

2 Dks., R.Q. Dk.,  
and Pt. Awng. Dk.

# IRON OR STEEL STEAMER.

No. 2520  
THUR. 9 FEB 1899

State if Report is also sent on the Machinery of the Vessel *Yes*  
Date of completion of Report *7<sup>th</sup> February 1899*

Received at London Office.

Port of *MIDDLESBROUGH-ON-TEES.*

Survey held at *Stockton-on-Tees*  
On the *Greenwich*

Date, First Survey *2<sup>nd</sup> September 1898*  
*Greenwich*

Last Survey *15 February 1899*  
*Yard No. 354 Right of Steam Masts. No. 1000*

Master *E. L. Sampson*

ONE OR TWO DECKED VESSEL.

CLASS *100A Steel Iron Deck.*

Year of appointment *(1) As master in service of owner of present vessel: 1887*  
*(2) As master of this vessel: 1899*

TONNAGE under  
Tonnage Deck *2444.36*  
Do. of Poop *90.53*  
Do. of Forecastle *52.69*  
Do. of Houses on Deck *25.21*  
Do. of excess of Hatchways *13.53*  
Do. of Engine Room *28.36*  
Gross Tonnage *2938.39*  
Less Crew Space *89.54*  
Less Engine Room *40.28*  
Less Navigation Spaces *45.90*  
Net Tonnage *1862.62*

Half Breadth (moulded) *23.15*  
Depth from upper part of Keel to top of Main Deck Bms. *23.12*  
Girth of Half Midship Frame (as per Rule) *42.45*  
1st Number *89.08*  
Length on deck from after part of stem to fore part of stern post *313.16*  
2nd Number *27844*  
Proportions—Breadths to Length *6.46*  
Depths to Length—Main Deck to top of Keel *13.54*

Built at *Stockton-on-Tees*  
When built *1898* Launched *28-12-98*  
By whom built *Ropner & Son*  
Owners *Britain Steam Ship Co (Ld)*  
Managers *Watts Watts & Co*  
Residence *London*  
Port belonging to *London*

Destined Voyage *Santos via Cardiff* If Surveyed while Building *Afloat, or in Dry Dock* *Yes*

LENGTH on Deck as per Rule *313* Feet. *2* Inches. BREADTH—Moulded *46* Feet. *3 1/2* Inches. DEPTH—Actual *20* Feet. *9 1/2* Inches. No. of Decks with Flat laid *One* No. of Tiers of Beams *Met Frames*

Dimensions of Ship per Register, Length, *315'* breadth, *46'6"* depth, *20'8"* Moulded Depth, *22* ft. *2* ins. Round of Beam, Actual *24* ins.

