

TUES 4 JUN 1895

Spar, or Awning Dk.

IRON OR STEEL STEAMER.

No. 1494

State if Report is also sent on the Machinery of the Vessel *Yes. N. 441 N 9402*

Port of *Huddersfield* on *the* Date of completion of Report *31st May 1895* Received at London Office

Survey held at *Thornaby-on-Tees* Date, First Survey *18th January* Last Survey *30th May* 1895

in the *Northvalen* (Yard No. 441) Rig *Schooner*

TONNAGE under Tonnage Deck... *3111.58*

o. between Tonnage Dk. and 2nd, 3rd, 4th, Spar or Awning Dk. *48.02*

o. of Prop. *36.71*

o. of Forecasts *3.50*

o. of Houses on Deck *32.42*

o. of passages of Hatchways *33.60*

o. of Engine Room *3291.34*

o. of Crew Space *45.02*

o. above Crown of Engine Room *3216.32*

TONNAGE FOR FEES... *1098.53*

o. of Engine Room *1063.23*

o. of Navigation Spaces *45.30*

Register Tonnage as cut on Beam... *2117.79*

SPAR, AWNING OR PART AWNING-DECKED VESSEL,

or a Vessel having a continuous Shade Deck.

CLASS *100 A / Steel Spar Dk*

FEET.

Half Breadth (moulded) *21.40*Depth from upper part of keel to top of Main Deck Beams *21.96*Girth of Half Midship Frame (as per Rule) *38.64*1st Number *82.07*Length *328.2*2nd Number *26913*Proportions—Breadths to Length *7.6*Depths to Length—Main Deck to top of Keel *14.94*

Destined Voyage

If Surveyed while Building, Afloat, or in Dry Dock *Yes*Master *J. Brunnick*

Year of Appointment

Built at *Thornaby-on-Tees*When built *1895* Launched *24th April 1895*By whom built *Richardson Duck*Owners *Dampskibtselskabet "Norden"*Managers *S*Residence *Copenhagen*Port belonging to *Copenhagen*

LENGTH on Deck *328.2* Feet. *21* Inches. BREADTH—Feet. *42* Inches. *7 1/2* DEPTH, top of *26 3/4* Spar or Awning Dk. Beams *18* Feet. *4 1/2* Inches. *5 1/2* Power of Engines *220* Horse. No. of Decks with flat laid *2* No. of Tiers of Beams *2*

Dimensions of Ship per Register, Length *330'* breadth *43'* depth *26 3/4'* Spar or Awning Dk. Moulded depth, ft. *21* ins. *1* To Main Dk. Round up of Beam, Main Dk. *9* ins.

