

1 Deck

IRON OR STEEL STEAMER.

Received at London Office.

State of Report is also sent on the Machinery of the Vessel

Date of completion of Report 16th June 1892 Port of Sunderland
No. 16550 Survey held at Sunderland Date, First Survey August 20th 1891 Last Survey June 17th 1892

AGE under age Deck... 1842.42
Do. Poop 65.68
Do. Forward Or. 123.60
Do. Break... 280.18
Do. on Deck 19.95
Do. of Hatchways 20.98
Do. of Forecastle 43.96
Do. above Crown of Engine Room 2398.76
Do. of Main Deck 56.57
Do. of Fore Room 2342.19
Do. of Fore Room 767.60
Do. of Fore Room 24.48
Do. of Fore Room 1530.11

ONE DECKED VESSEL. CLASS 100 A.1
Half Breadth (moulded) 18.92
Depth from upper part of Keel to top of Main Deck Bms. 23.25
Girth of Half Midship Frame (as per Rule) 37.70
1st Number 79.87
Length 288.33
2nd Number 23028.9
Proportions—Breadths to Length 7.6
Depths to Length—Main Deck to top of Keel 12.4
Destined Voyage

Master
Year of appointment
Built at Sunderland
When built 1891/2 Launched 26/4/92
By whom built Messrs Colbourne & Graham
Owners Messrs W. & A. G.
Managers
Residence
Port belonging to

Table with columns: Breadth, Depth, Power of Engines, Horse, No. of Decks with Flat laid, No. of Tiers of Beams.

Dimensions of Ship per Register, Length, 289.7 breadth, 38.1 depth, 20.1. Moulded Depth, ft. 22 ins. 6. Round of Beam 9 inches.

Table: ORGINGS AND CASTINGS. Columns: Inches in Ship, Inches per Rule, 20ths per Rule.

Table: KEELSONS AND STRINGERS. Columns: Inches in Ship, Inches per Rule, 20ths per Rule.

Table: FRAMING. Columns: Inches in Ship, Inches per Rule, 20ths per Rule.

Table: PLATING. Columns: Inches in Ship, Inches per Rule, 20ths per Rule.

Ceiling betwixt Decks, thickness and material	BULKHEADS.			No. in Vessel			No. Reqd. by Rule		
	Thickness.	Angles.	Spacing.	Height up.	Sogl. or Dbl. Frames.				
in hold do. do. P. 2	7.6								
Number of Breasthooks	Five & deep floors								
Crutches	Three & deep floors								

Are the outside Plates doubled two spaces of Frames in length? *Yes*

The FRAMES extend in one length from *Middle line* to *bulk side, thence to Gunway*. Riveted through Plates with  $\frac{1}{8}$  in. Rivets, about 6" apart

The REVERSED ANGLE on floors and frames extend from *Middle line* to *Raised Quarter Deck & upper web stringer alternately; and alternately to Main SR & upper stringer.*

**RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c.**

Carboard, double riveted to *Keel* or Flat Plate Keel, with rivets  $\frac{1}{8}$  in. diameter, averaging  $\frac{1}{4}$  ins. from centre to centre.

Edges of Carboards and to upper part of Bilge, worked clincher, double riveted; with rivets  $\frac{1}{8}$  in. diameter, averaging  $\frac{3}{4}$  ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, treble *double* riveted; treble for *half* length; with rivets  $\frac{1}{8}$  in. dia., averaging  $\frac{3}{4}$  ins. from cr. to cr.

Butts of *all* Strakes at Bilge for *half* length, treble riveted with Butt Straps  $\frac{3}{16}$  thicker than the plates they connect.

Edges from Bilge to Sheerstrake, worked clincher, double *single* riveted; with rivets  $\frac{1}{8}$  in. diameter, averaging  $\frac{3}{4}$  ins. from centre to centre.

Butts from Bilge to Sheerstrake, worked carvel, treble *double* riveted; treble for *half* length; with rivets  $\frac{1}{8}$  in. dia., averaging  $\frac{3}{4}$  ins. from cr. to cr.

Edges of Sheerstrake, double *single* riveted. Butts of Sheerstrake, treble riveted for *half* length amidships.

Butts of Main Stringer Plate, treble riveted for *half* length amidships. Single or Double Butt Straps to Stringer Plate for *half* length.

Butts of Inner Bottom Plating double riveted for *half* length. Butts of Centre Girder *treble* riveted.

Breadth of edge laps of Shell Plating in double riveting  $6 \times \frac{1}{4}$ . Breadth of edge laps of Shell Plating in single riveting  $6 \times \frac{1}{4}$ .

