

# Steel IRON SHIP.

4597  
JAN 22 MAY 1886  
1886

No. 4597 Survey held at Bristol Date, First Survey 26 January Last Survey 17 May

On the Screw "Sug Dragon"

**TONNAGE** under Tonnage Deck 40.14  
 Ditto of Third, Spar, or Awning Deck. }  
 Ditto of Poop, or Raised Qr. Dk. }  
 Ditto of Houses on Decks }  
 Ditto of Forecastle }  
 Gross Tonnage 40.14  
 Less Crew Space }  
 Less Engine Room } 32.53  
 Register Tonnage as cut on Beam } 7.61

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

Half Breadth (moulded) 6.79 Feet.  
 Depth from upper part of Keel to top of Upper Deck Beams 7.83  
 Girth of Half Midship Frame (as per Rule) 12.37  
 1st Number 26099  
 1st Number, if a 3-Decked Vessel .. deduct 7 feet  
 Length 66.08  
 2nd Number 179349  
 Proportions— Breadths to Length .. 4.8  
 Depths to Length— Upper Deck to Keel .. 8.4  
 Main Deck ditto ..

Master not known  
 Built at Bristol  
 When built 1886 Launched 20 April 1886  
 By whom built Newall & Co  
 Owners Gaselee Bros  
 Residence 90 Lower Thames Street London  
 Port belonging to London  
 Destined Voyage London  
 If Surveyed while Building, Afloat, or in Dry Dock. While building & afloat

Official Number

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.	Nº. of Decks with flat laid out	Nº. of Tiers of Beams
Dimensions of Ship per Register, length, <u>66.9</u> breadth, <u>13.56</u> depth, <u>7.0</u>	<u>66</u> <u>1</u>	<u>13</u> <u>7</u>	<u>13</u> <u>7</u>	<u>7</u> <u>1</u>	<u>7</u> <u>1</u>	<u>40</u>	<u>40</u>	<u>1</u>	<u>1</u>
<b>KEEL</b> , depth and thickness ...	<u>5</u> <u>7/8</u>	<u>5</u> <u>7/8</u>	<u>5</u> <u>7/8</u>	<u>5</u> <u>7/8</u>	<u>5</u> <u>7/8</u>				
<b>STEM</b> , moulding and thickness ...	<u>5</u> <u>7/8</u>	<u>5</u> <u>7/8</u>	<u>5</u> <u>7/8</u>	<u>5</u> <u>7/8</u>	<u>5</u> <u>7/8</u>				
<b>STERN-POST</b> for Rudder do. do. ...	<u>5</u> <u>2</u>	<u>5</u> <u>2</u>	<u>5</u> <u>2</u>	<u>5</u> <u>2</u>	<u>5</u> <u>2</u>				
" " for Propeller ...	<u>5</u> <u>2</u>	<u>5</u> <u>2</u>	<u>5</u> <u>2</u>	<u>5</u> <u>2</u>	<u>5</u> <u>2</u>				
Distance of Frames from moulding edge to moulding edge, all fore and aft ...	<u>18</u>	<u>18</u>	<u>18</u>	<u>18</u>	<u>18</u>				
<b>FRAMES</b> , Angle Iron, for 2/3 length amidships ...	<u>2 1/2</u> <u>2 1/2</u> <u>11</u>	<u>2 1/2</u> <u>2 1/2</u> <u>11</u>							
Do. for 1/2 at each end ...	<u>2</u> <u>2</u> <u>3</u>	<u>2</u> <u>2</u> <u>3</u>	<u>2</u> <u>2</u> <u>3</u>	<u>2</u> <u>2</u> <u>3</u>	<u>2</u> <u>2</u> <u>3</u>				
<b>REVERSED FRAMES</b> , Angle Iron ...	<u>2</u> <u>2</u> <u>3</u>	<u>2</u> <u>2</u> <u>3</u>	<u>2</u> <u>2</u> <u>3</u>	<u>2</u> <u>2</u> <u>3</u>	<u>2</u> <u>2</u> <u>3</u>				
<b>FLOORS</b> , depth and thickness of Floor Plate at mid line for half length amidships ...	<u>8</u>	<u>8</u>	<u>8</u>	<u>8</u>	<u>8</u>				
" thickness at the ends of vessel ...	<u>9</u>	<u>9</u>	<u>9</u>	<u>9</u>	<u>9</u>				
" depth at 2/3 the half-bdth. as per Rule ...	<u>16</u>	<u>16</u>	<u>16</u>	<u>16</u>	<u>16</u>				
" height extended ...	<u>16</u>	<u>16</u>	<u>16</u>	<u>16</u>	<u>16</u>				
<b>BEAMS, Upper, Spar, or Awning Deck</b> Single or double Ang. Iron, Plate or Tee Bulb Iron ...	<u>3</u> <u>2 1/2</u> <u>11</u>	<u>3</u> <u>2 1/2</u> <u>11</u>							
Single or double Angle Iron on Upper edge ...	<u>36</u>	<u>36</u>	<u>36</u>	<u>36</u>	<u>36</u>				
Average space ...	<u>36</u>	<u>36</u>	<u>36</u>	<u>36</u>	<u>36</u>				
<b>BEAMS, Main, or Middle Deck</b> ...									
Single or double Ang. Iron, Plate or Tee Bulb Iron ...									
Single or double Angle Iron, on Upper Edge ...									
Average space ...									
<b>BEAMS, Hold, or Orlop</b> ...									
Single or double Ang. Iron, Plate or Tee Bulb Iron ...									
Single or double Angle Iron on Upper Edge ...									
Average space ...									
<b>KEELSONS</b> Centre line, single or double plate, box, or intercostal, Plates ...									
" Rider Plate ...									
" Bulb Plate to Intercostal Keelson ...									
" Angle Irons ...	<u>2 1/2</u> <u>2 1/2</u> <u>5</u>	<u>2 1/2</u> <u>2 1/2</u> <u>5</u>							
" Double Angle Iron Side Keelson ...	<u>2 1/2</u> <u>2 1/2</u> <u>5</u>	<u>2 1/2</u> <u>2 1/2</u> <u>5</u>							
" Side Intercostal Plate ...									
" do. Angle Irons ...									
" Attached to outside plating with angle iron ...									
<b>BILGE</b> Angle Irons ...									
" do. Bulb Iron ...									
" do. Intercostal plates riveted to plating for length ...									
<b>BILGE STRINGER</b> Angle Irons ...	<u>2 1/2</u> <u>2 1/2</u> <u>5</u>	<u>2 1/2</u> <u>2 1/2</u> <u>5</u>							
Intercostal plates riveted to plating for length ...									
<b>SIDE STRINGER</b> Angle Irons ...									