FRAMING.				FORGINGS AND CASTINGS.			
	Inches in Ship.	Inches in Ship.	20ths in Ship.		Inches in Ship.	Inches per Rule.	Or as Approved.
FRAME, Angles, or <i>TEE</i> or <i>L</i> Bars, for $\frac{1}{2}$ length amidships	<i>8</i>	<i>3 1/2</i>	<i>8</i>	KEEL, Bar or Side Plates, depth and thickness	<i>10 1/2 x 2 1/2</i>	<i>10 1/2 x 2 1/2</i>	
Do. for $\frac{1}{4}$ at each end	<i>8</i>	<i>3 1/2</i>	<i>7</i>	STEM, moulding and thickness	<i>11 x 6</i>	<i>11 x 6</i>	
Do. in way of Double Bottoms at Solid Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	STERN-POST for Rudder do. do.	<i>11 x 6</i>	<i>11 x 6</i>	
at intermdt. Bkts.	<i>24</i>	<i>—</i>	<i>24</i>	" " for Propeller	<i>8 1/2</i>	<i>8 1/2</i>	
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	MAIN PIECE of Rudder, diameter at head	<i>4 1/2</i>	<i>4 1/2</i>	
REVERSED FRAME, Angles	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	do. at heel	<i>4 1/2</i>	<i>4 1/2</i>	
DEEP FRAMING, depth of girder	<i>—</i>	<i>—</i>	<i>—</i>	RUDDER, how constructed <i>Iron forging. Plated in usual manner.</i>			
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships	<i>—</i>	<i>—</i>	<i>—</i>	Can the Rudder be unshipped afloat? <i>Yes</i>			
" in way of Engines and Boilers	<i>—</i>	<i>—</i>	<i>—</i>	KEELSONS AND STRINGERS.			
" thickness at the ends of vessel	<i>—</i>	<i>—</i>	<i>—</i>	CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate	<i>—</i>	<i>—</i>	
" depth at $\frac{1}{2}$ the half-bdth. as per Rule	<i>—</i>	<i>—</i>	<i>—</i>	" Rider Plate	<i>—</i>	<i>—</i>	
" height extended at the Bilges	<i>—</i>	<i>—</i>	<i>—</i>	" Bulb Plate to Intercoastal Keelson	<i>—</i>	<i>—</i>	
FLOORS & BRACKETS, in Cell Dble Bottoms	<i>40</i>	<i>—</i>	<i>7</i>	" Horizontal Plates on Floors	<i>—</i>	<i>—</i>	
Distance apart	<i>24</i>	<i>—</i>	<i>24</i>	" Angles	<i>—</i>	<i>—</i>	
CENTRE GIRDER, in Double bottom, depth and thickness	<i>40</i>	<i>—</i>	<i>10</i>	SIDE KEELSON, Angles	<i>—</i>	<i>—</i>	
" Angles, Top	<i>4</i>	<i>4</i>	<i>9</i>	" Bulb or Plate above floors, for lng.	<i>—</i>	<i>—</i>	
" " Bottom	<i>6 1/2</i>	<i>4</i>	<i>9</i>	" Intercoastal Plate, for length	<i>—</i>	<i>—</i>	
SIDE GIRDERS, number and thickness	<i>One</i>	<i>—</i>	<i>—</i>	" Attached to outside plating with Angle	<i>—</i>	<i>—</i>	
" Angles	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	BILGE KEELSON, Angles	<i>—</i>	<i>—</i>	
MARGIN PLATE, depth (exclusive of flange) and thickness	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	" Bulb or Plate above floors, for lng.	<i>—</i>	<i>—</i>	
" Angles	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	" Intercoastal Plate, for length	<i>—</i>	<i>—</i>	
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>5 1/2</i>	<i>—</i>	<i>5 1/2</i>	" Attached to outside plating with Angle	<i>—</i>	<i>—</i>	
" thickness in Engine and Boiler space	<i>—</i>	<i>—</i>	<i>—</i>	BILGE STRINGER Angles	<i>—</i>	<i>—</i>	
Remainder in Holds	<i>7</i>	<i>3</i>	<i>9</i>	" Bulb Plate, for length	<i>—</i>	<i>—</i>	
BEAMS, Spar or Awning Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>7</i>	<i>3</i>	<i>9</i>	" Intercoastal Plate, for length	<i>—</i>	<i>—</i>	
" Angles on upper edge	<i>24</i>	<i>—</i>	<i>24</i>	" Attached to outside plating with Angle	<i>—</i>	<i>—</i>	
Average space	<i>8</i>	<i>3</i>	<i>11</i>	SIDE STRINGER Angles	<i>—</i>	<i>—</i>	
BEAMS, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>8</i>	<i>3</i>	<i>11</i>	" Bulb or Intercoastal Plate, for lng.	<i>—</i>	<i>—</i>	
" Angles on upper edge	<i>24</i>	<i>—</i>	<i>24</i>	" Attached to outside plating with Angle	<i>—</i>	<i>—</i>	
Average space	<i>24</i>	<i>—</i>	<i>24</i>	Spar, or Awning Deck Stringer Plates, breadth and thickness	<i>4 1/2</i>	<i>11</i>	<i>4 1/2</i>