Butt Straps of Shell Plating breadth and thickness  $19 \times \frac{1}{16}$ ;  $16 \times \frac{1}{16}$ ;  $11 \times \frac{1}{16}$ . Butts, if Lapped, breadth of laps  $9 \times 6$  for stringers only.

Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted? *treble and 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.? *Siemens Martin Steel. Plates: - Consett & Spencer. Angles: - Palmers Co.*

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

Fore	Main	Mizen	Material	Total Length	DIAMETER AND THICKNESS.			No. of Plates in round.	ANGLES.		RIVETING.
					At Partners.	Heel.	Head.		Number.	Size.	
			Steel	74-11	21 x 1/16	16 x 3/16	17 x 3/16	14 x 3/16	do	do	Single treble & butts
			do	74-10	20 x 1/16	15 x 3/16	16 x 3/16	13 x 3/16	do	do	do

Bowsprit *are of Pitch Pine*

Topmasts, Yards and Remainder of Spars *are of Pitch Pine*

Rigging, Material and Size, Shrouds *Sabot & Steel wire 3/2"*

Sails, *one complete* Suit of *Schooner Rig* Sails, and the following spare sails

**EQUIPMENT No. 25685 LETTER S 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.						
			Tons.	cwts.	qrs.	lbs.				Tons.	cwts.	qrs.	lbs.		
23507	1st Bower	40	0	14	35	16	3	14	40	0	0	Reliance	H. L. Myers	Sl'd. 31/3/92	J. Hartness
23474	2nd "	40	0	0	35	15	0	0	40	0	0	do	do	do	do
23508	3rd "	34	0	14	32	5	2	14	34	0	0	do	do	do	do
	Collective weight	115	0	0					114	0	0				
23433	Stream	10	2	4	12	10	3	21	10	2	0	Rodgers pat.	J. Green	do 21/3/92	do
23434	Kedge	5	1	4	7	14	0	7	5	1	0	do	do	do	do
23435	2nd Kedge	2	2	14	5	2	2	0	2	2	0	do	do	do	do

**CHAIN CABLES. HAWSERS AND WARPS.**

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.	
													Tons.
9739	135	1 1/2	59 1/2	229-3-1	137	1 1/2	Shud. J. Green	Sl'd. 29/3/92	Towline	Steel	90	3 1/2	90-3 1/2
9738	135	1 1/2	59 1/2	229-3-1	137	1 1/2	do	do	Hawser	do	90	7 1/2	90-7 1/2
9740	75	1 1/2	22 1/2	34 1/2-3-15	75-1 1/2	1 1/2	do	do	do	do	90	4	90-4

Boats *2 Life Boats & 2 ordinary*

Pumps, Number *8 Hand pumps* Diameter of Barrel and Tail Pipe *7 pumps - 6 1/2"; 1 pump h.f. Bar. 5 1/2"*

The Windlass is *Emerson, Walker & Thompsons patent capstan none fitted*

Engine Room Skylights—How constructed? *Plates & bars in the usual way*

What arrangements for deadlights in bad weather? *Iron shutters & bulls eye lights*

Coal Bunker Openings—How constructed? *Plates & bars* How are lids secured? *Welded bars & clips* Height above deck? *12 ins.*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *On the R. 2. D. - 4 Scuppers, 2 Spring pipes, 2 f. ports 36 x 21; 1 - 34 x 20, 4 - 30 x 20, each side. On Well - 1 scupper, 1 Spring pipe & 2 ports 30 x 24 each side*

Cargo Hatchways—How formed? *Plates and bars in the usual way* Hatches, if strong and efficient? *yes*

State size No. 1 Hatch (Forward) *14-0 x 14-0 x 3-6* No. 2 Hatch *28-0 x 14-0 x 18* No. 3 Hatch *20-0 x 14-0 x 36* No. 4 Hatch *20-0 x 14-0 x 36*

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *No. 1 - 1 strong deep beam & 3 f. afters to each*

*& 3 f. a. No. 3 & 4 - 1 deep web plate & 3 fore & afters to each*

Bulwarks, height above deck and description *Plate: on R. 2. D. 3-4" in well; full height of Bulk Main Rail, material and size as R. 2. D. 3 hollow moulding in well - see sketch*

The above is a correct description

Builder's Signature, (here only) *Osbourne & Co.* Surveyor's Signature *John J. Roberts*

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

Order for Special Survey No. *27574*

Date *2 Oct. 91.*

Order for Ordinary Survey No. *---*

Date *---*

No. *88* 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

Surveyor's name *John J. Roberts*

Days of Survey *15 days*

held while building as per Section 18.

