

IRON OR STEEL SHIP.

(Received at London Office, 15728)

Date of writing Report

March 1890 Port of Sunderland

No. 15728 Survey held at Sunderland

Date, First Survey September 2nd 1889 Last Survey 10th March 1890

1890

On the Steel Screw Steamer "Mary Beyle" (Hatched)

Rig Schoner

TONNAGE under Tonnage Deck 3608.51
Do. between Tonnage Deck and 3rd, 4th, Spar or Awning Deck
Do. of Poop 65.85
Do. of Raised Or. Deck or Break
Do. of Bridge House 29.41
Do. of Houses on Deck 7.41
Do. of excess of Hatchways 24.23
Do. of Forecastle 28.84
Gross Tonnage 3764.26
Crew Space 67.84
Net 3696.41
Engines Room 1262.94
Water Tonnage 2443.44
Cut on Beam

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

Half Breadth (moulded) 21.89
Depth from upper part of Keel to top of Upper Deck Beams 22.91
Girth of Half Midship Frame (as per Rule) 40.12
1st Number 84.92
1st Number, if a 3 Decked Vessel deduct 7 feet
Length 363
2nd Number 30,825
Proportions— Breadths to Length 8.2
Depths to Length— Upper Deck to Keel 15.8
Main Deck ditto

Master G. M. Hamlyn
Year of appointment (1) As master in service of owner of present vessel—1890
(2) As master of this vessel—1890
Built at Sunderland
When built 1890 Launched 22-1-90
By whom built Mr. Dorland & Sons
Owners The Rowley London & Co.
Managers Bente Craig & Co.
(If desired to be entered in Reg. Book.)
Residence 24 Linden Hall Street, London
Port belonging to London
Destined Voyage Bombay
If Surveyed while Building, Afloat, or in Dry Dock.
Built under Special Survey

LENGTH on deck as per Rule 363.0 **BREADTH** Moulded 43.78 **DEPTH** top of Floor to Upper Deck Beams 24.44 Do. do. Main Deck Beams 19.5 **Power of Engines** 450 **Horse.** 450 **Nº. of Decks with flat laid** 2 **Nº. of Tiers of Beams** 3

Dimensions of Ship per Register, length 365 breadth, 44.2 depth, 24.5 Moulded depth 22.0

KEEL, depth and thickness 11 x 2 3/4
STEM, moulding and thickness 11 x 6 1/2
STERN-POST for Rudder do. do. 11 x 6 1/2
" " for Propeller 11 x 6 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft 27 ins.
Frames, Angle Iron, for 1/2 length amidships 5 x 3 1/2 x 3 1/2
Do. for 1/4 at each end 5 x 3 1/2 x 4 7/8
REVERSED FRAMES, Angle Iron 3 1/2 x 3 1/2
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 42 7/16
thickness at the ends of vessel 8
depth at 3/4 the half-bdth. as per Rule 8
height extended at the Bilges 66 ins in Cell. Double bottom

BEAMS, Upper, Spar, or Awning Deck
Single or double Ang. Iron, Plate or Tee Bulb Iron 3 1/2 x 3 x 9/16
Single or double Angle Iron on Upper Edge 27
Average space 8 3
BEAMS, Main, or Middle Deck
Single or double Ang. Iron, Plate or Tee Bulb Iron 3 1/2 x 3 x 5/8
Single or double Angle Iron on Upper Edge 27
Average space 8 3
BEAMS, Lower Deck
Single or double Ang. Iron, Plate or Tee Bulb Iron 3 1/2 x 3 1/2 x 8
Single or double Angle Iron on Upper Edge 54
Average space 10 10
BEAMS, Hold, or Orlop
Single or double Ang. Iron, Plate or Tee Bulb Iron 10 8
Single or double Angle Iron on Upper Edge 10 8
Average space 10 8