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>—</i>	<i>—</i>	<i>—</i>	" Angle on ditto	<i>4 1/2</i>	<i>9</i>	<i>4 1/2</i>
" Angles on upper edge	<i>24</i>	<i>—</i>	<i>24</i>	" Tie Plates, fore and aft, outside Hatchways	<i>4 1/2</i>	<i>9</i>	<i>4 1/2</i>
Average space	<i>24</i>	<i>—</i>	<i>24</i>	" Diagonal Tie Plates, No. of prs. <i>Openings increased to 24 in. 15 in. 15 in.</i>	<i>4 1/2</i>	<i>9</i>	<i>4 1/2</i>
BEAMS, Hold, or Orlop, Plate or Tee Bulb	<i>—</i>	<i>—</i>	<i>—</i>	" Deck * Iron or Steel, for <i>Whole</i> lng.	<i>4 1/2</i>	<i>10</i>	<i>4 1/2</i>
" Angles on upper edge	<i>24</i>	<i>—</i>	<i>24</i>	" Wood Deck. Material & thickness <i>Yellow Pine 2 1/2 in. 2 1/2 in. 2 1/2 in.</i>	<i>4 1/2</i>	<i>10</i>	<i>4 1/2</i>
Average space	<i>24</i>	<i>—</i>	<i>24</i>	Main Deck Stringer Plate, breadth & thickness	<i>4 1/2</i>	<i>10</i>	<i>4 1/2</i>
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>7</i>	<i>3</i>	<i>8</i>	" Angles on ditto, No. <i>10</i>	<i>4 1/2</i>	<i>9</i>	<i>4 1/2</i>
" Angles on upper edge	<i>48</i>	<i>—</i>	<i>48</i>	" Tie Plates, outside Hatchways	<i>4 1/2</i>	<i>9</i>	<i>4 1/2</i>
Average space	<i>5 1/2</i>	<i>3</i>	<i>7</i>	" Deck * Material and thickness <i>Whole</i>	<i>4 1/2</i>	<i>9</i>	<i>4 1/2</i>
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>5 1/2</i>	<i>3</i>	<i>7</i>	Hold, or Orlop Stringer Plate, br'dth & thckn's	<i>4 1/2</i>	<i>9</i>	<i>4 1/2</i>
" Angles on upper edge	<i>24</i>	<i>—</i>	<i>24</i>	" Angles on ditto, No.	<i>4 1/2</i>	<i>9</i>	<i>4 1/2</i>
Average space	<i>5 1/2</i>	<i>3</i>	<i>7</i>	" Tie Plates, outside Hatchways	<i>4 1/2</i>	<i>9</i>	<i>4 1/2</i>
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>5 1/2</i>	<i>3</i>	<i>7</i>	" Deck. Material and thickness	<i>4 1/2</i>	<i>9</i>	<i>4 1/2</i>
" Angles on upper edge	<i>24</i>	<i>—</i>	<i>24</i>	Poop Deck Stringer Plate, breadth & thickness	<i>2 1/2</i>	<i>7</i>	<i>2 1/2</i>
Average space	<i>24</i>	<i>—</i>	<i>24</i>	" Angles on ditto	<i>3 x 3</i>	<i>7</i>	<i>3 x 3</i>
PILLARS, In 'tween Deck, size and spacing	<i>24</i>	<i>as Rule</i>	<i>24</i>	" Tie Plates	<i>3 x 3</i>	<i>7</i>	<i>3 x 3</i>
" Hold	<i>4</i>	<i>as Rule</i>	<i>4</i>	" Deck. Material and thickness <i>Brazil Plating</i>	<i>3 x 3</i>	<i>7</i>	<i>3 x 3</i>
" Quarter, 'tween Dks., "	<i>—</i>	<i>—</i>	<i>—</i>	Forecastle Deck Stringer Plate, br'dth & th'kns	<i>3 x 3</i>	<i>7</i>	<i>3 x 3</i>
" in Hold	<i>—</i>	<i>—</i>	<i>—</i>	" Angle on ditto	<i>3 x 3</i>	<i>7</i>	<i>3 x 3</i>
WEB FRAMES, In Fore Body, No. and spacing	<i>9 Pairs 6 1/2 in. frame spaces</i>	<i>—</i>	<i>—</i>	" Tie Plates	<i>3 x 3</i>	<i>7</i>	<i>3 x 3</i>
" " br'dth. & thickness	<i>18</i>	<i>—</i>	<i>18</i>	" Deck. Material and thickness	<i>3 x 3</i>	<i>7</i>	<i>3 x 3</i>
" No. of Side Stringers	<i>Three</i>	<i>—</i>	<i>—</i>	Are the outside Plates doubled two spaces of Frames in length? <i>Yes</i>	<i>3 x 3</i>	<i>7</i>	<i>3 x 3</i>
WEB FRAMES, In E. & B. Space, No. & spacing	<i>Four Pairs 5 1/2 in. frame spaces</i>	<i>—</i>	<i>—</i>	BULKHEADS.			
" " br'dth. & thickness	<i>18</i>	<i>—</i>	<i>18</i>	Number. Per Rule. Thickness.			
WEB FRAMES, In After Body, No. and spacing	<i>Eight Pairs 6 1/2 in. frame spaces</i>	<i>—</i>	<i>—</i>	In Vessel. Per Rule.			
" " br'dth. & thickness	<i>18</i>	<i>—</i>	<i>18</i>	Thickness.			
" No. of Side Stringers	<i>Three</i>	<i>—</i>	<i>—</i>	Horizontal. Vertical. Spacing. Single or Double Frames. Height up.			
" Size of Angles or Tee Bars to Web Frames	<i>6</i>	<i>4</i>	<i>11</i>	W. T. BULKHEADS			
BRACKET PLATES to Stringers between Web Frames, depth and thickness	<i>12</i>	<i>—</i>	<i>12</i>	PARTITION			
	<i>12</i>	<i>—</i>	<i>12</i>	LONGITUDINAL			

PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.		BUTTS.		IF LAPPED.		IF LAPPED.						
	AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		EDGES.		BUTTS.		IF LAPPED.						
	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.					
FLAT PLATE KEEL	36	18	12	12	36	18	Double	6	1	4	1	3	19	4					
(If Bar Keel, state Riveting)	54	14	11	12	54	14	5/8	5/8	3/4	3/4	3/4	3/4	3/4	3/4					
GARBOARD OR A STRAKE	54	14	11	12	54	14	5/8	5/8	3/4	3/4	3/4	3/4	3/4	3/4					
State actual thickness in way of Double Bottom.	54	14	11	12	54	14	5/8	5/8	3/4	3/4	3/4	3/4	3/4	3/4					
B	54	14	11	12	54	14	5/8	5/8	3/4	3/4	3/4	3/4	3/4	3/4					
E	54	14	11	12	54	14	5/8	5/8	3/4	3/4	3/4	3/4	3/4	3/4					
F	54	14	11	12	54	14	5/8	5/8	3/4	3/4	3/4	3/4	3/4	3/4					
G	54	14	11	12	54	14	5/8	5/8	3/4	3/4	3/4	3/4	3/4	3/4					
H	54	14	11	12	54	14	5/8	5/8	3/4	3/4	3/4	3/4	3/4	3/4					
J	54	14	11	12	54	14	5/8	5/8	3/4	3/4	3/4	3/4	3/4	3/4					
K	54	14	11	12	54	14	5/8	5/8	3/4	3/4	3/4	3/4	3/4	3/4					
L	54	14	11	12	54	14	5/8	5/8	3/4	3/4	3/4	3/4	3/4	3/4					
M	54	14	11	12	54	14	5/8	5/8	3/4	3/4	3/4	3/4	3/4	3/4					
N	54	14	11	12	54	14	5/8	5/8	3/4	3/4	3/4	3/4	3/4	3/4					
O	54	14	11	12	54	14	5/8	5/8	3/4	3/4	3/4	3/4	3/4	3/4					
P	54	14	11	12	54	14	5/8	5/8	3/4	3/4	3/4	3/4	3/4	3/4					
Q	54	14	11	12	54	14	5/8	5/8	3/4	3/4	3/4	3/4	3/4	3/4					
DOUBLING OF FLAT PLATE KEEL	Flat Plate Keel and garboard strakes increased to 3/4" length in line of doubling.																		
Length and thickness of Bilges	3/4" length in line of doubling.																		
Length and thickness of Sheerstrakes	3/4" length in line of doubling.																		
Length and thickness of Strake below	3/4" length in line of doubling.																		
POOP SIDES	7	7	7	7	7	7	Single	2 1/2	3	3	Double	2 1/2	9 1/2	7					
BRIDGE SIDES	7	7	7	7	7	7	Single	2 1/2	3	3	Double	2 1/2	9 1/2	7					
FORECASTLE SIDES	7	7	7	7	7	7	Single	2 1/2	3	3	Double	2 1/2	9 1/2	7					
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.?																			
Flat Plate Iron Steel & Iron Co Vessel angles & bulbs. Sorman Long & Co Iron plates & angles. Corbion Malleable Iron Co																			
FRAMES extend in one length from Middle Line to Main and Spar decks alternately, all to Poop deck abaft after bulkhead, and alternate ones to Forecastle Deck.																			
REVERSED FRAMES on floors and frames extend from Middle Line to Main and Spar decks alternately, all to Poop deck abaft after bulkhead, and alternate ones to Forecastle Deck.																			
MASTS, SPARS, &c.																			
LOWER MASTS: Fore 75-5, Main 64-1, Mizzen 40-3. Material: Steel. Total Length: 75-5, 64-1, 40-3. At Partners: 20-5, 20-5, 20-5. Head: 16-5, 16-5, 16-5. No. of Plates in round: 14, 14, 14. RIVETING: Single, Double, Triple, Quadruple, Quintuple, Sextuple, Septuple, Octuple, Nonuple, Decuple.																			
Bowsprit: 14-5-95. Topmasts, Yards and Remainder of Spars: 14-5-95. Rigging, Material and Size, Shrouds: 14-5-95. Sails: One complete. Suit of: 14-5-95.																			
EQUIPMENT No. 38196 LETTER V																			
ANCHORS: 14-5-95. Description of Anchor: 14-5-95. Makers: 14-5-95. Where and when tested and Superintendent: 14-5-95.																			
CHAIN CABLES: 14-5-95. Description of Cable: 14-5-95. Makers of Cables: 14-5-95. When and where tested, and Superintendent: 14-5-95.																			
HAWERS AND WARPS: 14-5-95. Description of Hawsers and Warps: 14-5-95. Makers of Hawsers and Warps: 14-5-95. When and where tested, and Superintendent: 14-5-95.																			
Boats: 14-5-95. Pumps: 14-5-95. Windlass: 14-5-95. Engine Room Skylights: 14-5-95. Coal Bunker Openings: 14-5-95. Number of Scuppers: 14-5-95. Ceiling in Holds: 14-5-95. Cargo Hatchways: 14-5-95. State size No. 1 Hatch (Forward): 14-5-95. No. 2 Hatch: 14-5-95. No. 3 Hatch: 14-5-95. No. 4 Hatch: 14-5-95. Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch: 14-5-95. Number of Bulwarks, height above deck and description: 14-5-95. The above is a correct description. Builder's Signature: 14-5-95. Surveyor's Signature: 14-5-95.																			

