
Encyclopaedia of Ships and Shipping

Mason Herbert B

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ENCYCLOPÆDIA OF SHIPS AND SHIPPING

Edited by
HERBERT B. MASON

THE SHIPPING ENCYCLOPÆDIA
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CHICHESTER HOUSE CHANCERY LANE
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PREFACE

The "Encyclopædia of Ships and Shipping" has been compiled to furnish information of value to those in any way connected with nautical matters.

In preparing the work, it has been necessary, in order to confine the matter to one volume, to make the article as concise as possible, and where space has prevented the subject being dealt with to any great length, standard authorities are quoted to enable the reader to obtain further information on the subject. This applies particularly to Law and Insurance and in most instances the leading Admiralty Court cases on the question are quoted.

The Editor is grateful to the many gentlemen of distinction who have been good enough to assist him with their advice and aid in the compilation of the work. Among these may be mentioned :

The Naval Attachés at the Embassies in London, for their kindness in furnishing information enabling him to include in this work particulars of vessels in the various foreign navies.

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THE ENCYCLOPÆDIA OF SHIPS AND SHIPPING

A. The highest class of merchant ships on Lloyd's books, subdivided into A1 and A2, after which they descend by the vowels. *Refer to* Lloyd's Register of British and Foreign Shipping.

A. Distinguishing letter on sea fishing boats registered at Aalborg, Denmark.

A. Distinguishing letter on sea fishing boats registered at Aberdeen, Scotland.

A. Distinguishing letter on sea fishing boats registered at Antwerp, Belgium.

A.A. Distinguishing letters on sea fishing boats registered at Alloa, Scotland.

A.B. Distinguishing letters on sea fishing boats registered at Aberystwith, England.

A.B. Able body. Signifying trained seamen. *Refer to* Able-bodied Seaman.

Aback. Position of ship's sails when wind bears against front surface.

Abaft. Relatively near the stern.

Abalone. A shell-fish of the East and West Pacific Coasts. The flesh is dried and eaten, and the shell is used as mother-of-pearl.

Abandon. *See* Abandonment.

Abandonment generally means a Notice of Abandonment or letter from the assured notifying to the underwriter the abandonment of the subject insured. "The abandonment must be direct and express, and I think the word *Abandon* should be used to make it effectual" (Lord Ellenborough in *Parmer v. Todhunter*, Camp., 542). It is a positive transfer of property from the assured to the underwriter the notice is intimating his intention to abandon. As a rule, the underwriter declines to accept the notice, but his neglect to reply must not be taken as his acceptance (Provincial Insurance Company of Canada v. Leduc, L.R., 6 P.C. 224.). No particular form has been prescribed for tender or notice of abandonment. It is not even necessary that it should be in writing, although it is usually so given as documentary evidence of the tender; but in whatever form it is given one essential is that it be given unequivocally; no conditions may be attached; it must be an absolute offer then and there, but it is desirable that it should state some grounds on which the tender is made. The reply of the underwriter if he accepts must be similarly unconditional and absolute. *Refer to* Derelict and Constructive Total Loss.

Abatement or Rebate is in commerce an allowance or discount made in consideration of prompt payment. The term is also used to express the deduction occasionally made by the Customs authorities from duties chargeable upon such goods as are damaged or for loss in warehouses. Among shippers the term rebate is used to denote the amount returnable for freight paid by the shipper to the shipowner or his agent, when the shipper confines his shipments to one line or ring of shipowners.

Abbe, Professor Cleveland, A.M., Ph.D., LL.D., Professor of Meteorology, United States Weather Bureau (b. New York City, December 3, 1838). Educ. College of the City of New York; University of the State of Michigan; Harvard University; Central Nicholas Observatory, Poulkova, near St. Petersburg, Russia. Instructor of Mathematics, Trinity Parish School, New York, 1857-58, and Engineering, Michigan State Agricultural College, 1859; aid in U.S. Coast Survey, 1860-64; Director of Cincinnati Observatory, 1868-73; organised the weather service under the Secretary of War, 1870-91, now under the Secretary of Agriculture; started the reform in standards of civil time reckoning by even hours of longitude from Greenwich, 1875, which is now widely adopted; conducted the Signal Service expedition to observe the solar eclipse from Pike's Peak, 1878; Meteorologist to the Expedition to the West Coast of Africa, 1889-90; Associate Editor of the American Meteorological Journal, 1891-94; editor of the monthly Weather Review, 1893; Professor of Meteorology, Columbia University, 1885; Lecturer on Meteorology, Johns Hopkins University, 1895.

Publications: "The Parallax of Sirius" (1866), "The Distribution of the Nebula" (1867), "Dorpat and Poulkova" (1869), "The Weather Bulletin of the Cincinnati Observatory" (1869), "The Eclipse of August" (1869), "How to Use Weather Maps" (1871), "Historical Note on Weather Telegraphy" (1871), "Observations of Coggia's Comet" (1874), "The Aurora of Feb. 4th, 1872"; "The Hurricane of August, 1873"; "The Meteor of Dec. 24th, 1874"; "The Signal Service Eclipse Expedition to Pike's Peak, 1878"; "Short Memoirs on Meteorology" (1878), "Treatise on Meteorological Apparatus and Methods" (1887), "Determination of the True Amount of Precipitation" (1889), "Mechanic of the Earth's Atmosphere" (1891), "Atmospheric Radiation" (1892), "Preparatory Studies for Storm and Weather Predictions" (1889), "The Marine Nephoscope" (1893), "The Meteorological Work of the U.S.

