

STEEL RO SHIP.

WHN1039-0023

THURS 22 MARCH 1888

No. 3885 Survey held at *Whitchaven*

Date, First Survey *8th October 1887*

(Received at London Office)

at *Whitchaven* *14th February*

Last Survey *16th March*

1888

in the *S. S. Tropic.*

TONNAGE under
Tonnage Deck } *1360.80*
to of *Upper* } *251.91*
to of *Lower* } *81.48*
to of *Poop* } *3.25*
to of *Houses* } *26.14*
to of *Forecastle* } *39.14*
Tonnage } *1463.05*
Crew Space } *66.49*
Engine Room } *696.26*
Master Tonnage } *564.18*
out on Beam } *132.08*

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

Half Breadth (moulded) ... *18.41*
Depth from upper part of Keel to top of Upper Deck Beams ... *20.41*
Girth of Half Midship Frame (as per Rule) ... *35.45*

1st Number ... *44.24*
1st Number, if a 2 Decked Vessel ... deduct 7 feet

Length ... *258.5*
2nd Number ... *19.98*

Proportions— Breadths to Length ... *7.0*
Depths to Length—Upper Deck to Keel ... *12.6*
Main Deck ditto ...

Master *J. R. Barber, SS-88.*
Built at *Whitchaven*
When built *1888* Launched *14th Feb.*
By whom built *Whitchaven Ship Co. (Ld.)*
Owners *E. C. Thin*
Residence *Liverpool*
Port belonging to *Liverpool*
Destined Voyage *Genoa*
If Surveyed while Building, Afloat, or in Dry Dock.
Built under Special Survey

LENGTH ... *258.5* Breadth ... *36.82* DEPTH ... *17.41*
Dimensions of Ship per Register, length, *260.0* breadth, *34.0* depth, *14.05*
Power of Engines ... *14.41* No. of Decks with flat laid ... *2*
No. of Tiers of Beams ... *2*

Flat Keel Plates, breadth and thickness ... *48 16*
PLATES in Garboard Strakes, br'dth & thickness ... *46 12*
From Garboard to upper part of Bilges ... *10 11*
Of d'ble at Bilge or increased thickness, and length applied *half length*
From up. prt of Bilge to l.r. edge of Sh'rstrake ... *10 11*
Main Sheerstrake, breadth and thickness ... *40 13*
Of d'ble at Sh'stk & Ing. applied *over 3/4*
From *up. to l.r. edge of Sh'rstrake* ... *10 13*
Up. or Spar Dk Sh'rstrake, br'dth & thickness ... *2 3*
Butt Straps to outside plating, breadth & thickness ... *10 11*
Lengths of Plating
Shifts of Plating, and Stringers
Gunwale Plate on ends of *Upper Deck Beams*, breadth and thickness ... *34 10*
Angle *Iron* on ditto ... *5 4 9*
Tie Plates fore and aft, outside Hatchways
Diagonal Tie Plates on Beams No. of Pairs
Flat of Up., Spar, or Awning Dk. ... *6 6*
How fastened to Beams ... *6 6*
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness ... *34 10*
Is the Stringer Plate attached to the outside plating?
Angle *Iron* on ditto, No. ... *5 4 9*
Tie Plates, outside Hatchways ... *5 4 9*
Diagonal Tie Plates on Beams, No. of pairs
Flat of Middle Deck* do. do. ... *6 6*
How fastened to Beams ... *6 6*
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams ... *34 9*
Is the Stringer Plate attached to the outside plating?
Angle *Iron* on ditto, No. 2 (outer edge) ... *4 4 9*
Stringer or Tie Plates, outside Hatchways
Flat of Lower Deck*

AMS, Upper, Spar, or Awning Deck ... *6 3 8*
AMS, Main, or Middle Deck ... *6 3 8*
AMS, Lower Deck ... *6 3 8*
AMS, Hold, or Orlop ... *10 10*
ELSONS Centre line, single or double plate, box, or Intercoastal, Plates
Rider Plate ... *4 4 9*
Bulb Plate to Intercoastal Keelson ... *4 4 9*
Angle Irons ... *4 4 9*
Double Angle Iron Side Keelson ... *4 4 9*
Side Intercoastal Plate ... *4 4 9*
do. Angle Irons ... *4 4 9*
Attached to outside plating with angle iron
GE Angle Irons ... *4 4 9*
do. Bulb Iron ... *4 4 9*
do. Intercoastal plates riveted to plating for length ... *4 4 9*
GE STRINGER Angle Irons ... *4 4 9*
Intercoastal plates riveted to plating for length ... *4 4 9*
STRINGER Angle Irons ... *4 4 9*
FRAMES extend in one length from Keel to Gunwale ... *4 4 9*
REVERSED ANGLE IRONS on floors and frames extend from middle line to Gunwale ... *4 4 9*
ELSONS. Are the various lengths of Plates and Angle Irons properly connected? *Yes*
PING. Garboard, double riveted to Keel, with rivets *1/8* in. diameter, averaging *4* 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* ins. from centre to centre.
Butts of *E & F* Strakes at Bilge for *half* length, treble riveted with Butt Straps *3/8* 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* ins. from cr. to cr.
Edges of Main Sheerstrake, double or single riveted.
Butts of Main Sheerstrake, treble riveted for *3/4* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.
Butts of Main Stringer Plate, treble riveted for *1/2* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.
Breadth of laps of plating in double riveting *5 1/2* Breadth of laps of plating in single riveting

