

Steel IRON SHIP.

6296
MONDAY 7 FEB 1887

No. 6296 Survey held at West Hartlepool Date, First Survey Aug. 11. 86. Last Survey Jan. 28. 1887

On the Steel Screw Steamer "Maryland" Schooner Rig 3 Masts: (71 masts)

TONNAGE under 2653.57. ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.

Master R. J. Blacklin - 1887-89

Ditto of Third, Spar, or Awning Deck. Half Breadth (moulded) 20.38

Built at West Hartlepool

Ditto of Poop, or Raised Or. Dh. Depth from upper part of Keel to top of Upper Deck Beams 29.33

When built 1886 Launched 25 Nov. 86

Ditto of Houses on Deck. Girth of Half Midship Frame (as per Rule) 44.90

By whom built W. Gray & Co.

Ditto of Forecastle. 1st Number 94.61

Owners Baltimore Shipping Co.

Gross Tonnage 2863.08 1st Number, if a 3-Decked Vessel deduct 7 feet 7

Residence Baltimore

Less Crew Space 2768.03 Length 318.16

Port belonging to London

Less Engine Room 916.19 2nd Number 278.74

Destined Voyage Atlantic

Register Tonnage as cut on Beam 1851.84 Proportions - Breadths to Length 7.8

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

Depths to Length - Upper Deck to Keel 10.85

Main Deck ditto 14.4

LENGTH on deck as 318 2 BREADTH Moulded 40 9 DEPTH top of Floors to Upper Deck Beams 27 3 Do. do. Main Deck Beams 19 11 Power of Engines 300 No. of Decks with flat laid Two No. of Tiers of Beams Three

Dimensions of Ship per Register, length, 320.0 breadth, 41.0 depth, 26.75 Depth Moulded 28.6

KEEL, depth and thickness 2 Slabs 11 x 1 1/8 11 x 1 1/8

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

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

FRAMES, Angle Iron, for 1/2 length amidships 5 1/2 3 1/2 8 5 1/2 3 1/2 8

Do. for 1/4 at each end 5 5

REVERSED FRAMES, Angle Iron 3 1/2 3 1/2 8 3 1/2 3 1/2 8

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships Cellular See Section

" thickness at the ends of vessel Double

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

" height extended at the Bilges 24 24

BEAMS, Upper, Spar, or Awning Deck 8 1/2 8 8 1/2 8

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 1/2 3 7 3 1/2 3 7

Single or double Angle Iron on Upper edge 48 48

Average space 7 1/2 3 10 7 1/2 3 10

BEAMS, Main, or Middle Deck 11 11 11

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 5 4 9 5 4 9

Single or double Angle Iron on Upper Edge See Profile See Profile

Average space as to no side plates being fitted to the Lower Deck

BEAMS, Hold, or Orlop 42 9 42 9

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 42 9 42 9

Single or double Angle Iron on Upper Edge

Average space

KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates Cellular See

" Rider Plate double Section

" Bulb Plate to Intercoastal Keelson bottom

" Angle Iron S. double

" Double Angle Iron Side Keelson

" Side Intercoastal Plate

" do. Angle Iron S.

" Attached to outside plating with angle iron

BILGE Angle Iron S. 6 1/2 4 9 6 1/2 4 9

" do. Bulb Iron S.

" do. Intercoastal plates riveted to plating for 3/5 length 9

BILGE STRINGER Angle Iron S. 6 1/2 4 9 6 1/2 4 9

" Intercoastal plates riveted to plating for 3/5 length 9

SIDE STRINGER Angle Iron

The FRAMES extend in one length from centre line to Upper Deck

The REVERSED ANGLE IRONS on floors and frames extend from middle line to Middle Deck

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes

PLATING. Garboard, double riveted to Keel, with rivets 1/8 in. diameter, averaging 5 1/8 ins. from centre to centre.

" Edges of Garboards and to upper part of Bilge, worked clencher, 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 7/8 in. diameter averaging 3 1/2 3/8 ins. from centre to centre.

" Butts of all Strakes at Bilge for 3/4 length, treble riveted with Butt Straps 7/20 thicker than the plates they connect.

" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 3/8 ins. from cr. to cr.

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

" Butts of Main Sheerstrake, treble riveted for 3/4 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 3/4 length amidships.

" Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.

" Breadth of laps of plating in double riveting 6 1/2 5/4 Breadth of laps of plating in single riveting No single riveting.

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? No. of Breasthooks, 7 Crutches, 4.

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

Manufacturer's name or trade mark, Plates from the Moor Iron Co. - Stockton

The above is a correct description. Angles & bulbs from Dorman Long & Co. - Middlesbrough

Builder's Signature, J. W. Gray

Surveyor's Signature, J. W. Gray

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

ROBERT EDMUND TAYLOR & SON, Commercial and General Steam Printers, 19, Old Street, Goswell Road, London, E.C.