Signal Service" (1893). "Annual Summary of Progress in Terrestrial Physics and Meteorology" (1873-89), the article "Meteorology" in "The Times" Supplement to the 9th Edition of the Encyclopædia Britannica, "Aims and Methods of State Weather Services" (1899), "The Altitude of the Aurora" (1899), "The Physical Basis of Long-Range Forecasts" (1901).

Abbreviations are distributed throughout the *Encyclopædia of Ships and Shipping* in alphabetical order.

A.B.C. Railway Time Tables for Cardiff, Newport and Swansea. Published monthly. Price 1d. Address: Cardiff.

Abdul Hamid. Turkish cruiser (1904).

Length 330 ft. Beam 42 ft. Maximum draught 16 ft. Displacement 3,277 tons. Complement 302.

<i>Guns.</i>	<i>Armour.</i>
2-6 in.	"Steel."
6-4 in.	2 in. Deck.
2-3 pdr.	
2-1 pdr.	

Torpedo Tubes.

3 Above water.

Twin screw. Hp. forced 12,000 = 22 kts. Coal maximum 600 tons.

Abdul Medjidieh. Turkish armoured cruiser, (Philadelphia, 1903).

Length 331 ft. Beam 42 ft. Draught 16 ft. Displacement 3,400 tons. Complement 300.

<i>Guns.</i>	<i>Armour.</i>
2-6 in.	"Steel."
8-4.7 in.	4 in. Deck amidships.
6-1.8 in.	

Torpedo Tubes.

2 Above water.

Hp. 12,000 = 22 kts. Coal 600 tons.

Abeam. In a direction at right angles to vessel's length.

Abel, Sir Frederick Augustus (1827-1902). Scientific Chemist (b. London). Was an authority on explosives and improved the manufacture of gun cotton; was part-inventor with Professor Dewar of cordite. Invented an apparatus for determining the flashpoint of petroleum; Professor of Chemistry, Royal Military Academy, 1851-55; Chemist to the War Department, 1854-88; First Director Imperial Institute, 1887.

Publications: "Gun Cotton" (1866), "The Modern History of Gunpowder" (1866), "On Explosive Agents" (1872), "Researches in Explosives" (1875), "Electricity Applied to Explosive Purposes" (1884).

Aberdeen. Steamship, built in 1882. One of the first to be engined with triple expansion engines, which were designed by Mr. Kirk to work with steam at 125 lbs. pressure.

Aberdeen, Leith and Moray Steamship Co., Ltd., with their head office in Aberdeen, maintain a service every Monday from Leith for Aberdeen, Buckie, Lossiemouth, Cromarty, Invergordon and Inverness, making the return journey from Inverness every Thursday.

FLEET.

James Crombie.

Aberdeen Line (Rennie's). Was inaugurated in 1856 with a fleet of sailing ships trading regularly between London and Natal. In 1857 steam was first tried with the *Madagascar*, the first steamer on the South African Coast carrying the mails from Cape Town to Durban. In 1886 the *Matabele*, the first steamer in the South African trade to be fitted with triple expansion engines, was added to the fleet. The company now maintain a weekly service from the West India Dock, London, to Natal, calling at Portland and the Canary Islands (Las Palmas and Tenerife), and an East African service inaugurated in 1892, which has developed into a fortnightly service between Natal and Quilimane, calling at the Portuguese ports of Delagoa Bay, Inhambane and Beira and Chinde.

FLEET.

<i>Ifafa.</i>	<i>Inchanga.</i>	<i>Insixwa.</i>
<i>Illovo.</i>	<i>Ingsli.</i>	<i>Inyati.</i>
<i>Inanda.</i>	<i>Inkonka.</i>	<i>Inyoni.</i>
	<i>Inkosi.</i>	

Gross tonnage, 28,000.

Aberdeen Line (Thompson's). This company, plying between London and Australia, *via* the Cape, founded in Aberdeen in 1824, has occupied for three-quarters of a century a prominent position in the Australian cargo and passenger trade; due in the first instance to the runs of their noted clippers to Melbourne and Sydney. The *Aberdeen*, built in 1881, was the first ocean steamer to demonstrate decisively the superior merits of triple expansion engines. The total tonnage now only includes one sailing vessel of 2,093 tons, the old clippers having been replaced by modern steamships. The *Miltiades* holds the record from London to Melbourne *via* the Cape, her steaming time being 34 days, actual time from port to port 35 days.

FLEET.

<i>Aberdeen.</i>	<i>Marathon.</i>	<i>Nineveh.</i>
<i>Australasian.</i>	<i>Miltiades.</i>	<i>Salamis.</i>
<i>Damascus.</i>	<i>Moravian.</i>	<i>Sophocles.</i>

Gross tonnage, 44,000.