KEELSONS Centre line, single or double plate, box, or Intercoastal Plates 42 10
Rider Plate 10
Bulb Plate to Intercoastal Keelson 10
Angle Irons 10
Double Angle Iron Side Keelson 10
Side Intercoastal Plate 10
do. Angle Irons 10
Attached to outside plating with angle iron 3 1/2 x 3 1/2 x 8
BILGE Angle Irons 28 8
do. Bulb Iron 28 8
do. Intercoastal plates riveted to plating for length 6 1/2 x 4 1/2 x 9
BILGE STRINGER Angle Irons 6 1/2 x 4 1/2 x 9
Intercoastal plates riveted to plating for 3/5 length 9
SIDE STRINGER Angle Irons 6 1/2 x 4 1/2 x 9

The **FRAMES** extend in one length from Flange plate to gunwale
The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to flange plate in tank and to forecabin & alternately
KEELSONS, Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes

PLATING, Garboard, double riveted to Keel, with rivets 1 in. diameter, averaging 3 7/8 ins. from centre to centre.
Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 1 1/2 in. diameter averaging 3 1/2 ins. from centre to centre.
Butts of inside Strakes at Bilge for whole length, treble riveted with Butt Straps 5 x 4 thicker than the plates they connect.
Edges from Bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets 7/8 in. diameter, averaging 3 3/8 ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 1 1/2 in. diameter, averaging 3 1/2 ins. from cr. to cr.
Edges of Main Sheerstrake, double or single riveted.
Butts of Main Sheerstrake, treble riveted for whole length amidships.
Butts of Main Stringer Plate, treble riveted for 1/2 length amidships.
Butts of Upper or Spar Sheerstrake, treble riveted for 1/2 length amidships.
Breadth of laps of plating in double riveting 6.5
Breadth of laps of plating in single riveting 3.5
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted
No. of Breasthooks, 5 x 2 deep
Crutches, 3 and deep
That description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?
Manufacturer's name or trade mark, Iron plates (Rowley London & Co.) Iron angles (Rowley London & Co.) Steel plates (Rowley London & Co.)
The above is a correct description.
Builder's Signature, William Dorland & Sons
Surveyor's Signature, Robert Edmund Taylor & Son
Surveyor to Lloyd's Register of British and Foreign Shipping.

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? *A very few in butts*

Masts, Bowsprit, Yards, &c., are *Iron & wood* in *Good* condition, and sufficient in size and length. If of Iron or Steel give Scantlings of 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 Materials, and if stamped with Maker's name.
State also Length and Diameter of Lower Masts and Bowsprit *These are sketch attached hereto*

*For Mast Length 72 feet 11 inches Diameter at partners 24 x 1/2"
Main Mast Length 64 feet 4 inches Diameter at partners 22 x 1/2"
Mast plates made by Bowditch Iron Co*

Number for Equip- ment 38198		CABLES, &c.			Test per Certificate. Tons.	Fathoms & Inches per Rule.	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS.		Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested and Superintendent, also Name of Anchor Maker.
Letter for do. W.		Number of Certificate.	Fathoms.	Inches.				Number of Certificate (State if any and which Anchors are Stockless.)					
		5196	301 1/2	2 1/2	10 1/2	4 1/2	300-22	23-12-89	These anchors are by patents improved patent stockless and have been tested at Low Station by R. Russell.				
N	SAILS.	8262	90	1 1/2	38-25 1/2	90-1 1/2	24-1-90	116.60	50-0-22	42-10-2-14	40-0-0	13-1-90	
	Fore Sails,	Chains made by S. Taylor & Sons and tested at R. F. C. 104 by J. Hartness.											
	Fore Top Sails,												
	Fore Topmast Stay Sails,	Chains callipered as per Cir 69 and found in order.											
	Main Sails,												
	Main Top Sails, and quality	Iron Stream Chain or Steel Wire ..											
	Wood	Hempen Steel Cable											
		TOWLINE— Hemp or Steel Wire.	120	4 1/2	39	120-13	Steel hawser	Collective Weights	144-8-22	114-0-0	Capt. Webb made test.		
		Hawser	90	10	Manilla	90-10	Certified by	Stream	12-1-14	14-4-0-4	12-0-0	19-12-89	
			90	10	Manilla	90-9	Brown & Spindling	Kedge	6-1-0	8-10-0-0	6-0-0	19-12-89	
		Warp	120	5	Manilla			Kedge	3-1-4	5-16-2-4	3-0-0	19-12-89	

