

Spar, or Awning Dk. IRON OR STEEL STEAMER.

No. 29527.
WED. 27 DEC 1893

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

Port of *Newcastle* Date of completion of Report *22nd Dec* Received at London Office

Survey held at *Newcastle* Date, First Survey *9th May* Last Survey *16th Dec* 1893

in the *Schooner* *Snowflake* Rig *Schooner*

Master *Geo. Thomas*

Year of Appointment *1893*

Built at *Newcastle on Tyne*

When built *1893* Launched *25th Nov 1893*

By whom built *Sir W. G. Armstrong, Mitchell & Co. Ltd.*

Owners *C. J. Bowring & Co.*

Managers *(Where necessary to be entered in Reg. Book.)*

Residence *6 Water Street Liverpool*

Port belonging to *Liverpool*

TONNAGE under Tonnage Deck... *2392.24*

SPAR, AWNING OR PART AWNING DECKED VESSEL, or a Vessel having a continuous Shade Deck.

CLASS *100 A.T. Spar deck*

Half Breadth (moulded) *19.62*

Depth from upper part of keel to top of Main Deck Beams *21.70*

Girth of Half-Midship Frame (as per Rule) *37.50*

1st Number *78.82*

Length *292.34*

2nd Number *23042*

Proportions—Breadths to Length *7.4*

Depths to Length—Main Deck to top of Keel *13.4*

Destined Voyage *Philadelphia* If Surveyed while Building, Afloat, or in Dry Dock

Register Tonnage as cut on Beam... *1725.75*

LENGTH on Deck as per Rule... *292* Feet. *10* Inches. BREADTH—Moulded... *39* Feet. *3* Inches. DEPTH, top of Floors to Spar or Awn. Dk. Beams... *26.75* Feet. *19* Inches. Main Deck Beams... *19* Feet. *6 1/4* Inches. Power of Engines *250* Horse. No. of Decks with flat laid *2* No. of Tiers of Beams *2*

Dimensions of Ship per Register, Length *294.0* breadth *39.6* depth *26.75* Spar or Awn. Dk. Moulded depth, ft. *20* ins. *10 1/2* To Main Dk. Round up of Beam, Main Dk. *12* ins.

FRAMING.				FORGINGS AND CASTINGS.			
Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.
FRAME, Angles, or Bars, for $\frac{1}{2}$ length amidships	6	3 1/2	11	6	3 1/2	11	
Do. for $\frac{1}{2}$ at each end	5	3	7	5	3	7	
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	8	3 1/2	3 1/2	8	
Distance of Frames from moulding edge to moulding edge, all fore and aft	24		24				
REVERSED FRAME, Angles.	3 1/2	3	8	3 1/2	3	8	
DEEP FRAMING, depth of girder	3	3	9 1/2	3	3	9 1/2	
Depth and thickness of Floor Plate	24	10	24	10			
Bottoms	57	72	57	72			
Rule	15		12				
Bottoms	48		48				
Part. <i>24</i>	24	9 1/2	24	9 1/2			
n, depth	57	10 1/2	57	10 1/2			
Side	4	4	9	4	4	9	
m.	6	4	9	6	4	9	
tness aft.	1	6 1/2	1	6 1/2			
of flange)	3 1/2	3 1/2	8 1/2	3 1/2	3 1/2	8 1/2	
	24	8	24	8			
	4	4	9	4	4	9	
readth and	48	8 1/2	48	8 1/2			
trake.		7 1/2		7 1/2			
Boiler space		6 1/2		6 1/2			
Holds	6	3	8	6	3	8	
ngle Angle,							
all.							
	24		24				
Angle, Bulb	7 1/2	3	9	7 1/2	3	9	
Angle, Bulb							
or Tee Bulb							
lb Angle, Plate	6 1/2	3	8	6 1/2	3	8	
Bulb Angle, Plate	6 1/2	3	8	6 1/2	3	8	
ngle, Bulb Angle,	6 1/2	3	9	6 1/2	3	9	
2. <i>24</i>	16	5	9	16	5	9	
and to each beam	48		48				
k, size and spacing	23 1/2	8 1/2	23 1/2	8 1/2			
one hold	3 1/2		3 1/2				
etween Dks.,							
in Hold							
Fore Body, No. and spacing	13	4 1/2	13	4 1/2			
brdth. & thickness	18	8	18	8			
Stringers	3	18	9	3	18	9	
In E. & B. Space, No. & spacing	6	5	6	5			
brdth. & thickness	18	7	18	7			
ES, In After Body, No. and spacing	1	18	8	1	18	8	
brdth. & thickness	5	5	8	5	5	8	
Side Stringers	3 1/2	3	8	3 1/2	3	8	
ET PLATES to Stringers between		12	8		12	8	
Frames, depth and thickness							