Aberdeen, Newcastle and Hull Steamship Co., Ltd., with their head office in Aberdeen, maintain a service of steamers at advertised hours between Aberdeen and Hull and Aberdeen and Newcastle-on-Tyne. A steamer leaves Aberdeen for Hull every Tuesday, returning from Hull every Saturday. A steamer leaves Aberdeen for Newcastle every Saturday, and returns from Newcastle every Wednesday.

FLEET.

Earl of Aberdeen. *Norwood.*

Aberdeen Steam Navigation Company, with their head office in Aberdeen, and their London office at Limehouse, maintain a regular service of steamers between London and Aberdeen, sailing every Wednesday and Saturday. The steamers have excellent passenger accommodation.

FLEET.

<i>City of Aberdeen.</i>	<i>Hogarth.</i>
<i>City of London.</i>	<i>Harlaw.</i>

Abergavenny. East Indiaman. Went ashore on the Bill of Portland, February 6, 1805; 300 lives lost.

Aberration. An apparent change of place, or alteration of their mean position, in the fixed stars, caused by the orbital movement of the earth. Aberration of planet signifies the space through which it appears to move during the time which it occupies in passing from the planet to us.

Able-Bodied Seaman. (Merchant Shipping Act, 1894, section 126.) A seaman shall not be entitled to the rating of A.B., that is to say, of able-bodied seaman, unless he has served at sea for four years before the mast, but the employment of fishermen in decked fishing vessels registered under the first part of this Act shall only count as sea service up to the period of three years of that employment; and the rating of A.B. shall only be granted after at least one year's sea service in a trading vessel in addition to three or more years' sea service on board of decked fishing vessels so registered.

Service may be proved by certificates of discharge or by certificate of service from the Registrar-General of Shipping and Seamen (*q.v.*) or other satisfactory proof.

Aboard. Inside or upon a ship.

Aboukir. British 1st class cruiser. (Fairfield, 1900.)

Length 454 ft. Beam 69 ft. Maximum draught 28 ft. Displacement 12,000 tons. Complement 700.

<i>Guns.</i>	<i>Armour.</i>
2—9.2 in., 45 cal.	"Krupp."
12—6 in.	6 in. Belt amidships.
12—12 pdrs.	6 in. Barbettes.
2—12 pdr., 8 cwt.	12 in. Conning tower.
3—3 pdr.	
2 Maxims.	

Torpedo Tubes (18 in.).
2 Submerged.

Twin screw. Hp. 21,000 = 21 kts. Coal maximum 1,600 tons. Approximate cost £749,000.

This ship-name was introduced into the Navy in 1798 with the *Aquilon* captured at the battle of the Nile; she was renamed the *Aboukir*.

About Ship. To turn or tack head to wind.

Above Board. Over the deck.

Abox. See *Aback*.

Abrek. Russian torpedo gun-boat (1896). Length 212 ft. Beam 25 ft. Maximum draught 13 ft. Displacement 534 tons. Complement 109.

Guns.

2—4.7 in.

4—3 pdr.

2—1 pdr.

Torpedo Tubes.

2 Above water.

Twin screw. Hp. 4,500 = 21 kts.

Abruzzi, Duke of, Prince Luigi Amedeo Giuseppe Maria Ferdinando Francesco, Captain Italian Navy and Geographer (b. Madrid, January 29, 1873). Third son of Amedeo, Duke of Aosta, and cousin to the King of Italy. Ascended Mount St Elias, Alaska, July 31, 1897, and determined its altitude and geological origin. Commanded an Arctic expedition to the North Pole, 1900; when he and his party reached 86° 33' N. Refer to Arctic Exploration.

Publication: "The Ascent of Mount St Elias" (1900).

Abyssal Animals are those which inhabit the greatest depths of the ocean. Until the last half of the 19th century, it was commonly supposed that only the upper strata and shallow water of the ocean were inhabited. This was disproved by the *Challenger* expedition (*q.v.*), and it was thought that possibly the discovery would lead to the finding of living fossils. This, however, has not been the case to any great extent, as the deep-sea animals show clear signs of having been derived from shallow water and do not shed any light on the origin of life in the sea. It has been proved that Abyssal animals are carnivorous and depend upon the dead organisms which drop down from the surface waters. At the great depth at which they are found the water is so cold, and the pressure so enormous, that living plants are absent. One striking peculiarity of deep-sea animals is that many of them, especially fish, are blind. The last volume of the *Challenger* monographs, entitled "Summary of Results," gives a graphic and historical account of deep-sea dredging.

Abyssinia. Guion screw steamer. Caught fire in mid-Atlantic, December 18, 1891. Passengers and crew rescued by the *Spreo*.

A.C. Distinguishing letters on sea fishing boats registered at Karolinsiel, Germany.

A/c. Account.

Academies, Naval. See Naval Establishments.

Acalephæ. From the Greek, meaning Nettle; a name given to the animals commonly known as jelly-fish, sea-blubber, medusa, sea-nettle.

Acceptance. See Bill of Exchange.

Accident. "The expression 'accident' in the ordinary sense denotes an unlooked-for mishap or