

IRON OR STEEL SHIP.

Date of writing Report

17th August 89

Port of Newcastle

(Received at London Office,

AUG. 8th

1889

No. 2564

Survey held at

Hebburn

Date, First Survey

July 25/88

Last Survey

Aug 1st 89

On the

Screw Steamer "Hainshire"

Rig

Prop

TONNAGE under 3076.06

Tonnage Deck

Do. between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk.

Total under Upper Dk.

Do. of Poop

Do. of Raised Qr.

Do. of Break

Do. of Bridge House

Do. of Houses on Deck

Do. of excess of Hatchways

Do. of Forecastle

Gross Tonnage 3720.02

Less Crew Space 106.48

3613.54

Less Engine Room 1190.41

Register Tonnage 2423.13

as cut on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL,

SPAR, OR AWNING-DECKED VESSEL.

Half Breadth (moulded) 23.65

Depth from upper part of Keel to top of Upper Deck Beams 28.00

Girth of Half Midship Frame (as per Rule) 45.39

1st Number 97.04

1st Number, if a 3-Decked Vessel deduct 7 feet 90.04

Length 348.16

2nd Number 31348

Proportions— Breadths to Length 7.36

Depths to Length—Upper Deck to Keel 12.43

Main Deck ditto 17.40

Master

Wallace

Year of appointment

Built at

Hebburn

When built

1879

By whom built

Hebburn

Owners

Goldsmith & Co. (Lim.)

Managers

Furness & Martin

(If desired to be entered in Reg. Book.)

Residence

Glasgow

Port belonging to

Glasgow

Destined Voyage

New Zealand

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

(1) As master in service of owner of present vessel. — 18

(2) As master of this vessel. — 18

1889

Launched 11 July 89

By whom built Hebburn

Owners Goldsmith & Co. (Lim.)

Managers Furness & Martin

(If desired to be entered in Reg. Book.)

Residence Glasgow

Port belonging to Glasgow

Destined Voyage New Zealand

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

LENGTH

Feet. Inches.

BREADTH

Feet. Inches.

DEPTH

Feet. Inches.

Power of

Horse.

N^o. of Decks with flat laid

N^o. of Tiers of Beams

400

on deck as 348.16

Moulded 44.30

top of Floors to Upper Deck Beams 24.5

Engines 306

306

400

400

Dimensions of Ship per Register, length 350.5 breadth 47.7 depth 24.2

Moulded depth 27 feet

KEEL, depth and thickness 11 x 3

STEM, moulding and thickness 11 x 3

STERN-POST for Rudder do. do. 11 x 7

" " for Propeller 11 x 7

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

FRAMES, Angle Iron, for 1/2 length amidships 3 1/2 x 3/2

Do. for 1/2 at each end 3 1/2 x 3/2

REVERSED FRAMES, Angle Iron 3 1/2 x 3/2

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 7 1/2

" thickness at the ends of vessel 7 1/2

" depth at 1/2 the half-bdth. as per Rule 7 1/2

" height extended at the Bilges 7 1/2

BEAMS, Upper, Spar, or Awning Deck 10 9/16

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 1/2 x 3/2

Single or double Angle Iron on Upper edge 3 1/2 x 3/2

Average space 10 9/16

BEAMS, Main, or Middle Deck 10 10/16

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 1/2 x 3/2

Single, or double Angle Iron on Upper Edge 3 1/2 x 3/2

Average space 10 10/16

BEAMS, Lower Deck 10 10/16

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 1/2 x 3/2

Single or double Angle Iron on Upper Edge 3 1/2 x 3/2

Average space 10 10/16

BEAMS, Hold, or Orlop 10 10/16

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 1/2 x 3/2

Single or double Angle Iron on Upper Edge 3 1/2 x 3/2

Average space 10 10/16

KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates 42

" Rider Plate 28

" Bulb Plate to Intercoastal Keelson 28

" Angle Irons 28

" Double Angle Iron Side Keelson 28

" Side Intercoastal Plate 28

" do. Angle Irons 28

" Attached to outside plating with angle iron 28

BILGE Angle Irons 28

" do. Bulb Iron 28

" do. Intercoastal plates riveted to plating for length 28

BILGE STRINGER Angle Irons 28

Intercoastal plates riveted to plating for length 28

SIDE STRINGER Angle Irons 28

Inches in Ship. Inches per Rule.

11 x 3 11 x 3

11 x 3 11 x 3

11 x 7 11 x 7

24 24

3 1/2 x 3/2 8 3 1/2 x 3/2 8

3 1/2 x 3/2 7 3 1/2 x 3/2 7

3 1/2 x 3/2 8 3 1/2 x 3/2 8

7 1/2 7 1/2

Cellular plates

Bottom & side plans

Flat Keel Plates, breadth and thickness 42

PLATES in Garboard Strakes, br'dth & thickness 42

" From Garboard to upper part of Bilges 12

" Of d'bling at Bilge, or increased thickness, and length applied 12

" From up. prt of Bilge to l. edge of Sh'rstrake 12

S/s "Hairnshire" (Continued)

14 (Cont.) to the bottom of the keel.

20 Surveyors
Cathart

(15.) The Panking arrangements, Stringers, Keelsons and Breasthooks at the ends of the vessel, also the Floors above the Stern Tube, to be to the satisfaction of the Surveyors.

20 Surveyors
Cathart

(16.) The plates to be fitted at the sides of the openings in the decks, or the adjacent strakes of deck plating increased in thickness.

Yes

(17.) The rivets in the butts of the shell plating and stringer plates to be spaced $3\frac{1}{2}$ diameters apart from Centre to Centre as required by the Rules.

20 Rules

(18.) The middle line top plate to be $\frac{7}{16}$ " thick at the ends instead of $\frac{1}{2}$ " as proposed.

20 Rules

(19.) The Forecastle beams to be as required by the Rules instead of as proposed.

Yes

(20.) The beams at the ends of the long Main Hatchways on the middle and Upper Decks to be as indicated on the drawing and as required in the sister vessel "Lifeship".

C. Mentelberg

Continuation of Report No. 2315A dated 27 August 1901 on the

Memorandum
2 1/2 "Fairweather" (Continued)

to the bottom of the keel.
(16) The plating arrangements, including struts and
brackets at the ends of the vessel, also the
above the stem tube, to be to the satisfaction of the

Surveyor.
(15) The plates to be fitted at the sides of the openings in
the deck, or the adjacent strakes of deck plating
increased in thickness.

(17) The ends in the butts of the shell plating and stringers
plates to be spaced 3 inches apart from Centre
to Centre as required by the Rules.

(18) The middle line top plate to be 3/8" thick at the ends
instead of 1/2" as proposed.

(19) The fore-castle beams to be as required by the Rules
instead of as proposed.

(20) The beams at the ends of the fore main stringers
on the middle and upper decks to be as indicated
on the drawing and as required in the Rules.

Continued