

Spar, Awning or Part Awning Dk.

IRON OR STEEL STEAMER.

(Received at Lloyd's Register Office) DEC 1892
16766

State if Report is also sent on the Machinery of the Vessel *Yes*
Date of completion of Report *29th November 92* Port of *Sunderland*

No. *16766* Survey held at *Sunderland* Date, First Survey *6 February 92* Last Survey *26th November 1892*

On the *Steel Screw Steamer "CONSTANCE"* - YARD N^o 218 - Rig *Schooner (2 masts)*

TONNAGE under Tonnage Deck... *3639.58* SPAR, AWNING OR PART AWNING DECKED VESSEL, Master *J. B. Rose*

Do. between Tonnage Deck and 3rd. Ath. Spar or Awning Dk. or a Vessel having a continuous Shade Deck. Year of Appointment *1892*

Total under Upper Dk. *3639.58* CLASS *100 A1* Built at *Sunderland*

Do. of Poop *14.87* Half Breadth (moulded) *22.37* When built *1892* Launched *11th July*

Do. of Rais d Or. Dk. or Break) Depth from upper part of keel to top of Main Deck Beams *22.95*

Do. of Bridge House on Poop *3.73* Girth of Half Midship Frame (as per Rule) *41.5* By whom built *Short Bros*

Houses on Deck *62.06* 1st Number *86.83* Owners *Short Bros & J. G. Short*

excess of Hatchways *28.66* Length *348.16* Managers *J. V. Short & J. G. Short*

Forecastle *77.80* 2nd Number *30231* (Where necessary to be entered in Reg. Book.)

above Crown of Engine Room *3930.15* Proportions—Breadths to Length *7.78* Residence *Sunderland*

ss Tonnage *129.61* Depths to Length—Main Deck to top of Keel *15.16* Port belonging to *Sunderland*

ss above Crown of Engine Room *3800.54* Destined Voyage *Surveyed while Building, Afloat, or in Dry Dock*

ss Navigation Spaces *1257.45* Register Tonnage *2486.56*

ss cut on Beam *1313.98*

LENGTH on Deck Feet. Inches. BREADTH—Feet. Inches. DEPTH, top of Floors to Spar or Awn. Dk. Beams Feet. Inches. Horse. No. of Decks with flat laid

as per Rule *348 2* Moulded *44 9* Do. do. Main Deck Beams *19 6 1/2* Power of Engines *300* No. of Tiers of Beams *Two*

Dimensions of Ship per Register, Length *365.0* breadth *45.0* depth *27.41* Spar or Awn. Dk. Moulded depth, ft. *22* ins. *0 1/2* To Main Dk. Beam, Main Dk. *11* ins.

FORGINGS AND CASTINGS. Inches in Ship. Inches per Rule. Or as Approved.

KEEL, Bar or Side Plates, depth and thickness *Flat plate keel*

STEM, moulding and thickness *11 x 2 3/4* *11 x 2 3/4*

STERN-POST for Rudder do. do. *11 x 6 1/2* *11 x 6 1/2*

" for Propeller *11 x 6 1/2* *11 x 6 1/2*

MAIN PIECE of Rudder, diameter at head *8 1/2* *8 1/2*

do. at heel *4 1/2* *4 1/2*

RUDDER, how constructed *Forged & plated*

Can the Rudder be unshipped afloat? *yes*

FRAMING. 300 feet

FRAME Angles, or L Bars for length amidships *5 1/2 x 3 1/2 x 3 1/2 x 10* *5 1/2 x 3 1/2 x 3 1/2 x 10*

Do. for at each end *14. PEAKS* *5 1/2 x 3 1/2 x 3 1/2 x 8* *5 1/2 x 3 1/2 x 3 1/2 x 8*

Do. in way of Double Bottoms *3 1/2 x 3 1/2 x 3 1/2 x 8* *3 1/2 x 3 1/2 x 3 1/2 x 8*

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

REVERSED FRAME Angles *3 1/2 x 3 1/2 x 3 1/2 x 8* *3 1/2 x 3 1/2 x 3 1/2 x 8*

FLOORS, depth and thickness of Floor Plate at mid-line for length amidships *Cellular double bottom*

" in way of Engines and Boilers *Cellular double bottom*

thickness at the ends of vessel *Cellular double bottom*

depth at 1/2 the half-bdth. as per Rule *Cellular double bottom*

height extended at the Bilges *Cellular double bottom*

FLOORS & BRACKETS, in Cell Dble Bottoms *42* *7/16* *42* *7/16*

CENTRE GIRDER, in Double bottom, depth and thickness *42* *10* *42* *10*

Angles, Top *4 x 4 x 9* Bottom *6 4 10 6 4 10*

SIDE GIRDERS, number and thickness *Three* *7/16* *Three* *7/16*

Angles *3 1/2 x 3 1/2 x 3 1/2 x 8* *3 1/2 x 3 1/2 x 3 1/2 x 8*

MARGIN PLATE, depth (exclusive of flange) and thickness *36* *8* *28* *8*

Angles *4 4 9 4 4 9*

INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake *36* *9/16* *36* *9/16*

" thickness in Engine and Boiler space *8 1/16* *8 1/16*

" Remainder in Holds *8 1/16* *8 1/16*

BEAMS, Spar or Awning Deck, Single Angle, Bulb Angle, Plate or Tee Bulb *7 1/2 3 10 7 1/2 3 10*