Standing and Running Rigging *G. I. Wire Manilla* sufficient in size and *Good* in quality. She has *Long* Boat and *Three* others
The Windlass is *Emerson Walker* (with Capstan combined) and *4* Rudder *Good* Pumps *Good*

Engine Room Skylights. How constructed *of glass on iron framings 3-1/2 in* How secured in ordinary weather? *Lead and pins.*

What arrangements for deadlights in bad weather? *Lead flaps with bulls eyes*

Coal Bunker Openings. How constructed? *Wrought iron* How are lids secured? *Hatch bars* Height above deck? *18 x 48 in*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Garway ports fitted with guard rails (hatch covers) in
way of Fore Main after Main and after Hatch 12 ft 6 in 9 1/2 ft 12 in length respectively in addition to Scuppers and Mousing Pipes*

Cargo Hatchways. How formed? *Iron plates and angles in the usual manner* Hatches, If strong and efficient? *3 in solid*

State size Main Hatch *36-0 x 14-0* Fore hatch *18-0 x 12-0* Quarterhatches *24-0 x 14-0 + 18-0 x 12-0*

If of extraordinary size, state how framed and secured... *Up 1/2 in thickness in way of main hatch as Plan approved.* What arrangement for shifting beams? *Efficient*

Order for Special Survey No. *3598* Date *19 Aug 1889*

Order for Ordinary Survey No. *193* Date *✓*

No. *193* in builder's yard. DATES of Surveys held while building as per Section 18.

State dates of letters respecting this case *August 29th September 4th 24th October 14th 17th December 2nd 1889.*

General Remarks (State quality of workmanship, &c.)

This spar decked screw steamer has been built in accordance with the approved plans accompanying this Report, and in other respects as required by the Rules. The letters relating to this case are indicated above, as to date, and the requirements stated therein have been complied with. The workmanship is of good quality, and the steel has been tested by the Society's Surveyors.

This vessel is a sister ship (as to dimensions and general arrangements,) to the S.O. "Maori King" Yard No 192; except that the scantlings of plating have been amended to accord with the new Rules for steel ships with the increase in inside strakes for wide spacing of frames, and some other amendments have been made as embodied in the approved plans for this vessel.

The freeboards assigned in the Secretary's letter dated 27th February 1890 have been duly marked upon the ship's sides in accordance with notice 1542 and should be recorded in the Register Book as follows: Water 8-2 in summer 9-1 to 10-7 in winter. Paint and the hull is fresh water.

How are the surfaces preserved from oxidation? Inside *Portland cement and paint* Outside *Paint*

Particulars for Record in R.B.—Length of Poop *40 1/2* ft., R.Q.D. *✓* ft., Bridge Dk. *8 1/2* ft., F'castle *34* ft.; No. of Dks. (excluding spar, awn, &c.) *One*

Material of dks. *Iron* If spar, awn, dk., &c. *Spar Deck* Material of spar, awn, dk., &c. *Iron*; No. of tiers of beams (with and without dks. laid) *Three*

Official No. *100A* Signal Letters *✓* If double bottom, state particulars on separate form.

I am of opinion this Vessel should be Classed *100A Steel Spar Deck (1500 Iron Spar Deck Iron) Freeboard to be recorded 7-3-2 1/2*

The amount of the Entry Fee *£ 5 : 0 : 0* is received by me, *✓*

Special *£ 114 : 4 : 0* 21 March 1890

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

Travelling Expenses, if any, £ *✓*

Committee's Minute

Character assigned *100A Steel Spar Deck 100 Iron Spar Deck 300 Iron*

Record Freeboard 300 10