FRAMING.				FORGINGS AND CASTINGS.			
	Inches in Ship.	Inches in Ship.	Inches in Ship.		Inches in Ship.	Inches per Rule.	Inches per Rule.
FRAME, Angles, <i>7</i> or <i>8</i> Bars, for $\frac{1}{2}$ length amidships	<i>5 1/2</i>	<i>3 1/2</i>	<i>8</i>	KEEL, Bar or Side Plates depth and thickness	<i>11 x 2 1/2</i>	<i>11 x 2 1/2</i>	
Do. for $\frac{1}{2}$ at each end	<i>5 1/2</i>	<i>3 1/2</i>	<i>4</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.				" 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>24</i>		<i>24</i>	MAIN PIECE of Rudder, diameter at head	<i>4 1/2</i>	<i>4 1/2</i>	
EVERSED FRAME, Angles	<i>4</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				RUDDER, how constructed <i>Single plate (1") Cast-steel frame</i>			
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships				Can the Rudder be unshipped afloat? <i>Yes</i>			
" in way of Engines and Boilers				KEELSONS AND STRINGERS.			
thickness at the ends of vessel				CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate			
depth at $\frac{1}{2}$ the half breadth, as per Rule				" Rider Plate			
height extended at the Bilges				" Bulb Plate to Intercoastal Keelson			
FLOORS & BRACKETS, in Cell Dble Bottoms	<i>40</i>	<i>7 1/2</i>	<i>40</i>	" Horizontal Plates on Floors			
" Distance apart	<i>24</i>		<i>24</i>	" Angles			
CENTRE GIRDER, in Double Bottom, depth and thickness	<i>40</i>	<i>10</i>	<i>40</i>	SIDE KEELSON, Angles			
" Angles, Top	<i>4</i>	<i>4</i>	<i>4</i>	" Bulb or Plate above floors for lng.			
" Bottom	<i>6 1/2</i>	<i>4</i>	<i>6 1/2</i>	" Intercoastal Plate for length			
DE GIRDERS, number on each side & thickness	<i>7 1/2</i>	<i>3 1/2</i>	<i>7 1/2</i>	" Attached to outside plating with Angle			
" Angles	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	BILGE KEELSON, Angles			
MARGIN PLATE, depth (exclusive of flange) and thickness	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	" Bulb or Plate above floors for len.			
" Angles to Outside Plating	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	" Intercoastal Plate for length			
EVER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>50</i>	<i>7 1/2</i>	<i>50</i>	" Attached to outside plating with Angle			
" thickness in Engine and Boiler space		<i>7 1/2</i>	<i>7 1/2</i>	BILGE STRINGER Angles			
" Remainder in Holds		<i>7 1/2</i>	<i>7 1/2</i>	" Bulb or Intercoastal Plate for lng.			
AMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>8</i>	<i>3</i>	<i>10</i>	" Attached to outside plating with Angle			
" Angles on Upper Edge				Main and Raised Quarter Deck Stringer Plate, breadth and thickness	<i>45</i>	<i>12</i>	<i>45</i>
" Average space	<i>24</i>		<i>24</i>	" Angle on ditto	<i>4 1/2 x 4 1/2</i>	<i>12</i>	<i>4 1/2 x 4 1/2</i>
AMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>11 1/2</i>	<i>11</i>	<i>11 1/2</i>	" Tie Plates fore & aft, outside Hatchways	<i>Run in Deck plating</i>		
" Angles on Upper Edge	<i>5</i>	<i>4</i>	<i>9</i>	" Diagonal Tie Plates on Bms., No. of Pairs	<i>30 steel at wing hatchways</i>		
" Average space			<i>As Profile</i>	" Main Dk* Iron or Steel for whole lng.	<i>7 1/2</i>		<i>7 1/2</i>
AMS, Hold, Plate or Tee Bulb				" R.Q. Dk* Iron or Steel for lng.			
" Angles on Upper Edge				" Wood Deck, Material & thickness <i>None</i>			
" Average space				Lower Deck Stringer Plate, breadth and thickness			
AMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>4 1/2</i>	<i>3</i>	<i>8</i>	" Angles on ditto, No.			
" Angles on Upper Edge	<i>48</i>		<i>48</i>	" Tie Plates, outside Hatchways			
" Average space	<i>48</i>		<i>48</i>	" Deck* Material and thickness			
AMS, Bridge or Pt. Awng. Deck, Angle, Bulb Angle, Plate, or Tee Bulb	<i>6</i>	<i>3</i>	<i>8</i>	Hold Stringer Plate			
" Angles on Upper Edge				" Angles on ditto, No.			
" Average Space	<i>24</i>		<i>24</i>	Poop Deck Stringer Plate, breadth & thickness	<i>24</i>	<i>4</i>	<i>24</i>
AMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>8</i>	<i>3</i>	<i>11</i>	" Angle on ditto	<i>3 1/2 x 3</i>	<i>4</i>	<i>3 1/2 x 3</i>
" Angles on Upper Edge				" Tie Plates			
" Average space	<i>48</i>		<i>48</i>	" Deck, Material and thickness <i>Yellow Pine</i>	<i>3</i>		<i>3</i>
STARS, In 'tween Decks, Size and Spacing				Bridge Deck Stringer Plate, brdth & thickness	<i>54</i>	<i>7</i>	<i>54</i>
" Hold				" Angle on ditto	<i>3 x 3</i>	<i>8</i>	<i>3 x 3</i>
" Quarter, 'tween Dks.,				" Tie Plates			
" in Hold				" Deck, Material and thickness <i>Iron</i>	<i>5</i>		<i>5</i>
FRAMES, In Fore Body, No. and Spacing				Forecastle Deck Stringer Plate, brdth & thcknss	<i>24</i>	<i>4</i>	<i>24</i>
" Brdth. & Thickness	<i>20</i>	<i>8 1/2</i>	<i>20</i>	" Angle on ditto	<i>3 x 3</i>	<i>7</i>	<i>3 x 3</i>
No. of Side Stringers	<i>Three</i>	<i>20</i>	<i>8 1/2</i>	" Tie Plates			
FRAMES, In E. & B. Space, No. & Spacing				" Deck, Material and thickness <i>Pitch Pine</i>	<i>3 1/2</i>		<i>3 1/2</i>
" Brdth. & Thickness	<i>20</i>	<i>8 1/2</i>	<i>20</i>	* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.			
No. of Side Stringers	<i>Three</i>	<i>20</i>	<i>8 1/2</i>	BULKHEADS.			
FRAMES, In After Body, No. and Spacing				In Vessel.			
" Brdth. & Thickness	<i>20</i>	<i>8 1/2</i>	<i>20</i>	Per Rule.			
No. of Side Stringers	<i>Three</i>	<i>20</i>	<i>8 1/2</i>	Thickness.			
Size of Angles or Tee Bars to Web Frames	<i>4</i>	<i>3 1/2</i>	<i>8</i>	Horizontal.			
BUCKET PLATES to Stringers between	<i>12</i>	<i>8</i>	<i>12</i>	Size.			
Web Frames, Depth and Thickness				Spacing.			



