

IRON OR STEEL SHIP.

(Received at London Office,

1889
MON 12 NOV 1889

No. 15245 Survey held at Sunderland Date of writing Report 4th Nov Port of Sunderland
On the Steel Screw Steamer "County Derry" Date, First Survey March 22 89 Last Survey November 12 1889
(166) Rig Schooner

TONNAGE under
Tonnage Deck 1380.53
Do. between Tonnage Dk.
and 3rd, 4th, Spar or
Awning Dk.
Total under Upper Dk. 1380.53
Do. of Poop 68.22
Do. of Raised Qr. }
Dk. or Break } 95.24
Do. of Bridge House 308.55
Do. of Houses on Deck 11.98
Do. of excess of Hatchways 32.12
Do. of Forecastle
Gross Tonnage 1897.24
Less Crew Space 89.43
1807.81
Reduction per Act 89 32.51
Loss Engine Room 267.12 = 639.93
Register Tonnage
as out on Beam 1167.88

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

Half Breadth (moulded) 19.00 Feet.
Depth from upper part of Keel to top of Upper Deck Beams 19.79
Girth of Half Midship Frame (as per Rule) 33.91
1st Number 72.70
1st Number, if a 3-Decked Vessel .. deduct 7 feet
Length 270.25
2nd Number 19647
Proportions—Breadths to Length.. 7.11
Depths to Length—Upper Deck to Keel.. 13.65
Main Deck ditto

Master Robt. Hall
Year of appointment (1) As master in service of owner of present vessel:—18
(2) As master of this vessel .. 1887
Built at Sunderland
When built 1889 Launched 12th Oct.
By whom built S.P. Austin & Son
Owners County Steamship Co. Ltd.
Managers
(If desired to be entered in Reg. Book.)
Residence Belfast
Port belonging to Belfast
Destined Voyage Liverpool
If Surveyed while Building, Afloat, or in Dry Dock.
Surveyed while building afloat.

LENGTH on deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH top of Floors to Upper Deck Beams	Feet.	Inches.	Power of Engines	Horse.	N ^o . of Decks with flat laid	N ^o . of Tiers of Beams
270	3		38	0		16	9		160	2	2	2
Dimensions of Ship per Register, length, 272 breadth, 38.15 depth, 16.8												
KEEL, depth and thickness	Inches in Ship.		Inches per Rule.									
STEM, moulding and thickness	9 x 2 1/2		9 x 2 1/2									
STERN-POST for Rudder do. do.	9 x 5 1/2		9 x 5 1/2									
" " for Propeller	9 x 5 1/2		9 x 5 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 x 3 x 3/16		5 x 3 x 3/16									
Do. for 1/4 at each end	4 1/2 x 3		4 1/2 x 3									
REVERSED FRAMES, Angle Iron	3 1/2 x 3		3 1/2 x 3									
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	36		36									
" thickness at the ends of vessel	Cellular double		Cellular double									
" depth at 1/4 the half-bdth. as per Rule	bottom all fore & aft		bottom all fore & aft									
" height extended at the Bilges	as approved		as approved									
BEAMS, Upper, Spar, or Awning Deck	5 x 3 7/16		5 x 3 7/16									
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	5 x 3 7/16		5 x 3 7/16									
Single or double Angle Iron on Upper edge	24		24									
Average space	24		24									
BEAMS, Main, or Middle Deck	6 1/2 x 3 9/16		6 1/2 x 3 9/16									
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	6 1/2 x 3 9/16		6 1/2 x 3 9/16									
Single or double Angle Iron on Upper Edge	48		48									
Average space	48		48									
BEAMS, Lower Deck—in after hold	9 x 3 9/16		9 x 3 9/16									
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	3 1/2 x 3 7/16		3 1/2 x 3 7/16									
Single or double Angles Iron on Upper Edge	48		48									
Average space	48		48									
BEAMS, Hold, or Orlop—	web frames in fore		web frames in fore									
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	hold as per approved		hold as per approved									
Single or double Angle Iron on Upper Edge	girders		girders									
Average space	36		36									
KEELSONS Centre line, single or double plate, box, or intercostal, plates	22		22									
" Rider Plate Margin plates	3 1/2 x 3 7/16		3 1/2 x 3 7/16									
" Bulb Plate to Intercostal Keelson	8/16		8/16									
" Angle Irons Middle line, strake	4/16		4/16									
" Double Angle Iron Side Keelson (in 2 x B space)	4/16		4/16									
" Side Intercostal Plate (in 2 x B space)	4/16		4/16									
" Centre line girder Angle Irons	4 x 4 9/16		4 x 4 9/16									
" Attached to outside plating with angle iron	3 x 3 7/16		3 x 3 7/16									
BILGE Angle Irons	5 1/2 x 4 9/16		5 1/2 x 4 9/16									
" do. Bulb Iron	9		9									
" do. Intercostal plates riveted to plating for length	9		9									
BILGE STRINGER Angle Irons	5 1/2 x 4 9/16		5 1/2 x 4 9/16									
Intercostal plates riveted to plating for length	9		9									
BULB PLATE	9		9									
SIDE STRINGER Angle Irons	9		9									

