

IRON OR STEEL STEAMER.

(Received at London Office,

No. 241894

170

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

Date of completion of Report 4th April Port of Amsterdam

Survey held at Trierwater Date, First Survey 1 October Last Survey 2 April 1892

Steel Cargo Steamer (N. N.) (BESSIE)

Rig 2 Gaffsailmasted (small)

ONE OR TWO DECKED VESSEL.

Master Harry Peter Callaway

CLASS 100A1

Year of appointment (1) As master in service of owner of present vessel, 1892 (2) As master of this vessel, 1892

Under Deck 20' 84" 22' 33" 31' 21" 5' 78" 7' 29" 15' 38" 14' 69" 12' 49" 14' 40" 58' 26"

Half Breadth (moulded) 10' 0" Depth from upper part of Keel to top of Main Deck Bms. 9' 4 1/2" Girth of Half Midship Frame (as per Rule) 14' 7" 1st Number 36, 39 Length 95 2nd Number 38, 04 Proportions—Breadths to Length 1:4 3/4 Depths to Length—Main Deck to top of Keel 1:10 2/5 Destined Voyage England If Surveyed while Building, Afloat, or in Dry Dock Building

Built at Trierwater, Holland When built 1891-92 Launched 14 March 1892 By whom built J. H. Mulder Owners P. & C. at London Maria Luisa Whitelegg Managers (Where necessary to be entered in Reg. Book.) Residence Richmond, Surrey Port belonging to London

Tonnage 28' 01 90' 129

on Deck Feet. Inches. BREADTH—Moulded 20 — DEPTH—Top of Floors to Main Deck Beams 8 5 1/2 Power of Engines No. of Decks with Flat laid One No. of Tiers of Beams one

Dimensions of Ship per Register, Length, 95' breadth, 20' 2" depth, 8' 3 1/2" Moulded Depth, ft. 9 ins. 9 1/2 Round of Beam 4 inches

INGS AND CASTINGS. Bar or Side Plates depth and thickness 6 1/2" x 1 1/2" 6 1/2" x 1 1/2" Moulding and thickness 5 3/4" x 1 1/2" 5 3/4" x 1 1/2" POST for Rudder do. do. 5 3/4" x 2 1/2" 5 3/4" x 2 1/2" for Propeller 5 3/4" x 2 1/2" 5 3/4" x 2 1/2" PIECE of Rudder, diameter at head 3 1/2" 3 1/2" do. at heel 2" 2" Rudder, how constructed with stays and pintles in one forging Rudder be unshipped afloat? yes

FRAMING. E. Angles, 7" 1" for 1/2 length amidships for 1/2 at each end 2 1/2 2 1/2 5/16 2 1/2 2 1/2 5/16 in way of Double Bottoms 2 1/2 2 1/2 5/16 2 1/2 2 1/2 5/16 ee of Frames from moulding edge to adding edge, all fore and aft 19 1/2 inches 20 inches ERSED FRAME, Angles 2 1/4 2 1/4 5/16 2 1/4 2 1/4 5/16 ORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships 11 x 7/16 11 x 5/16 in way of Engines and Boilers 11 x 7/16 11 x 7/16 6/16 thickness at the ends of vessel 11 x 7/16 11 x 7/16 depth at 1/2 the half breadth, as per Rule 8 inches 6 1/2 inches height extended at the Bilges 22 inches 22 inches

ORS & BRACKETS, in Cell Dble Bottoms Distance apart 5 x 3 7/16 4 x 2 1/2 7/16

FREE GIRDER, in Double Bottom, depth and thickness 5 x 3 7/16 4 x 2 1/2 7/16 Angles, Top Bottom

ECIRDERS, number and thickness Angles 5 x 3 7/16 4 x 2 1/2 7/16

RCIN PLATE, depth (exclusive of flange) and thickness 5 x 3 7/16 4 x 2 1/2 7/16 Angles 5 x 3 7/16 4 x 2 1/2 7/16

ER BOTTOM PLATING, breadth and thickness of Middle Line Strake 5 x 3 7/16 4 x 2 1/2 7/16 thickness in Engine and Boiler space 5 x 3 7/16 4 x 2 1/2 7/16 Remainder in Holds 5 x 3 7/16 4 x 2 1/2 7/16

AMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb 5 x 3 7/16 4 x 2 1/2 7/16 Angles on Upper Edge 19 1/2 inches 20 inches Average space 5 1/2 x 3 7/16 5 1/2 x 3 7/16

AMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb 5 1/2 x 3 7/16 5 1/2 x 3 7/16 Angles on Upper Edge 19 1/2 inches 20 inches Average space 5 1/2 x 3 7/16 5 1/2 x 3 7/16