KEELSONS AND STRINGERS.			
Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate			
Rider Plate			
Bulb Plate to Intercoastal Keelson			
Horizontal Plates on Floors			
Angles			
SIDE KEELSON, Angles	6	4	9
Bulb or Plate above floors, for			
Intercoastal Plate, for	3 1/2	3 1/2	9
Attached to outside plating with Angle			
BILGE KEELSON, Angles	6	4	9
Bulb or Plate above floors, for			
Intercoastal Plate, for	9 1/2	9	9 1/2
Attached to outside plating with Angle			
BILGE STRINGER Angles			
Bulb Plate, for			
Intercoastal Plate, for			
Attached to outside plating with Angle			
SIDE STRINGER Angles			
Bulb or Intercoastal Plate, for			
Attached to outside plating with Angle			
Spar, or Awning Deck Stringer Plates	42	9	42
breadth and thickness			
Angle on ditto	4	4	9
Tie Plates, fore and aft, outside Hatchways			
Diagonal Tie Plates, No. of prs.			
Deck, Iron or Steel, for		6 1/2	6 1/2
Wood Deck, Material & thickness			
Main Deck Stringer Plate, breadth & thickness	42	10	42
Angles on ditto, No.	5	5	10
Tie Plates, outside Hatchways			
Diagonal Tie Plates, No. of prs.			
Deck, Iron or Steel, for		7	7
Wood Deck, Material & thickness			
Lower Deck Stringer Plates, br'dth & thckn's			
Angles on ditto, No.			
Tie Plates, outside Hatchways			
Deck, Material and thickness			
Hold, or Orlop Stringer Plate, br'dth & thckn's			
Angles on ditto, No.			
Tie Plates, outside Hatchways			
Deck, Material and thickness			
Poop Deck Stringer Plate, breadth & thickness	20	6 1/2	20
Angles on ditto	3	3	6 1/2
Tie Plates	11	6 1/2	11
Deck, Material and thickness			
Bridge Deck Stringer Plate, br'dth & thickness	18	6 1/2	18
Angle on ditto	3	3	6 1/2
Tie Plates	9	6 1/2	9
Deck, Material and thickness			
Forecastle Deck Stringer Plate, br'dth & th'kns	24	6 1/2	24
Angle on ditto	3	3	6 1/2
Tie Plates	11	6 1/2	11
Deck, Material and thickness			

* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.

BULKHEADS.				STIFFENERS.			
In Vessel.	Per Rule.	Thickness.		Horizontal.	Vertical.	Spacing.	Single or Double Frames.
W. T. BULKHEADS	11	11	10 1/2	12	12	24	Single
PARTITION							
LONGITUDINAL	1	1	10 1/2	12	12	24	Single

Are the outside Plates doubled two spaces of Frames in length? *As per sketch*

PLATING. STRAKES. AS IN SHIP. PER RULE OR AS APPROVED. RIVETING. EDGES. BUTTS. LAPPED. Correspondence. State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case) M. 23 March; M. 5 April; M. 10 April; M. 14 April; M. 17 April & M. 24 July 1893 Workmanship. Are the butts of plating planed or otherwise fitted? Planed Is the riveted work properly closed? 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 plating? No Are the butts of Plating, Stringers, &c., properly shifted and strapped? Yes General Remarks (State quality of workmanship, &c.) This vessel has been built of steel, in accordance with the rules, and approved tracings of Lloyd's Register. Section and Profile, and with a view to carrying Petroleum in Bulk. The vertical keel plate, or lower plate of the centre line bulkhead is fitted continuous all gone & aft. The side stringers extend through the transverse bulkheads and are connected to the shell plating with double angle bars, 3 frame spaces on each side of the bulkheads. The whole of the oil compartments have been tested to a head of water 11 ft above the main deck and proved satisfactory. The workmanship & material throughout being of a good description. The Surveyor should state the Number of Report and Name of any Sister Vessel. ✓ PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 79 ft., R.Q.D. or Break ft., Bridge Dk. 22 ft., F'castle 33 ft. (in feet and tenths). When the Poop 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 Deck (Steel) & Spar deck (Iron) & Web frames Official No. ; Signal Letters How are the surfaces preserved from oxidation? Inside Portland cement & paint at top outside 3 Coats of paint PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system Yes, in Boiler space Where fitted. Length. Water Capacity. Fore peak tank, 20.0 64 Double bottom, aft. 8.0 25 After peak tank, 22.0 201 Double bottom, forward. 30.0 92 Mainship deep tank, Other tanks, if fitted, (If necessary, furnish further information by sketch.) State whether the above have been tested as required by the Rules. Yes Order for Special Survey No. 2301 Date 10 April 1893 1st. On the several parts of the frame, when in place, and before the plating was wrought 27.25 July 14.11.15.24.27 Aug. 2.4.10. Left Order for Ordinary Survey No. 5.8.13.15.20.22 Oct. 3.4.6.9.11.13.14.19.20 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 Total No. of Visits 50 The amount of Entry Fee £ 5 : - : - 28/12/93 Received by me, J. W. M. Travelling Expenses, if any £ : - : - I am of opinion this Vessel should be Classed 100A1 Steel Spar dk. in bulk With, or without Freeboard, as condition of Class 100A1 Steel Spar dk. in bulk Committee's Minute Character assigned 200A1 Steel Spar dk. in bulk + 2 Mc 12, 93 15h (Stl) + Spar dk (Iron) + Web frames 7 K

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