[illegible]

**Correspondence**—State dates and initials of letters respecting this case (*Reference should be made to any correspondence connected with the case*)  
*March 12<sup>th</sup> (M) May 20<sup>th</sup> (M), July 21<sup>st</sup> (Gn) / 27<sup>th</sup> (Gn), August 11<sup>th</sup> (E) 1898 + February 2<sup>nd</sup> 1899 (Gn).*

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

Is the riveted work properly closed? *Yes* Do the holes for riveting plate to frames, butt straps, or plate  
Are the liners between the frames and plates solid single pieces? *Yes* Are the rivet holes well and sufficiently countersunk in the plate and punched  
to plate, &c., conform well to each other? *Yes* from the faying surfaces? *Yes* Do any rivets break into or through the seams or butts of the plating? *A few at the butts only*

Are the butts of Plating, Stringers, &c., properly shifted and strapped? *Yes* State results of tests *Satisfactory*

Have all the upper and weather decks been tested as required by the Rules (Sec. 23, par. 24)? *Yes* State results of tests

Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? *Yes*

**General Remarks** (State quality of workmanship, &c.) *This Steel Trunk Deck screw steamer has been built in accordance with the approved plans of Midship Section and Profile as amended. The Secretary's letters of the above-mentioned date bearing upon the case and in other respects as required by the Rules and circulars for the Class contemplated. The workmanship is good throughout. The Bow Anchors are Riple Patent-made by The Steel Co of Scotland and they have been subjected to drop and mechanical tests at the makers works by Messrs J Davidson. She has a Bilge Keel formed of bulb 8 x 3/8 and angles 3 1/2 x 3 1/2 x 7/8 fitted for about one hundred and four feet.*

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

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**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop *30' 9"* ft., R.Q.D. or Break *✓* ft., Bridge Dk. *62* ft., F'castle *32' 10"* 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  
*A continuous trunk, as plans, connecting Forecastle, Bridge & Poop*

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) *1st (Iron) & Trunk Deck (Iron & Steel) 1 tier of Beams 116 Frames*

Official No. *110058*; Signal Letters *✓* How are the surfaces preserved from oxidation? Inside *Portland cement & paint* Outside *Paint*

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**PARTICULARS OF WATER BALLAST.**—State whether the Double bottom is constructed on the cellular system or with girders on floors *Cellular system*

Where fitted.	*Length. Feet.	Water Capacity. Tons.	Where fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	<i>100</i>	<i>245</i>	Fore peak tank,	<i>✓</i>	<i>✓</i>
Double bottom, under Engines and Boilers,	<i>24</i>	<i>69</i>	After peak tank,	<i>✓</i>	<i>145</i>
Double bottom, if under Engines only,	<i>✓</i>	<i>✓</i>	Midship deep tank,	<i>✓</i>	<i>✓</i>
Double bottom, if under Boilers only,	<i>✓</i>	<i>✓</i>	Other tanks, if fitted,	<i>✓</i>	<i>✓</i>
Double bottom, forward,	<i>126</i>	<i>330</i>	(If necessary, furnish further information by sketch.)	<i>✓</i>	<i>✓</i>

\* The wells are not to be included in the lengths of the tanks. State whether the above have been tested as required by the Rules *Yes*.

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Order for Special Survey No. *396* Dates of Surveys held while building *1899 Sept 2 6 9 12 14 16 19 22 24 27 30 Oct 2 5 7 10 12 14 19 21 22 25 27 31 Nov 3 7 9 11 12 15 17 18 21 25 28 30 Dec 2 7 9 12 14 15 16 21 23 28 31 1899 Jan 4 6 9 16 20 25 30 31 Feb 1*

Date *23.5.98* No. *354* in builder's yard Total No. of Visits *55*

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The amount of Entry Fee ..... £ *5* : 0 : 0 Fees applied for,  
Special ..... £ *96* : 4 : 6 Received by me,  
Certificate £ - : - : -  
Travelling Expenses, if any £ - : - : -

I am of opinion this Vessel should be Classified *100A Steel L & C P*  
*"Trunk Deck"*

With, or without Freeboard, as condition of Class.

Committee's Minute  
Character assigned *L & C P + 2me 1.99*

FRI, 10 FEB 1899

*100A Steel Trunk deck*

*RMS*

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

The Surveyor is requested not to write on or below the Committee's Minute.

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