AMS, Hold, Plate or Tee Bulb 5 1/2 x 3 7/16 5 1/2 x 3 7/16 Angles on Upper Edge 19 1/2 inches 20 inches Average space 5 1/2 x 3 7/16 5 1/2 x 3 7/16

AMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb 5 1/2 x 3 7/16 5 1/2 x 3 7/16 Angles on Upper Edge 19 1/2 inches 20 inches Average space 5 1/2 x 3 7/16 5 1/2 x 3 7/16

AMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb 5 1/2 x 3 7/16 5 1/2 x 3 7/16 Angles on Upper Edge 19 1/2 inches 20 inches Average space 5 1/2 x 3 7/16 5 1/2 x 3 7/16

AMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb 5 1/2 x 3 7/16 5 1/2 x 3 7/16 Angles on Upper Edge 19 1/2 inches 20 inches Average space 5 1/2 x 3 7/16 5 1/2 x 3 7/16

LARS, In between Decks, Size and Spacing 2 1/4" ball bearings 3/4" length and 1/4" remaining at ball ends

FRAMES, In Fore Body, No. and Spacing No. of Side Stringers 5 3 7/16 5 3 7/16

FRAMES, In After Body, No. and Spacing No. of Side Stringers 5 3 7/16 5 3 7/16

BRACKET PLATES to Stringers between Web Frames, Depth and Thickness 5 3 7/16 5 3 7/16

KEELSONS AND STRINGERS. CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate 8 1/2" x 7/16 8 1/2" x 7/16 Rider Plate 6 1/2" x 7/16 6 1/2" x 7/16 Bulb Plate to Intercoastal Keelson 6 1/2" x 7/16 6 1/2" x 7/16 Horizontal Plates on Floors 3 3 7/16 3 3 7/16 Angles 3 3 7/16 3 3 7/16 SIDE KEELSON, Angles 3 3 7/16 3 3 7/16 Bulb or Plate above floors for lng 3 3 7/16 3 3 7/16 Intercoastal Plate for length 3 3 7/16 3 3 7/16 Attached to outside plating with Angle 3 3 7/16 3 3 7/16 BILGE KEELSON, Angles 3 3 7/16 3 3 7/16 Bulb or Plate above floors for lng 3 3 7/16 3 3 7/16 Intercoastal Plate for length 3 3 7/16 3 3 7/16 Attached to outside plating with Angle 3 3 7/16 3 3 7/16 BILGE STRINGER Angles 3 3 7/16 3 3 7/16 Bulb Plate for length 3 3 7/16 3 3 7/16 Intercoastal Plate for length 3 3 7/16 3 3 7/16 Attached to outside plating with Angle 3 3 7/16 3 3 7/16 SIDE STRINGER Angles 3 3 7/16 3 3 7/16 Bulb or Intercoastal Plate for lng 3 3 7/16 3 3 7/16 Main and Raised Quarter Deck Stringer Plate, on ends of Beams, breadth & thickness 30 x 7/16 30 x 7/16 5/16 Angle on ditto 3 x 3 x 7/16 3 x 3 x 7/16 Tie Plates fore & aft, outside Hatchways 3 x 3 x 7/16 3 x 3 x 7/16 Diagonal Tie Plates on Bms, No. of Pairs 6/16 6/16 5/16 Flat of Dk* Iron or Steel for entire lng 6/16 6/16 5/16 Wood Material & thickness 6/16 6/16 5/16 How fastened to Beams 6/16 6/16 5/16 Lower Deck Stringer Plate, on ends of Beams, breadth and thickness 30 x 7/16 30 x 7/16 5/16 Angles on ditto, No. 3 x 3 x 7/16 3 x 3 x 7/16 Tie Plates, outside Hatchways 3 x 3 x 7/16 3 x 3 x 7/16 Flat of Deck* Material and thickness 6/16 6/16 5/16 How fastened to Beams 6/16 6/16 5/16 Hold Stringer Plate, on ends of Beams 24 x 5/16 24 x 5/16 5/16 Angles on ditto, No. 3 x 3 x 7/16 3 x 3 x 7/16 Deck Stringer Plate, breadth & thickness 24 x 5/16 24 x 5/16 5/16 Angle on ditto 3 x 3 x 7/16 3 x 3 x 7/16 Tie Plates 3 x 3 x 7/16 3 x 3 x 7/16 Flat of Deck, Material and thickness 6/16 6/16 5/16 Bridge Deck Stringer Plate, breadth & thickness 15 x 5/16 15 x 5/16 5/16 Angle on ditto 3 x 3 x 7/16 3 x 3 x 7/16 Tie Plates 3 x 3 x 7/16 3 x 3 x 7/16 Flat of Deck, Material and thickness 6/16 6/16 5/16 Forecastle Deck Stringer Plate, breadth & thickness 15 x 5/16 15 x 5/16 5/16 Angle on ditto 3 x 3 x 7/16 3 x 3 x 7/16 Tie Plates 3 x 3 x 7/16 3 x 3 x 7/16 Flat of Deck, Material and thickness 6/16 6/16 5/16