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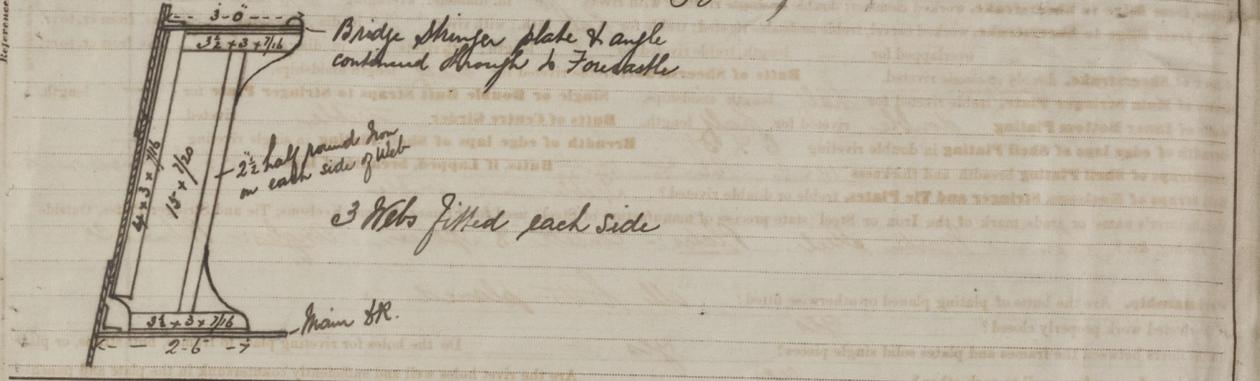
Surveyor's name *John J. Roberts*

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held while building as per Section 18.

State dates and initials of letters respecting this case *M-23/2/91; M-18/9/91; M-3/11/91; E-3/11/91*

General Remarks (State quality of workmanship, &c.) *This steel screw steamer has been built in accordance with the approved plans; the Secretary's letters of the above mentioned dates relating to this case, and in other respects in accordance with the Rules. The workmanship throughout is good, and the steel used in her construction has been duly tested as required by the Rules & Circulars of the Society. There are four of Wigham's patent steam winches; Hoskie's patent hand steering gear; & Donkin & Giddie's patent steam steering gear fitted on board.*



PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *28.5* ft., R.Q.D. *Break 90.0* ft., Bridge Dk. *116.0* ft., F'castle *33.0* 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.

The Poop, Raised Quarter Deck, & Bridge are all connected.

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 - Steel 1 tier of Beams & Web Frames*

Official No. *---*; Signal Letters *---*

**PARTICULARS OF WATER BALLAST.**

Double bottom, aft, length *---* and water capacity in tons *---*

Double bottom, forward, length *---* and water capacity in tons *---*

Double bottom, under engines and boilers, length *---* and water capacity in tons *---*

Double bottom, constructed on the cellular system, length *240 feet* and water capacity in tons *459*

Fore peak tank, water capacity in tons *---*

After peak tank, water capacity in tons *---*

Midship deep tank, length *---* and water capacity in tons *---*

Other tanks, if fitted, length *---* and water capacity in tons *---*

The above have *duly* been tested as required by the Rules.

(If necessary, furnish further information by sketch.)

How are the surfaces preserved from oxidation? Inside *Portland cement & Paint* Outside *Paint only*

FREEBOARD assigned by the Committee, as per Secretary's Letter, dated *18th May 1892*

In Summer *2 ft. 1 1/2 in.*

In Winter *2 ft. 5 1/2 in.*

For Winter in North Atlantic *2 ft. 10 in.*

Fresh Water above the centre of disc *5 in.*

To top of Wood, Iron or Steel Upper Deck *Machinery SR. bar*

The amount of Entry Fee *£ 5* is received by me, *---*

Special *£ 83* *11* *0* *30* *6* *18* *92*

Certificate *£* *---*

Travelling Expenses, if any *£* *---*

I am of opinion this Vessel should be Classed *100A1 "STEEL" A & GP*

TUES. 28 JUN 1892

Committee's Minute *---*

Character assigned *100A1 Steel*

*a + c p + L m c b, 92*

*100A1 Steel*

*15k (Steel) + Web frames*

*7 R.*

*100A1 Steel*

*15R (Steel) + Web frames*

*U. P. Call D. B. 242 1892*

*E. K.*