

1 or 2 Decks.

## IRON OR STEEL STEAMER.

Received at London Office,

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

Date of completion of Report

6 March 1891 Port of

Middlesbrough

No. 365

Survey held at Stockton on Tees

Date, First Survey

August 15/90

Last Survey

February 27/1891

On the Screw Steamer

"Sophia Couper"

Rig Schooner

TONNAGE under

1571.05

ONE OR TWO DECKED VESSEL.

Master Apostolis Condouris

Do. of Poop

Do. of Raised Or.

Do. of Bridge House

Do. of Houses on Deck

Do. of excess of Hatchways

Do. of Forecastle

Do. of Crown of

Gross Tonnage

Less Crew Space

Less above Crown of

TONNAGE FOR FEES

Less Engine Room

Less Navigation Spaces

Register Tonnage

as cut on Beam

CLASS 100 A1 Steel

Year of appointment

(1) As master in service of owner of present vessel: 18 82

(2) As master of this vessel: 18 91

Built at Stockton on Tees

When built 1890 Launched 26.12.90

By whom built Craig Taylor

Owners Nicholas Couper

Managers

Residence Marseilles

Port belonging to Cephalonia

Half Breadth (moulded)

18.5

Depth from upper part of Keel to top of Main Deck Bms.

21.02

Girth of Half Midship Frame (as per Rule)

36.12

1st Number

76.64

Length

281.5

2nd Number

21292

Proportions—Breadths to Length

7.6

Depths to Length—Main Deck to top of Keel

13.39

Destined Voyage

To the Line to load

If Surveyed while Building Afloat, or in Dry Dock

Yes

LENGTH on Deck	Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of Engines	Horse.	No. of Decks with Flat laid	No. of Tiers of Beams
as per Rule	281	6	Moulded	37	0	From bottom of Main Deck	19	6	160	160	1	12

Dimensions of Ship per Register, Length, 281.8' breadth, 37.1' depth, 14.5'.

Moulded Depth, ft. 20' ins. 3'.

Round of Beam 9' inches.

## FORGINGS AND CASTINGS.

	Inches in Ship.	Inches per Rule.
KEEL, Bar or Side Plates depth and thickness	9 x 2 1/2	9 x 2 1/2
STEM, moulding and thickness	9 x 5 1/2	9 x 5 1/2
STERN-POST for Rudder do. do.	9 x 5 1/2	9 x 5 1/2
for Propeller do. do.	9 x 5 1/2	9 x 5 1/2
MAIN PIECE of Rudder, diameter at head	7 1/2	7 1/2
do. at heel	3 1/2	3 1/2
RUDDER, how constructed	Iron forgings, plated in usual manner	
Can the Rudder be unshipped afloat?	Yes	

## FRAMING.

	Inches in Ship.	Inches per Rule.
FRAME, Angles, or 2 Bars, for 1/2 length amidships	5 3/8	5 3/8
Do. for 1/2 at each end	5 3/8	5 3/8
Do. in way of Double Bottoms	5 3/8	5 3/8
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24
REVERSED FRAME, Angles	3 3/8	3 3/8
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	2 3/8	2 3/8
in way of Engines and Boilers	10-11	10-11
thickness at the ends of vessel	7 1/2	7 1/2
depth at 1/2 the half breadth, as per Rule	11 1/4	11 1/4
height extended at the Bilges	4 1/2	4 1/2
BOARDS & BRACKETS, in Cell Dble Bottoms		
Distance apart		
CENTRE GIRDER, in Double Bottom, depth and thickness	4 1/2	4 1/2
Angles, Top	5 1/2	5 1/2
SIDE GIRDERS, number and thickness	3	3
Angles	3 3/8	3 3/8
MARGIN PLATE, depth (exclusive of flange) and thickness	3 1/2	3 1/2
Angles	3 1/2	3 1/2
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	4 1/2	4 1/2
thickness in Engine and Boiler space	7 1/2	7 1/2
Remainder in Holds	7 1/2	7 1/2
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	6 3/8	6 3/8
Angles on Upper Edge	8 1/2	8 1/2
Average space	24	24
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb		
Angles on Upper Edge		
Average space		
BEAMS, Hold, 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		
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	5 3/8	5 3/8
Angles on Upper Edge		
Average Space	24	24
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	4 1/2	4 1/2
Angles on Upper Edge	3 3/8	3 3/8
Average space	48	48
CLARKS, in 'tween Decks, Size and Spacing	2 1/2 No. per Rule	2 1/2 No. per Rule
Hold	3 1/2 No. per Rule	3 1/2 No. per Rule
BRIDGES, in Fore Body, No. and Spacing	15	15
Brldth. & Thickness	15	15
No. of Side Stringers	15	15
BRIDGES, in After Body, No. and Spacing	15	15
Brldth. & Thickness	15	15
No. of Side Stringers	15	15
Size of Angles or Tee Bars to Web Frames	3 3/8	3 3/8
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness	16	16