PLATING. PLATE PLATE KEEL, breadth and thickness 30 x 7/16 30 x 7/16 5/16 d'bling or increased thickness, & length appl. 30 x 7/16 30 x 7/16 5/16 PLATES in Garboard Strakes, brd'th & thickness 30 x 7/16 30 x 7/16 5/16 From Garboard to lower part of Bilges 30 x 7/16 30 x 7/16 5/16 Bilges, number of Strakes and thickness 2 2 7/16 2 2 7/16 Of doubling at Bilge, or increased thickness, and length applied 30 x 7/16 30 x 7/16 5/16 from up. part of Bilge to lr. edge of Sh'rstrake 30 x 7/16 30 x 7/16 5/16 Sheerstrake, breadth and thickness 30 x 7/16 30 x 7/16 5/16 Of d'bling at Sh'rstrake & lng. applied 30 x 7/16 30 x 7/16 5/16 Poop Sides 6/16 6/16 5/16 Raised Quarter Deck Sides 6/16 6/16 5/16 Bridge Sides 6/16 6/16 5/16 Forecastle Sides 6/16 6/16 5/16 Lengths of Plating 26 1/2 feet 20 feet

BULKHEADS. No. in Vessel 3 No. Req'd. by Rule 3

Coiling between Decks, thickness and material	Thickness.	Angles.	Spacing.	Height up.	Sngl. or Dbl. Frames.
in hold do. do. Close cuts to turn of bilge with 2 inch pitch fine, fastened with 6x8 pitch pine battens.	2 steel W. T. BULKHEADS	Vrtcl. 2 1/2" Hrztntl. 5"	30' 18'	do main - and robbing quarter deck	
Number of Breasthooks one at forepeak tank	PARTITION . . .	Vrtcl. 2 1/2" Hrztntl. 5"	30' 18'		
Crutches two, connecting bilge and side stringers	LONGITUDINAL	Vrtcl.			

Are the outside Plates doubled two spaces of Frames in length? *yes* *7 diameters of rivets*

The **FRAMES** extend in one length from *keel* to *deck stringer plate* Riveted through Plates with *3/8"* in. Rivets, about *1/2"* apart

The **REVERSED ANGLE** on floors and frames extend *from across the middle line to the upper part of bilges, as per rules.*

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

Garboard, double riveted to Bar Keel *Flat Plate Keel*, with rivets *one* in. diameter, averaging *3"* ins. from centre to centre.

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

Butts from Keel to turn of Bilge, worked carvel, *treble* or double riveted; *treble* for entire lgth.; with rivets *3/4"* in. dia., averaging *2 1/8"* ins. from cr. to cr.

Butts of *two* Strakes at Bilge for *entire* length, *treble* riveted with Butt Straps *1/20"* thicker than the plates they connect.

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

Butts from Bilge to Sheerstrake, worked carvel, *treble* or double riveted; *treble* for entire lgth.; with rivets *3/4"* in. dia., averaging *2 1/8"* ins. from cr. to cr.

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

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

Butts of Inner Bottom Plating *riveted for* length. Butts of Centre Cleader *riveted.*

Breadth of edge laps of Shell Plating in double riveting *5 inches*. Breadth of edge laps of Shell Plating in single riveting *3 - 2 1/2 inches*

Butt Straps of Shell Plating breadth and thickness *9 - 10* Butts if lapped, breadth of laps

Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted? *Keelson treble riveted; - Stringer - and tie plates double riveted*

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. *All steel angle bars for construction of this vessel are from the Steel Company Scotland, limited at Newton and all steel plating used is from the Lonsdale Iron Co. at Blackhill, the testing certificates of both delivered to me are from the Lloyd's superintendent in the respective districts*

Workmanship. Are the butts of plating planed or otherwise fitted? *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 faying surfaces? *yes* Do any rivets break into or through the seams or butts of the plating? *no*

Are the butts of Plating, Stringers, &c., properly shifted and strapped? *yes.*

MASTS, SPARS, &c.

Material.	Total Length	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
		At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
2 Pole Fore										
Lower MASTS										
Main	<i>49 feet</i>	<i>12"</i>	<i>12"</i>	<i>10"</i>	<i>7"</i>					
Mizen	<i>11"</i>	<i>10"</i>	<i>10"</i>	<i>7"</i>	<i>4 1/2"</i>					

Bowsprit *none*

Topmasts, Yards and Remainder of Spars

Rigging, Material and Size, Shrouds *wire rope* Stays *wire rope*

Sails. *One* Suit of *officiant* Sails, and the following spare sails

EQUIPMENT No. 3740 LETTER d. ANCHORS.