The FRAMES extend in one length from edge to bilge & from to bilge to gunwale
The REVERSED ANGLE IRONS on floors and frames extend from middle line to m. & R. 2. Dk. & up to top and to 3rd m. dk. alternately

KEELSONS. Are the various lengths of Plates and Angles properly connected? yes And butts properly shifted? yes

PLATING. Garboard, double riveted to Keel, with rivets 1 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 1/4 ins. from centre to centre.

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 ins. from centre to centre.

" Butts of all Strakes at Bilge for nearly the length, treble riveted with Butt Straps 1 1/2 x 3 thicker than the plates they connect. accept C strake

" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 3 1/4 ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 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 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 1/2 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 x 5 1/4 Breadth of laps of plating in single riveting 6 1/2 x 5 1/4

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? yes No. of Breasthooks, 5 Crutches, 4

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Steel. Connell Iron Coy. Dorman Long & Co. Ltd. Iron. More Iron Steel Coy. 372 Mark etc.

Manufacturer's name or trade mark, Steel. Connell Iron Coy. Dorman Long & Co. Ltd. Iron. More Iron Steel Coy. 372 Mark etc.

The above is a correct description.

Builder's Signature, S.P. Austin & Son Surveyor's Signature, C. Buchanan

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

General and General Steel, Printers, 10, Old Street, Goswell Road, London, E.C.1.

State clearly where plating is of alternate thickness—as distinguished from diminished thickness at ends of vessel.

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

SLD966-0130

Workmanship. Are the butts of plating planed or otherwise fitted? yes
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 steel & wood 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 stumped with Maker's name.
State also Length and Diameter of Lower Masts and Bowsprit The fore & main masts have been constructed of steel in accordance with the accompanying approved sketch and the steel plates have been tested as required by the Committee's circular No. 436*

Number for Equip- ment <u>21884</u>	CABLES, &c.			Test per Certificate Tons.	Fathoms & Inches per Rule.	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS. Number of Certificate (State if any and which Anchors are Stockless.)	Weight. Ex. Stock.	Test per Certificate	Wght req'd per Rule.	Machine where Tested and Superintendent, also Name of Anchor Maker.
	Number of Certificate.	Fathoms.	Inches.								
Letter for do. <u>R</u>	<u>1906</u>	<u>270</u>	<u>1 1/8</u>	<u>77 1/2</u>	<u>55 1/2</u>	<u>270 x 1 1/8 R.H.C.P.T.</u>	<u>19223</u>	<u>31.0.0</u>	<u>29.7.2.0</u>	<u>30.0.0</u>	<u>R.H.C.P.T.S.</u>
N ^o . <u>7495</u>	<u>75</u>	<u>1 1/8</u>	<u>30 1/2</u>	<u>20 1/2</u>	<u>75 x 1 1/8</u>	<u>J. Hartman</u>	<u>19222</u>	<u>30.3.11</u>	<u>29.5.2.14</u>	<u>30.0.0</u>	<u>Superintendent</u>
Fore Sails,	<u>Chains ranged & callipers as per circular No 690 found in order.</u>										
Fore Top Sails,	<u>Iron Stream-Cables or Steel Wire ..</u>										
Fore Topmast Stay Sails,	<u>Hempen Stream-Cables</u>										
Main Sails,	<u>90</u>	<u>3 1/2</u>	<u>26 tons</u>	<u>90 x 3 1/2</u>	<u>Steel wire hawsers</u>	<u>certified for use by Webster & Co. Manufacturers</u>	Collective Weights		<u>88.0.11</u>	<u>85.2.0</u>	<u>Lumsden & Co. (Ld)</u>
Main Top Sails, and quality <u>good</u>	<u>90</u>	<u>3</u>	<u>18</u>	<u>90 x 3</u>	<u>certified for use by Webster & Co. Manufacturers</u>	<u>Stream 19205</u>	<u>9.2.0</u>	<u>11.1.1.0</u>	<u>9 1/2</u>	<u>makers</u>	
	<u>90</u>	<u>7 1/2</u>		<u>90 x 7 1/2</u>		<u>Kedge 16950</u>	<u>5.0.0</u>	<u>7.7.2.0</u>	<u>4 3/4</u>		
	<u>90</u>	<u>6</u>				<u>2nd Kedge 17584</u>	<u>2.1.7</u>	<u>4.17.2.0</u>	<u>2 1/2</u>		
Warp.....	<u>90</u>	<u>6</u>									