## KEELSONS AND STRINGERS.

	Inches in Ship.	Inches per Rule.
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate		
Rider Plate		
Bulb Plate to Intercoastal Keelson		
Horizontal Plates on Floors		
Angles		
SIDE KEELSON, Angles		
Bulb or Plate above floors for length		
Intercoastal Plate for length		
Attached to outside plating with Angle		
BILGE KEELSON, Angles		
Bulb or Plate above floors for length		
Intercoastal Plate for length		
Attached to outside plating with Angle		
BILGE STRINGER Angles		
Bulb Plate for length		
Intercoastal Plate for length		
Attached to outside plating with Angle		
SIDE STRINGER Angles		
Bulb or Intercoastal Plate for length		
Main and Raised Quarter Deck Stringer Plate, on ends of Beams, breadth & thickness	4 1/2	4 1/2
Angle on ditto	15 x 4 1/2	15 x 4 1/2
Tie Plates fore & aft, outside Hatchways	Deck plating increased in way of opening as per Rule	
Diagonal Tie Plates on Bms., No. of Pairs		
Flat of Dk* Iron for Whole length		
Wood None Material & thickness		
How fastened to Beams	Riveted	Riveted
Lower Deck Stringer Plate, on ends of Beams, breadth and thickness		
Angles on ditto, No.		
Tie Plates, outside Hatchways		
Flat of Deck* Material and thickness		
How fastened to Beams		
Hold Stringer Plate, on ends of Beams		
Angles on ditto, No.		
Poop Deck Stringer Plate, breadth & thickness		
Angle on ditto		
Tie Plates		
Flat of Deck, Material and thickness		
Bridge Deck Stringer Plate, brdth & thickness	3 1/2	3 1/2
Angle on ditto	4 1/2	4 1/2
Tie Plates	Deck plating increased in way of opening as per Rule	
Flat of Deck, Material and thickness		
Forecastle Deck Stringer Plate, brdth & thickness	2 1/2	2 1/2
Angle on ditto	3 1/2	3 1/2
Tie Plates	Deck plating increased in way of opening as per Rule	
Flat of Deck, Material and thickness		

## PLATING.

	Inches in Ship.	Inches per Rule.
FLAT PLATE KEEL, breadth and thickness	36	36
d'bling or incr'd thcknss, & length appl.		
PLATES in Garboard Strakes, brdth & thickness	4 1/2	4 1/2
From Garboard to lower part of Bilges		
State Thickness of Plating in way of Double Bottom	10	10
Bilges, number of Strakes and thickness	12-11	12-11
Of doubling at Bilge, or increased thickness, and length applied	Two Strakes increased to full length	
from up. part of Bilge to lr. edge of Sh'rstrake	11-10	11-10
Sheerstrake, breadth and thickness	4 1/2	4 1/2
Of d'bling at Sh'rstk. & lng. applied	Doubled for 12 ft at front of bridge	
Poop Sides		
Raised Quarter Deck Sides		
Bridge Sides	8 1/2	8 1/2
Forecastle Sides		

Form No. 2000 T.E.S. 31-5-90

ROBERT EDWARD TAYLOR &amp; SON, Printers, 19, Old Street, Cannon Road, London.