STR 913-0300

Foundation

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed, where practicable*
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, generally*
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? *Yes. A few in the butts only*

Masts, Bowsprit, Yards, &c., are *Iron & Pine* in *good* condition, and sufficient in size and length. If of Iron or Steel give Scantling Plating, Angle Irons, &c., and further explain by a Sketch showing how the 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 *The lower masts are of Iron, of the scantling as per Sketch approved by the Committee in the Secretary's letter of the 13 Aug 86. The iron in these Masts from the Mast-Hartlepool Iron Co. is of a good quality, and has been tested as prescribed by the Rules & found satisfactory.*

NUMBER & LETTER for EQUIPMENT										SAILS.						
N ^o .	CABLES, &c.	Fathoms	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested and Superintendant, also Number of Certificate.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate	W ^g t req'd per Rule.	Machine where Tested Superintendant, also Number of Certificate.				
One	Chain <i>St. Andrew's</i>	150	1 15/16	67.10.0.0	300 - 1 15/16	13407.3000.86	Bower <i>8 Nov 86</i>	1	37.1.13	34.0.2.14	36.2.0	21478.8				
Fore Sails,	Iron Stream Chain	150	1 15/16	67.10.0.0		15410.2. Nov 86	Anchors	1	37.1.13	34.0.2.14	36.2.0	21478.8				
Fore Top Sails,	or Steel Wire	75	1 1/8	22.15.0.0	90 - 1 1/8	15412.1. Nov 86	(State Machine where Tested, Date, & Name of Superintendant.)	1	36.1.0	33.5.2.14	36.2.0	21479.9				
Fore Topmast Stay Sails,	or Hempen Strm Cable	15	1 1/8	22.15.0.0		15422.4. Nov 86	1	31.1.6	29.13.0.14	31.0.0	21480.0					
Main Sails,	Towline, Hemp.	100	4"	33 Tons	100 - 4"		15 Nov 86	1	11.2.14	13.10.0.0	11.1.0	21505.5				
Main Top Sails, and	or Steel Wire	90	3 1/4	22 Tons	90 - 3 1/4		Stream Anchor	1	5.2.13	7.18.1.21	5.2.0	21504.4				
	Hawser	90	8 1/2		90 - 8 1/2		Kedge	1	2.3.13	5.7.2.0	2.3.0	21503.3				
	Warp	2 1/2 90	7				2nd Kedge	1								
	quality	2 1/2 90	7													
Standing and Running Rigging <i>2 1/2 90</i> <i>5 1/2</i> <i>Manilla</i> sufficient in size and <i>good</i> in quality. She has <i>2</i> Long Boats and <i>2</i> others.																
The Windlass is <i>Iron</i> <i>good</i> <i>Capstan</i> <i>Good</i> and Rudder <i>Good</i> Pumps <i>Good</i>																
Engine Room Skylights <i>How constructed? of Iron</i>																
What arrangements for deadlights in bad weather? <i>Strong iron shutters & bulls' eyes</i>																
Coal Bunker Openings. <i>How constructed? of Iron</i>																
Scuppers, &c. <i>What arrangements for clearing upper deck of water, in case of shipping a sea?</i>																
Cargo Hatchways. <i>How formed? of Iron Plate & Angles</i>																
State size Main Hatch <i>16ft x 12ft</i>																
If of extraordinary size, state how framed and secured?																
What arrangement for shifting beams? <i>A shifting beam fitted in 10th 243 hatchways, and three fore</i>																
Hatches, If strong and efficient? <i>Yes. 3" thick. afters fitted in each hatchway.</i>																

Order for Special Survey No. *1175*
Date *15 July 86*
Order for Ordinary Survey No. *1175*
Date *15 July 86*
No. *317* in builder's yard.
State dates of letters respecting this case *15 July 86. 22 July 86. 5 Aug. 86. 13 Aug 86. 24 Sep 86.*
General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the Rules & the approved tracings, forwarded herewith. The whole of the steel used in the hull has been tested in accordance with the Rules, and the Rules in regard to countersinking, and annealing have been properly carried out. The workmanship throughout is of a good quality, and the cement is well laid & firmly adheres to the iron. The water ballast tanks have been tested by a head of water to the height of the load line & have been found satisfactory. The freeboard assigned by the Committee in the Secretary's letter of the 19 Aug 86 have been marked on the vessel's sides viz: - Winter 5' 10" Height of fresh water above Centre of Disc 4 1/2 ins Summer 5' 6"*

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
Built under Special Survey.
Date 1st Survey Aug 11. 86.
Last Jan 20. 87

How are the surfaces preserved from oxidation? Inside *by paint & Cement* Outside *by paint*
I am of opinion this Vessel should be Classed *100A1* (Two Steel Decks)
The amount of the Entry Fee *£ 5* is received by me, *H. P. 187*
Special *£ 94* 4: 4: *H. P. 187*

(to be sent as per margin). Certificate ...
(Travelling Expenses, if any, £ ...)
Committee's Minute
Character assigned *100A1*
Steel
2 DRs (Steel) 3th 13

Surveyor to Lloyd's Register of British and Foreign Shipping
It is submitted that this vessel appears eligible to be classed *100A1 "Steel"*
2 DRs (Steel)
3 DRs (Steel)
Cell 4. B. Particulars appended 7/2/87

Lloyd's Register
Foundation