

May 23

1885

On the *(Steel) Twin S S "Britannia"*

TONNAGE under 1026.53

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.

Master J Seymour

Ditto of *Spur, or* 490.55

Half Breadth (moulded) 17-5

Built at Birkenhead

Ditto of *Pop, or* 1577

Depth from upper part of Keel to top of Upper Deck Beams 19-4 1/2

When built 1885 Launched May 12<sup>th</sup>

Ditto of *Houses on Deck* 7.58

Girth of Half Midship Frame (as per Rule) 32-5

By whom built Messrs Laird Bros

Ditto of *Forecastle*

1st Number 68-9 1/2

Owners Telegraph Construction Maintenance Co

Gross Tonnage 1524.66

1st Number, if a 2 Decked Vessel deduct 7 feet

Residence 38 Old Broad Street London

Less Crew Space 177.83

Length 240

Port belonging to London

1346.83

2nd Number 16509

Destined Voyage London

Less Engine Room 487.89

Proportions— Breadths to Length 7.05

If Surveyed while Building, Afloat, or in Dry Dock. Yes

Register Tonnage 858.94

Depths to Length—Upper Deck to Keel 12.38

Built in dry dock under a roof.

LENGTH on deck as per Rule 240 Feet. BREADTH— Moulded 34 0 Feet. DEPTH top of Floors to Deck Beams 25 0 Feet. DEPTH top of Floors to Main Deck Beams 17 7 Feet. Power of Engines 100 Horse. No. of Decks with flat laid 3 No. of Tiers of Beams 3

Dimensions of Ship per Register, length, 247.2 breadth, 34.3 depth, 24.45

KEEL, depth and thickness 8 1/2 x 2 1/2

W. moulding and thickness 8 1/2 x 2 1/2

STERN POST for Rudder do. do. 8 x 3 1/2

for Propeller 24

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

IS, Angle Iron, for 2 length amidships 4 1/2 3 7

or 1 at each end 4 1/2 3 6

USED FRAMES, Angle Iron 3 3 7

RS, depth and thickness of Floor Plate 21 8

id line for half length amidships under E.B 9

thickness at the ends of vessel 7

depth at 3/4 the half-bdth. as per Rule 14

height extended at the Bilges 42

MS, Upper, Spar, or Awning Deck 7 7 7

le or d'ble Ang. Iron, Plate or Tee Bulb Iron 7 7 7

le or double Angle Iron on Upper edge 40 40 40

verage space 40 40 40

IS, Main, or Middle Deck 8 8 8

le or d'ble Ang. Iron, Plate or Tee Bulb Iron 8 8 8

le or double Angle Iron on Upper Edge 40 40 40

verage space 40 40 40

MS, Lower Deck 5 3 7

le or d'ble Ang. Iron, Plate or Tee Bulb Iron 5 3 7

le or double Angle Iron on Upper Edge 40 40 40

verage space 40 40 40

MS, Hold, or Orlop 5 3 7

le or d'ble Ang. Iron, Plate or Tee Bulb Iron 5 3 7

le or double Angle Iron on Upper Edge 40 40 40

verage space 40 40 40

LSONS Centre line, single or double plate, box, or Intercoastal, Plates 16 13 16

Rider Plate 10 1/2 12 10 1/2 12

Bulb Plate to Intercoastal Keelson 5 3 9

Angle Irons 5 3 9

Double Angle Iron Side Keelson 5 3 9

Side Intercoastal Plate 5 3 9

do. Angle Irons 5 3 9

Attached to outside plating with angle iron 3 3 7

GE Angle Irons 5 3 9

do. Bulb Iron 5 3 9

do. Intercoastal plates riveted to plating for 14 1/2 length 6

GE STRINGER Angle Irons 5 3 9

Intercoastal plates riveted to plating for 1 length 6

DE STRINGER Angle Irons 5 3 9

FRAMES extend in one length from Keel to gunwale

REVERSED ANGLE IRONS on floors and frames extend from middle line to main deck

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes

ATING. Garboard, double riveted to Keel, with rivets 1/8 in. diameter, averaging 4 1/2 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/16 in. diameter, averaging 3 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/16 in. diameter averaging 3 1/2 ins. from centre to centre.

Butts of 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/16 thicker than the plates they connect.

Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/16 in. diameter, averaging 3 1/2 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/16 in. diameter, averaging 3 1/2 ins. from cr. to cr.

Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.

Butts of Main Sheerstrake, treble riveted for 1/2 length amidships. Butts of Upper Spar Sheerstrake, treble riveted 1/2 length amidships.

Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.

Breadth of laps of plating in double riveting 5 1/4 Breadth of laps of plating in single riveting 5

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double & Treble No. of Breasthooks, Crutches, 2

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? London Butterly Co

Manufacturer's name or trade mark, Steel C<sup>2</sup> of Scotland, & Consett

The above is a correct description

Builder's Signature, Laird Bros; Surveyor's Signature, J. C. Wheeler

State clearly where plating is of alternate thicknesses—as distinguished from diminished thickness at ends of vessel.