BULKHEADS. No. in Vessel Five. No. Req'd. by Rule Five. Ceiling betwixt Decks, thickness and material 2 1/2 in. in hold do. do. 2 1/2 in. W. T. BULKHEADS 1/2 in. Vrtcl. 5 x 3 1/2 30 Hrztntl. 5 x 3 1/2 18 PARTITION... Vrtcl. Hrztntl. LONGITUDINAL Vrtcl. Are the outside Plates doubled two spaces of Frames in length? Yes. The FRAMES extend in one length from Tank side to tank side, thence to gunwale. Riveted through Plates with 1/2 in. Rivets, about 6 1/2 apart. The REVERSED ANGLE on floors and frames extend from middle line to upper side stringer & R. Q. D. alternately in after body, & to upper side stringer & main dk in fore body. All keelson frames to R. Q. D. abaft after peak bulkhead, & to fore-castle deck as per rule. RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c. Garboard, double riveted to Bas. Keel or Flat Plate Keel, with rivets 1 in. diameter, averaging 1/2 ins. from centre to centre. Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 1/2 in. diameter, averaging 3/8 ins. from centre to centre. Butts from Keel to turn of Bilge, worked carvel, treble or double riveted; treble for 1/2 length; with rivets 1/2 in. dia., averaging 3/8 ins. from cr. to cr. Butts of all Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 3/4 thicker than the plates they connect. Edges from Bilge to Sheerstrake, worked clencher, double or single riveted; with rivets 1/2 in. diameter, averaging 3/8 ins. from centre to centre. Butts from Bilge to Sheerstrake, worked carvel, treble or double riveted; treble for 1/2 length; with rivets 1/2 in. dia., averaging 3/8 ins. from cr. to cr. Edges of Sheerstrake, double or single riveted. Butts of Sheerstrake, treble riveted for 1/2 length amidships. Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Single or Double Butt Straps to Stringer Plate for 1/2 length. Butts of Inner Bottom Plating Single riveted for whole length. Butts of Centre Girder Double riveted. Breadth of edge laps of Shell Plating in double riveting 5 1/2 in. Breadth of edge laps of Shell Plating in single riveting 4 1/2 in. Butt Straps of Shell Plating breadth and thickness 1 1/2 x 1/4. Butts, if lapped, breadth of laps 1 1/2. Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted? Treble & Double. Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? Steel plates, Messrs Stockton Malleable, Iron plates, J. Hill & Co. & Stockton Malleable, Steel Angles, Messrs Long & Co. Iron Angles, South Stockton & Stockton Malleable. 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 in the butts. Are the butts of Plating, Stringers, &c., properly shifted and strapped? Yes.

MASTS, SPARS, &c. Material. Total Length. DIAMETER AND THICKNESS. No. of Plates in round. ANGLES. Riveting. Lower Masts... Fore... Iron 74' 21' x 7/16 16' x 7/16 14' x 7/16 14' x 7/16 Two Double Double Main... Iron 71' 21' x 7/16 18' x 7/16 17' x 7/16 14' x 7/16 Two Double Double Mizzen... Iron 71' 21' x 7/16 18' x 7/16 17' x 7/16 14' x 7/16 Two Double Double Bowsprit Topmasts, Yards and Remainder of Spars Pitch pine, sufficient in size & good in quality. Rigging, Material and Size, Shrouds G. & W. wire & hemp, Shrouds 3 1/2 Stays 3 1/2 Back stay 2 1/2 Sails. One complete Suit Sails, and the following spare sails. EQUIPMENT No. 23652 LETTER R ANCHORS. Number of Certificate. WEIGHT, EX. STOCK. WEIGHT OF STOCK. TEST, PER CERTIFICATE. WEIGHT REQ. BY RULE. Description of Anchor. Makers. Where and when tested and Superintendent. 13104 1st Bower 30 2 0 7 2 14 24 0 0 0 30 0 0 Common Hingley & Sons L.P.H. Lipton 28.1.91 E.R. Lait 24006 2nd ,, 29 3 14 8 2 18 28 10 2 14 30 0 0 Siremans & S L.P.H. Lipton 15.12.90 E.R. Lait 13113 3rd ,, 25 2 0 7 0 0 25 3 3 0 25 2 0 Common L.P.H. Lipton 29.1.91 E.R. Lait Collective weight 85 3 14 1 85 2 0 13115 Stream .... 10 0 16 2 2 0 12 4 0 14 9 2 0 L.P.H. Lipton 29.1.91 E.R. Lait 13114 Kedge ..... 4 3 5 0 3 21 7 5 0 4 3 0 29.1.91 80 13116 2nd Kedge .. 2 2 15 0 2 21 5 5 0 2 2 0 29.1.91 80

