

IRON OR STEEL SHIP.

(Received at London Office,

2973

Date of writing Report

11/4/90

Port of

Southampton

No. 2973 Survey held at Portsmouth

Date, First Survey

5th April - 89

Last Survey

1st July

1890

On the Steel Screw Steamer "Hercules"

Rig 1 pole mast, as usual in ships

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

Total under Upper Dk.

No. of Poop

No. of Raised Qr.

Dk. or Break

No. of Bridge House

No. of Houses on Deck

No. of excess of Hatchways

No. of Forecastle

Gross Tonnage

53.46

Less Crew Space

Less Engine Room

Register Tonnage

12.55

as out on Beam

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

Half Breadth (moulded) 8.5

Depth from upper part of Keel to top of Upper Deck Beams 8.5

Girth of Half Midship Frame (as per Rule) 13.5

1st Number 30.5

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

Length 75.0

2nd Number 2287.5

Proportions— Breadths to Length 4.4

Depths to Length—Upper Deck to Keel 8.8

Main Deck ditto

Master

Year of appointment

Built at Portsmouth

When built 1889-90 Launched 11th Sept 1890

By whom built Vosper & Co

Owners The Shoreham Harbour Trustees

Managers

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

Residence Shoreham

Port belonging to Shoreham

Destined Voyage

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

while Building & afloat

LENGTH on deck as per Rule 75 Feet. Inches. BREADTH Moulded 17 Feet. Inches. DEPTH top of Floors to Upper Deck Beams 7 Feet. Inches. Power of Engines 37 Horse. No. of Decks with flat laid 1 Cabin Plate No. of Tiers of Beams 1 Cabin Plate

Dimensions of Ship per Register, length, 75.1 breadth, 17.05 depth, 7.4

EEL, depth and thickness 4 1/2 x 1 1/2

FEM, moulding and thickness 4 1/2 x 1 1/2

TERN-POST for Rudder do. do. 4 1/2 x 2 1/2

" " for Propeller 4 1/2 x 2 1/2

Distance of Frames from moulding edge to moulding edge, all fore and aft 20

FRAMES, Angle Iron, for 3/4 length amidships 2 1/2 x 4 1/2

Do. for 1/4 at each end 2 1/4 x 4 1/2

REVERSED FRAMES, Angle Iron 2 1/4 x 4 1/2

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 9 x 4 1/2

" thickness at the ends of vessel 4 1/2

" depth at 3/4 the half-bdth. as per Rule as per Rule

" height extended at the Bilges mid section

BEAMS, Upper, Spar, or Awning Deck 4 3/4 x 3

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 4 3/4 x 3

Single or double Angle Iron on Upper edge 40 ins

Average space 40 ins

BEAMS, Main, or Middle Deck 4 1/2 x 3

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 4 1/2 x 3

Single, or double Angle Iron, on Upper Edge 40 ins

Average space 40 ins

BEAMS, Lower Deck 4 1/2 x 3

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 4 1/2 x 3

Single or double Angle Iron on Upper Edge 40 ins

Average space 40 ins

BEAMS, Hold, or Orlop 4 1/2 x 3

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 4 1/2 x 3

Single or double Angle Iron on Upper Edge 40 ins

Average space 40 ins

KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates 3 1/2 x 3

" Rider Plate 3 1/2 x 3

" Bulb Plate to Intercoastal Keelson 3 1/2 x 3

" Angle Irons 3 1/2 x 3

" Double Angle Iron Side Keelson 3 1/2 x 3

" Side Intercoastal Plate 3 1/2 x 3

" do. Angle Irons 3 1/2 x 3

" Attached to outside plating with angle iron 3 1/2 x 3

LGE Angle Irons 3 1/2 x 3

" do. Bulb Iron 3 1/2 x 3

" do. Intercoastal plates riveted to plating for length 3 1/2 x 3

BILGE STRINGER Angle Irons 3 1/2 x 3

Intercoastal plates riveted to plating for length 3 1/2 x 3

SIDE STRINGER Angle Irons 3 1/2 x 3

The FRAMES extend in one length from Keel to rail and to gunwale alternately Riveted through plates with 5/8 in. Rivets, about 5" apart.

The REVERSED ANGLE IRONS on floors and frames extend from middle line to gunwale and to turn of bilge, 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 7/8 in. diameter, averaging 4 3/8 ins. from centre to centre.

" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 5/8 in. diameter, averaging 2 3/4 ins. from centre to centre.

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 5/8 in. diameter averaging 2 1/8 - 2 1/4 ins. from centre to centre.

" Butts of Strakes at Bilge for length, treble riveted with Butt Straps thicker than the plates they connect.

" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 5/8 in. diameter, averaging 2 1/2 to 2 3/4 ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 5/8 in. diameter, averaging 2 1/8 - 2 1/4 ins. from cr. to cr.

" Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.

" Butts of Main Sheerstrake, double riveted for whole length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

" Butts of Main Stringer Plate, treble riveted for whole length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.

" Breadth of laps of plating in double riveting Breadth of laps of plating in single riveting 2 1/4

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? as req? No. of Breasthooks, 1 Crutches, 1

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? good

Manufacturer's name or trade mark, The Steel Company of Scotland

The above is a correct description.

Builder's Signature, Vosper & Co

Surveyor's Signature, J. L. ...

Surveyor to Lloyd's Register of British and Foreign

Lloyd's Register

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

It is submitted that this vessel

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