Traps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Double & Treble* No. of Breasthooks, *4* Crutches, *4*
description of *Iron* is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Mild Steel*
Manufacturer's name or trade mark, *Steel Company of Scotland, West Cumberland Iron & Steel Co. Ltd.*
above is a correct description.
r's Signature, *Whitchaven Shipbuilding Co. Ltd.* Surveyor's Signature, *J. J. House*
Surveyor to Lloyd's Register of British and Foreign Shipping

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed*
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*
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? *A few*

Masts, Bowsprit, Yards, &c., are *new* in *good* condition, and sufficient in size and length. If of Iron or Steel give Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower 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 masts (2) are of mild steel, constructed in conformity with the approved tracing attached. The steel was manufactured by the West Cumberland Iron & Steel Co., and tested as required by the Rules.*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Supdt.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Supdt.
SAILS.												
CABLES, &c.												
N ^o .	Chain	240	1 1/4	135 7/8	240 x 1 1/4	Southey	Bower Anchors	16916	28.1.0	24.6.1.0	24.3.0	
	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)						(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
Fore Sails,	Iron Stream Chain	75	1 1/4	8.5.30 1/2	75 x 1 1/4	J. Macdonald		16918	24.1.14	26.13.0.14	24.2.18	
Fore Top Sails,	or Steel Wire							16919	22.3.4	23.15.2.14	22.2.18	
Fore Topmast Stay Sails,	or Hempen Straps											
	Cable											
	Towline, Hemp.											
Main Sails,	or Steel Wire	90	3 1/2	28 1/2	90 x 3 1/2							
Main Top Sails,	Hawser	90	9	28 1/2	90 x 9							
and	Warp	90	4	28 1/2	90 x 4							
	quality <i>good</i>											

Standing and Running Rigging *Wires Manila* sufficient in size and *good* in quality. She has *1-24ft Long Boat* and *1-24ft Gigs* *1-24ft*
The Windlass is *good* (Emerson, Walker and Rudder *good* Pumps *good*
Engine Room Skylights.—How constructed? *Wood framing* How secured in ordinary weather? *Anglin coming cloth*
What arrangements for deadlights in bad weather? *Lids fitted with bulls'eyes*
Coal Bunker Openings.—How constructed *riming plates & angles* How are lids secured? *Hatch covers* Height above deck? *18 inches*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *(On each side) Main deck, three*
Freeing Ports (2) 2' 5" x 1' 11" & (1) 1' 11" x 1' 1" and one scupper. Raised Quarter Deck—Three Freeing Ports 2' 5" x 1' 11"
Cargo Hatchways.—How formed? *Deep plates forming riming & carling—Height above Deck, No. 1, 3' 4" 3/4 & No. 2, 2' 4" 1/2*
State size *Main Hatch 20' 0" x 14' 1 1/2", No. 2 Fore hatch 24' 0" x 14' 0", No. 3 Quarter hatch 24' 0" x 12' 1", No. 4 Hatch 16' 0" x 12' 1"*
If of extraordinary size, state how framed and secured? *Framed with plates and angles, and Deck plating increased in thickness*
What arrangement for shifting beams? *Good Hatchway on deep web plate, also No. 4 sides of Hatchways as shown in plans*
Hatches, If strong and efficient? *Yes—3mm thick* and three iron *inc & affers* in each Hatchway.

Order for Special Survey No. *380*
Date *28th Sept 1887*
Order for Ordinary Survey No. —
Date —
No. *68* 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 } *Built under Special Survey & Surveyed. 1887.*
2nd. On the plating during the process of riveting } *Oct 8, 13, 15, 18, 21, 25, 27, 29; Nov. 2, 5, 10, 14, 18, 22, 24, 2*
3rd. When the beams were in and fastened, } *29, Dec 1, 6, 9, 10, 12, 15, 17, 21, 23, 27, 29, 31; 1888.*
4th. When the ship was complete, and before the plating was finally coated or cemented... } *Jan. 4, 5, 6, 9, 11, 13, 16, 17, 19, 21, 23, 25, 27, 30.*
5th. After the ship was launched and equipped } *Feb. 2, 4, 7, 9, 10, 11, 13, 14.*
State dates of letters respecting this case *(96). 1887, Sept. 22; Oct 24; Nov 9; Dec. 13.*

General Remarks (State quality of workmanship, &c.) *This Vessel has been built in conformity with approved plans (No. 6), as amended in Red (five of which were forwarded on the 16th February in accordance with Circular No. 433), and otherwise in compliance with the Rules with a view to the class contemplated.*

The quality of workmanship and material is good. The steel used in the construction as specified, has been tested as required by the Rules.
Particulars of double bottom, forgings, iron deck, &c. on forms (3) attached.

One decked vessel—Bridge 110ft; Forecastle 29ft; and Raised Quarter Deck 89ft

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, fore-castle, or raised quarter deck. (If double bottom, state particulars on separate form)

How are the surfaces preserved from oxidation? Inside *Paint, Portland Cement, & Mastic* Outside *Paint*

I am of opinion this Vessel should be Classed ** 100 A1.*

The amount of the Entry Fee£ 4 : 0 : 0 is received by me, *E.M.*

Special£ 64 : 8 : 0 *15/3/1888*

(to be sent as per margin). Certificate ... — : — : —

(Travelling Expenses, if any, £ —)

Committee's Minute

Character assigned

100A1

Steel
100k (iron) 2 lbs B
Cell 013

Surveyor to Lloyd's Register of British and Foreign Shipping
From the further information now supplied submitted that this vessel appears eligible for rivets to be classed 100 A.1. Steel as recommended
1 DX (iron) 2 lbs Bms
Cell 013 Particulars appended

Lloyd's Register Foundation