CHAIN CABLES. Number of Certificate. Fathoms. Size. Test per Certificate. Weight of Chain Cable. Fathoms & Size. Description. Makers of Cables. Where and when tested, and Superintendent. Material. Fathoms. Size. Fathoms & Size. Per Rule. 11407 35-16 1 1/2 178755 198.0.23 270 x 1 1/2 Stud link Hingley & Sons 29.1.91 L.P.H. Lipton 11708 35-16 1 1/2 178755 198.0.21 270 x 1 1/2 Stud link 29.1.91 L.P.H. Lipton 11721 Iron Stream chain 45-16 1 1/2 3070230 41.1.0 75 x 1 1/2 Stud link 29.1.91 L.P.H. Lipton Towline of steel wire 90 3 1/2 26 90 x 3 1/2 Steel wire Manufactured & certified by Craven & Speeding, Sunderland. HAWSERS AND WARPS. Boats Two lifeboats 24 ft long. One dingy 18 ft & one gig 20 ft. Pumps, Number Seven Hand pumps. Diameter of Barrel and Tail Pipe Barrel 6" Tail pipe 3 1/2 The Windlass is (Steam) by Emmerson, Walker, Thompson & Co. Capstan Four Steam winches. Engine Room Skylights.—How constructed? Teak wood on iron casings. What arrangements for deadlights in bad weather? Teak wood shutters & bulls eyes. Coal Bunker Openings.—How constructed? Plates & angles. How are lids secured? Cleats & hatch bars. Height above deck? 18" Number of Scuppers, and number and dimensions of Freeing Ports, &c. In the well, three freeing ports each side 30 x 15. At R. Q. D. six each side 30 x 18 with a sufficient number of scuppers & muzzing pipes in addition. Cargo Hatchways.—How formed?—Plates & angles in usual manner. Hatches, if strong and efficient? Yes 2 1/2" thick State size No. 1 Hatch (Forward) 20 x 12' No. 2 Hatch 24 x 14' No. 3 Hatch 24 x 12' No. 4 Hatch 20 x 11' Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch (No. 1) One web plate. (No. 2) Two web plates. (No. 3) Two web plates. (No. 4) One web plate. Three wood fore & afters to each hatch. 6 x 6". Bulwarks, height above deck and description To well 34 1/2. R. Q. D. 33. Iron plates & stanchions. Main Rail, material and size Bulk Angle 6 x 3 x 1/2.

The above is a correct description. Builder's Signature, (here only) Craig Taylor. Surveyor's Signature, Robert H. Higgs, Jesse Williams. Surveyor to Lloyd's Register of British and Foreign Shipping.



Order for Special Survey No. 22. Date 12.4.90. Order for Ordinary Survey No. Date. No. 25 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. First Survey August 25th 1890. Last Survey February 27th 1891. Total No. of Visits 67.

State dates and initials of letters respecting this case August 9th 1890 (M). November 14th 1890 (P). December 2nd 1890 (M). February 27th 1891 (M).

General Remarks (State quality of workmanship, &c.) This Steel Screw Steamer has been built under special survey in accordance with the rules & requirements (for the class contemplated) the Secretary's letters of the above mentioned dates. The steel used in the construction of this ship has been tested at the steel works by the Society's Surveyors. The Stern frame is of Siemens Martin Cast Steel, manufactured by the Darlington Forge Co. & tested by Mr. Cameron (Surveyor of forgings) in accordance with the Rules, the Certificate of test is enclosed herewith. Iron rivets have been used throughout the ship. The workmanship is good throughout. She has a large keel framed of built iron 9x4 with double angles 4x4x7/8 fitted for a length of about twenty feet amidships.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 106 ft., R.Q.D. or Break 106 ft., Bridge Dk. 114 ft., F'castle 20 ft. (in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. is joined to the B.D., this should be distinctly stated. Thus: Quarter deck & Bridge deck joined.

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) 1 deck not wood covered 1 tier beams & web frames. Official No. ; Signal Letters.

PARTICULARS OF WATER BALLAST.—Double bottom, aft, length 83 feet and water capacity in tons 136. Double bottom, forward, length 114 feet and water capacity in tons 238. Double bottom, under engines and boilers, length 36 feet and water capacity in tons 95. If under Engines only, or Boilers only, state which. Double bottom, constructed on the cellular system, length and water capacity in tons. Fore peak tank, water capacity in tons 49. After peak tank, water capacity in tons 24. Midship deep tank, length and water capacity in tons. Other tanks, if fitted, length and water capacity in tons. The above have all been tested as required by the Rules. (If necessary, furnish further information by sketch.) How are the surfaces preserved from oxidation? Inside Black enamel cement & paint. Outside Paint.

FREEBOARD assigned by the Committee, as per Secretary's Letter, dated February 27th 1891 will be marked & verified at Newcastle on Tyne. State if marked on Vessel's sides in accordance with Notice No. 572. In Summer ft. ins. In Winter ft. ins. For Winter in North Atlantic ft. ins. Fresh Water above the centre of disc ft. ins. To top of Wood, Iron or Steel Upper Deck.

The amount of Entry Fee £ 5 : 0 : 0 is received by me, R.H.D. Special £ 45 : 2 : 6 7.3.1891. Certificate £. Travelling Expenses, if any £. of opinion this Vessel should be Classed 100A 1 Steel. Robert Haig & Jesse Williams Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute Character assigned L.A.C.P. 100A 1 Steel 1 Dk. (Iron) web frames well ok asph. This submitted that this vessel appears eligible to be classed: 100A1 (Steel), as recommended. 1 Dk. (Iron) and web frames. Water Ballast (particulars above) well ok. F.R. 10/3/91.