Number of Certificate.	Description of Anchor.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE.			WEIGHT REQ. BY RULE			Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.		
31880 1st Power . .		4	1	3	1	0	11	6 3/4 tons				3 1/4	2	-	<i>Attestation by Mr. Lewis's Superintendent, 24th March 1892</i>
31881 2nd		4	1	14	1	0	15	6 3/4 tons				3 1/4	2	-	
Collective weight		8	2	17											
Stream		1	2	11								1 1/4	3	-	
Kedge		1	-	-								1/2	2	-	

CHAIN CABLES. *see statement in J. Rankin's attached.* **HAWSERS AND WARPS.** *see statement in Surveyor's letter 21/7/92 attached.*

Number of Certificate.	Fathoms	Size.	Test per Certificate. Tons.	Weight of Chain Cable	Fathoms & Size. Per Rule.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Fathoms	Size.	Fathoms & Size. Per Rule.
22214 60 7/16 15.2.2.0 12.2.3 120 fms. 2nd												
22222 45 9/16 7.10.0 2.2.16 45 fms. 1st												

Boats *two*

Pumps, Number *two* Diameter of Barrel and Tail Pipe *6 inch barrel, 2 1/2 inch pipe*

The Windlass is *patent and arranged to work from steam by means of chain & flywheel* Capstan *none.*

Engine Room Skylights.—How constructed? *trunk wood*

What arrangements for deadlights in bad weather? *Covering planks*

Coal Bunker Openings.—How constructed? *with beams 12 inch high* How are lids secured? *an iron hatch* Height above deck? *12 inches*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *4 scuppers and 4 freeing ports amidships.*

Cargo Hatchways.—How formed? *iron, 21 feet long and 10 1/2 feet wide* Hatches, if strong and efficient? *yes*

State size No. 1 Hatch (Forward) *none* No. 2 Hatch *none* No. 3 Hatch *none* No. 4 Hatch *none*

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *two web plates and three fore and afters*

Bulwarks, height above deck and description *3 feet 3 inches steel plates 1/20" thick* Main Rail, material and size *of oak 8 x 3 1/2 inches*

The above is a correct description.

Builder's Signature, *J. A. Mulder.* Surveyor's Signature, *J. B. P. Hazenwick*

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

Order for Special Survey No.

Date

Order for Ordinary Survey No.

Date

No. 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

Surveyed at the required periods of
Construction.

Total No. of Visits *Six*

State dates and initials of letters respecting this case

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

This vessel is now built in conformity with the submitted and amended plan, mentioned in the letter of the Committee of Lloyd's dated 5th Sept. 1891, and is now completed to my satisfaction. The workmanship of the builder may be deemed to satisfy as well the owners as myself, so that this vessel may be recommended to be classed now 100 A1 as requested before.

The engines, boiler, propeller, &c., will be fitted out their places in England, where they are to be taken on board this vessel. She will be towed there by a steamer, when leaving this country. The certificate for boilers and engines, I suppose, will be requested by Messrs. Poles & Co., the owners at London, when they deliver to the Committee the report on machinery of the local Surveyor in England.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *38* ft., R.Q.D. or Break *38* ft., Bridge Dk. *—* ft., Forecastle *14* 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) *Plasm deck of steel, Second Deck of pitch pine, one tier of beams*

Official No. *111676*; 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 *—* If under Engines only, or Boilers only, state whichDouble bottom, constructed on the cellular system, length *—* and water capacity in tons *—*Fore peak tank, water capacity in tons *—* After peak tank, water capacity in tons *fore peak tank ± 14 tons capacity*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 *Cemented* Outside *Painted*

FREEBOARD assigned by the Committee, as per Secretary's Letter, dated

In Summer *—* ft. *—* ins.
In Winter *—* ft. *—* ins.
For Winter in North Atlantic *—* ft. *—* ins.
Fresh Water above the centre of disc *—* ins.

To top of Wood, Iron or Steel Upper Deck.

State if marked on Vessel's sides in accordance with Notice No. 572

The amount of Entry Fee..... £ *1* : *—* : *—* is received by me,Special ... £ *9* : *—* : *—* 18Certificate* £ *—* : *2* : *6*.Travelling Expenses, if any £ *2* : *10* :I am of opinion this Vessel should be Classed *100 A1*

Certificate to be sent to

*J. B. P. Haysom**J. B. P. Haysom*

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

Committee's Minute

Character assigned

FRI 22 APR 1892

FRI 22 JUL 1892

TUES. 9 AUG 1892

*100 A - Steel**10k (Steel) 10k (Steel) 10k (Steel)**100 A - Steel**10k (Steel)**Lancaster 10k (Steel) + Lmcy 92**+ Lmcy 92*