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

26th November 1894 (M), 1st April 1895 (M), and letters re previous vessel.

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 rivets only.

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

General Remarks (State quality of workmanship, &c.) This Steel Screw Vessel which is a similar vessel to No. 1, "Alala" No. 1, Report-12 has been built in accordance with the plans of midship section and profiles approved for the previous vessel, as amended. The Secretary's letters of the above-mentioned date bearing upon the case and in other respects as required by the Rules for the Class contemplated. The workmanship is good throughout.

The steel used in her construction has been tested at the Steel Works by the Local Surveyor in conformity with the requirements of the Rules.

The Brown anchors are Hartshorn's Patent Steelless and the cast-steel parts of them have been subjected to drop and mechanical tests at Dipton by H. Green & R. Scott.

She has a Bilge Keel formed of bulb 10-5/8 and angles 4-3/4 fitted for a length of about one hundred and twenty-two feet amidships.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 23-5 ft., R.Q.D. or Break 1 ft., Bridge Dk. 42 ft., F. castle 33 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) 18N (1st) and 18N (2nd) + 18N (3rd) + 18N (4th) + 18N (5th) + 18N (6th) + 18N (7th) + 18N (8th) + 18N (9th) + 18N (10th) + 18N (11th) + 18N (12th) + 18N (13th) + 18N (14th) + 18N (15th) + 18N (16th) + 18N (17th) + 18N (18th) + 18N (19th) + 18N (20th) + 18N (21st) + 18N (22nd) + 18N (23rd) + 18N (24th) + 18N (25th) + 18N (26th) + 18N (27th) + 18N (28th) + 18N (29th) + 18N (30th) + 18N (31st) + 18N (32nd) + 18N (33rd) + 18N (34th) + 18N (35th) + 18N (36th) + 18N (37th) + 18N (38th) + 18N (39th) + 18N (40th) + 18N (41st) + 18N (42nd) + 18N (43rd) + 18N (44th) + 18N (45th) + 18N (46th) + 18N (47th) + 18N (48th) + 18N (49th) + 18N (50th) + 18N (51st) + 18N (52nd) + 18N (53rd) + 18N (54th) + 18N (55th) + 18N (56th) + 18N (57th) + 18N (58th) + 18N (59th) + 18N (60th) + 18N (61st) + 18N (62nd) + 18N 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