Standing and Running Rigging wire & hemp sufficient in size and good in quality. She has 2 life Long Boats and 2 others.

The Windlass is Harfield & Co. steam Capstan good and Rudder good Pumps as per approved plan

Engine Room Skylights. How constructed? solid teak How secured in ordinary weather? bolted to casing

What arrangements for deadlights in bad weather? bulls eyes in solid teak flaps

Coal Bunker Openings. How constructed? plates & angles How are lids secured? hatch bars Height above deck? 15 in

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? 3 ports in the "well" on each side
34" x 16" x 3 on each side on R. 2 DK 30" x 16" also scuppers & mooring pipes

Cargo Hatchways. How formed? plates & angles in the usual manner Hatches, If strong and efficient? yes
State size Main Hatch 34 ft 0" x 17 ft 0" Fore hatch 16 ft x 13 ft Quarter hatch & after hatch 20 x 17 x 18 x 17

If of extraordinary size, state how framed and secured... DK plating increased in thickness & 4 web frames What arrangement for shifting beams? official
intended to bridge deck in way of main hatch

Order for Special Survey No. 376 Date 15 April 89
Order for Ordinary Survey No. — Date —
No. 166 in builder's yard.
State dates of letters respecting this case Dec 14th 1888. 2nd July. & 17th bet. 1889. "P" 26th Sept. 1889.

General Remarks (State quality of workmanship, &c.) This vessel has been built in accordance with the approved plans, the above mentioned letters & in general conformity with the Rules. The workmanship is good. The steel used in the construction of this vessel has been tested in accordance with the requirements of circular No 436*. Iron rivets have been used throughout.

The upper strake of the bridge side plating is 7/8" & the lower strake 9/16" thick & the butt straps are 1/2" thicker than the plates they connect & tuble riveted. 2 frames 5 x 3 x 3 x 7/8 are fitted from tank margin plate to gunwale for 3/5 length amidships

The freeboards assigned by the Committee as set forth in the Secretary's letter "M" dated 17th bet. 1889 have been marked on the vessels sides in accordance with Notice No 572. and verified viz. In winter 1-7 1/2. In summer 1-5. Height of Fresh water line above centre of disc. 4 1/2". The inner surface of the bottom plating is coated with Briggs patent enamel cement see letter attached.

How are the surfaces preserved from oxidation? Inside Briggs patent cement & paint Outside paint.

Particulars for Record in R.B.—Length of Poop 28 ft., R.Q.D. 68 ft., Bridge Dk. 124 ft., F'castle 27 ft.; No. of Dks. (excluding spar, awn., &c.) one
Material of dks. iron If spar, awn. dk., &c. ✓ Material of spar, awn. dk., &c. ✓; No. of tiers of beams (with and without dks. laid) one & 1/2
Official No. —; Signal Letters —
I am of opinion this Vessel should be Classed 100 A.1. Steel Freeboard to be recorded under 1. 3/4

The amount of the Entry Fee 4 : 0 : 0 is received by me, C Buchanan
Special 40 : 4 : 0 11 Nov. 1889
(to be sent as per margin). Certificate ...
(Travelling Expenses, if any, £ —).

Committee's Minute
Character assigned 100 A.1 Steel
10k iron & web frames
well dk
Record Freeboard
Surveyor to Lloyd's Register of British and Foreign Shipping.
It is submitted that this vessel appears eligible to be Classed 100 A.1 (Steel) as recommended by the Committee.
1. 3/4 (iron) & web frames
Cell D.K. (particulars appended)
Well dk. J.D. N.S.