Angles on upper edge *24* *24*

Average space *8 3 11 8 3 11*

BEAMS, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb *8 3 11 8 3 11*

Angles on upper edge *24* *24*

Average space *24* *24*

BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb *7 1/2 3 10 7 1/2 3 10*

Angles on upper edge *24* *24*

Average space *8 3 11 8 3 11*

BEAMS, Hold, or Orlop, Plate or Tee Bulb *7 1/2 3 10 7 1/2 3 10*

Angles on upper edge *24* *24*

Average space *8 3 11 8 3 11*

BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, or Tee Bulb *7 1/2 3 10 7 1/2 3 10*

Angles on upper edge *24* *24*

Average space *8 3 11 8 3 11*

BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb *8 1/2 8 8 1/2 8*

Angles on upper edge *3 3 6 3 3 6*

Average space *4 4 8 4 4 8*

PILLARS between Decks, Size and Spacing *2 3/4 4 1/2 2 3/4 4 1/2*

WEB FRAMES, in Fore Body, No. and spacing *Three 18 8 1/16 18 8 1/16*

No. of Side Stringers *Three 18 8 1/16 18 8 1/16*

WEB FRAMES, in After Body, No. and spacing *Three 18 8 1/16 18 8 1/16*

No. of Side Stringers *Three 18 8 1/16 18 8 1/16*

Size of Angles or Tee Bars to Web Frames *Three 18 8 1/16 18 8 1/16*

BRACKET PLATES to Stringers between Web Frames, depth and thickness *18 8 1/16 18 8 1/16*

Lengths of Plating *Eight*

Main Sheerstrake, breadth and thickness *44 12 44 12*

Of doubling at Sh'stk. & Ing. applied *18 1/2 at ends of Bridge*

from Main to Spar Dk. or Awn. Dk. Sh'stk. *18 1/2*

Spar or Awn. Dk. Sh'stk., br'dth & thickn's *40 12 40 12*

Strake between Spar & Main *Three doubled for 3/4*

Poop sides *7 7*

Bridge sides *7 7*

Forecastle sides *7 7*

Lengths of Plating *Eight*

PLATING. Inches in Ship. Inches in Ship. Or as Approved. Inches 20ths per Rule. Or as Approved.

FLAT PLATE KEEL, breadth and thickness *36 17 36 17*

Dblng or increased thickness & len. appl. *1/2 length*

PLATES in Garboard Strakes, breadth & thickness *54 13 54 13*

from Garboard to lower part of Bilges *12 12*

State Thickness of Plating in way of Double Bottom *Four 12 12*

Bilges, No. of Strakes and thickness *Four 12 12*

Of doubling at Bilge, or increased thickness, and length applied *12 12*

from up. part of Bilge to l. edge of Sh'strake *12 12*

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Order for Special Survey No. 2498

Date 15 May 92

Order for Ordinary Survey No. -

Date -

No. 218

in builder's yard.

DATES of Surveys held while building as per Section 18.

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

11/14/92 March 11/12/92 20 April 7/11/92 25 May 9/11/92 14 June 22 15/11/92 22 20 July 15/7/92 12/30 Aug. 14/9 16/22 25 Sept. 5/30 Oct. 4/11/92 24/29 Nov. 7/11/92 16/12/92 26

Total No. of Visits 60

State dates and initials of letters respecting this case 1891 (2) 19th Nov. 192 (3) 1st March (E) 27th April. (W) 15th November.

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

This steel spar decked screw steamer has been built in accordance with the approved plans, as amended, the Secretary's letters dated as above stated and in other respects in conformity with the Rules for the 100 A class.

The workmanship is good.

The steel used in the construction has been manufactured by the firms herein mentioned and tested at the works in accordance with the Rules.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 36 ft., R.Q.D. or Break - ft., Bridge Dk. 72 ft., Forecastle 44 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

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 DE (STL) and SPAR DE (STL-WL) and web frames, side stringers (100A)

Official No. 99618; Signal Letters

PARTICULARS OF WATER BALLAST—

Double bottom, aft, 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 288 and water capacity in tons 940

Fore peak tank, water capacity in tons 105 After peak tank, water capacity in tons 55

Midship deep tank, length and water capacity in tons

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

The above have now 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

FREEBOARD assigned by the Committee, as per Secretary's Letter, dated 15th November 1892.

State if marked on Vessel's sides in accordance with Notice No. 279 yes

In Summer 7 ft. 1 1/2 ins.

In Winter 7 ft. 6 ins.

For Winter in North Atlantic 7 ft. 11 ins.

Fresh Water above the centre of disc 5 1/2 ins.

To top of Wood, Iron or Steel Upper, Spar, Awning, or Part Awning Deck. Statutory deck line, 2" above wood spar deck at side.

The amount of Entry Fee £ 5 : 0 : 0 is received by me, Special £ 120 : 0 : 6 Certificate £ Travelling Expenses, if any £

I am of opinion this Vessel should be Classed 100 A-1 "STEEL" SPAR DECKED 1892

George Harrison

Surveyor to Lloyd's Register of Shipping & Foreign Shipping.

Committee's Minute

Character assigned 100 A1 Steel Spar dk.

a + cpl + 2 Me 11, 92

1 DE (STL) + Spar dk. (STL-WL) + web frames

7 K

100 A1 ("Steel") Spar Deck

1 DE (STL) + Spar dk. (STL-WL) + web frames

11. B. - 2nd DE (STL-WL) + web frames

7 K

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