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

IN 587-0231



Workmanship. Are the butts of plating planed or otherwise fitted? *Planed*

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *Yes*

Are the fillings between the ribs 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? *None*

Masts, Bowsprit, Yards, &c., are in *four* condition, and sufficient in size and length. If of Iron or Steel give scantlings Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of riveting, quality of Material and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit Foremast (pole) of Heck extreme length 111 feet, deck to rounds

40 feet, dia at partners 22. Two plates in the round 5/16 at heel, 5/16 middle, 5/16 rounds & tapering to 3/16 at head with 3 Bars 3 x 2 1/2 x 4 1/2. Seams lapped & single riveted & butts double riveted except below partners where they are double &c. Main mast (pole) of Heck extreme length 96 1/2, deck to rounds 50 1/2. dia at partners 22 & constructed same as foremast. Fore lower yard of steel 56 ft long x 14 dia at slings made to Rule. Other yards 40 ft

NUMBER for EQUIPMENT 1895-96										Fathoms.		Inches.		Test per Certificate.		Inches per Rule.		Machine where Tested & Suprntd.		ANCHORS.		N <sup>o</sup> .		Weight. Ex. Stock.		Test per Certificate		W'ght req'd per Rule.		Machine wher Tested & Suprnt						
SAILS.										CABLES, &c.																										
N <sup>o</sup> .										Chain	135	1 11/16	71 3/4	71 3/4	270 x 1 11/16	5/16	5/16	270 x 1 11/16	5/16	5/16	Bower Anchors	1	20-3-5	27-15-2-14	27-3-0											
Fore Sails,										(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	135	1 11/16	71 3/4	71 3/4	270 x 1 11/16	5/16	5/16	270 x 1 11/16	5/16	5/16	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1	20-3-5	27-15-2-14	27-3-0											
Fore Top Sails,										Iron Stream Chain	75	1 1/16	50 4/10	50 4/10	75 x 1 1/16	5/16	5/16	75 x 1 1/16	5/16	5/16	5/16	75 x 1 1/16	5/16	5/16	5/16	1	20-2-3	27-11-3-14	27-3-0							
Fore Topmast Stay Sails,										or Steel Wire																										
										or Hemp (Strm)	90	3 1/2			90 x 3 1/2																					
										Cable. <i>Steel wire</i>																										
										Towline, Hemp.																										
Main Sails,										or Steel Wire	90	9	—	—	90 x 7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
										Hawser	90	7	—	—	90 x 7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Main Top Sails,										Warp	120	4 1/2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
and										quality <i>best</i>	120	4 1/2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	

Standing and Running Rigging wire & hemp sufficient in size and *best* in quality. She has *five* Long Boats and in good order.

The Windlass is *Harfield's Patent (Iron)* Capstan *3 Steam* Rudder *Iron* Pumps & sluices in each compartment.

Engine Room Skylights.—How constructed? *Teak* How secured in ordinary weather? *Bolted*

What arrangements for deadlights in bad weather? *Strong flaps*

Coal Bunker Openings.—How constructed? *Cast Iron* How are lids secured? *Bolted* Height above deck? *Level*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Fitted with iron fixed stanchions and rails. no bulwarks, and six scuppers on each side*

Cargo Hatchways.—How formed? *Plates*

State size Main Hatch *7-6 x 8-0* Forehatch *7-6 x 12-0* Quarterhatch *7-6 x 8-0*

If of extraordinary size, state how framed and secured? *12 1/2" 7-6 x 8-0*

What arrangement for shifting beams? *—*

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. *830* Date *27 Sep 84* Order for Ordinary Survey No. *947* Date *9/11/84* No. *5-3-2* in builder's yard. State dates of letters respecting this case *18. 2. 24. Mar. 3. 11. 17. 23. 31. Apr. 13. 16. 24. 27. May 6. 11. 21. 23.*

General Remarks (State quality of workmanship, &c.) *This vessel is built in accordance with the Sections approved by the Committee in letters dated July 3/04. Sept 6/04. except that the bilge keelson is fitted as an intercostal in lieu of the bulb plate being fitted as originally intended.*

*There are three pairs of strong web frames fitted in the Engine and Boiler space extending from the floor heads up to the main deck stringer plate and to which they are well attached.*

*The water ballast-tanks are well and efficiently built, and have been tested by water pressure as per Rule and found tight. The Cable bands (3 in) are also well built.*

*The house (steel) over Engine & Boilers is 36 feet long x 12 feet x 6 ft 6 in. House (teak) over fore staircase 20 ft x 10 feet, and 8 ft over after staircase 16 ft x 8 ft 6 in.*

*This vessel is thoroughly well built and equipped. I therefore respectfully recommended her for the class contemplated.*

State if *one, two, or three decked vessel*, or if *spar, or running decked*; and the lengths of poop, bridge, forecabin, or raised quarter deck. (If double bottom, state particulars on separate form.)

How are the surfaces preserved from oxidation? Inside *Cement in bottom bilges, & painted above* Outside *Red lead & other paints*

I am of opinion this Vessel should be Classed *\* 100 A 1 - Spar &c*

The amount of the Entry Fee .....£ *4 : 0 : 0* is received by me, *J. F. D.*

Special .....£ *58 : 13 : 6* 27/5/1885

(to be sent at per margin). Certificate ...

(Travelling Expenses, if any, £ ...)

Committee's Minute *Liverpool May 25. 1885.*

Character assigned *100 A 1. Spar. deck. Rec. and Cem. 1/55. water ballast as per Form.*

*It is submitted that this vessel appears eligible to be classed 100 A 1. Steel Spar on as used One deck fore steel & Spar & diff. 3rd Boilers*

*J. F. D.*

*Surveyor to Lloyd's Register of British and Foreign Shipping.*

*1/6/85*