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

The **FRAMES** extend in one length from Keel to gunwale Riveted through plates with 1/2 in. Rivets, about 4 apart.

The **REVERSED ANGLE IRONS** on floors and frames extend across middle line to upper turn of bilge and to alternately

**KEELSONS.** Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes

**PLATING.** Garboard, double riveted to Keel, with rivets 3/4 in. diameter, averaging 3 3/4 ins. from centre to centre.

" **Edges of Garboards** and to upper part of Bilge, worked clencher, double riveted; with rivets 1/2 in. diameter, averaging 2 ins. from centre to centre.

" **Butts from Keel to turn of Bilge**, worked carvel, double riveted; with rivets 1/2 in. diameter averaging 2 ins. from centre to centre.

" **Butts of all** Strakes at Bilge for full length, treble riveted with Butt Straps 1/16 thicker than the plates they connect.

" **Edges from Bilge to Main Sheerstrake**, worked clencher, double or single riveted; with rivets 1/2 in. diameter, averaging 2 ins. from cr. to cr.

" **Butts from Bilge to Main Sheerstrake**, worked carvel, double riveted; with rivets 1/2 in. diameter, averaging 2 ins. from cr. to cr.

" **Edges of Main Sheerstrake**, double or single riveted. **Upper Sheerstrake**, double or single riveted.

" **Butts of Main Sheerstrake**, double riveted for full length amidships. Butts of Upper or Spar Sheerstrake, treble riveted full length amidships.

" **Butts of Main Stringer Plate**, double riveted for full length amidships. **Butts of Upper or Spar Stringer Plate**, treble riveted for full length.

" Breadth of laps of plating in double riveting 3 1/2 Breadth of laps of plating in single riveting 3 1/2

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? 1 Crutches, deep floors

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Simon Martin steel

Manufacturer's name or trade mark, Steel Co. of Scotland & Laudore Steel Co

The above is a correct description.

Builder's Signature, Newall & Co Surveyor's Signature, R. M. Croucher  
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Form No. 1 for Iron Ships—4000—16/11/82.

**Workmanship.** Are the butts of plating planed or otherwise fitted? *Chipped & Hammered*  
 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? *No*

Masts, Bowsprit, Yards, &c., are in condition, and sufficient in size and length. *If of Iron or Steel give Scantlings*  
*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 Material and if stamped with Maker's name.*  
 State also Length and Diameter of Lower Masts and Bowsprit *one pole for signal light*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested & Suprntd.
N <sup>o</sup> .	SAILS.											
	CABLES, &c.											
	Chain	60	1/2	6,000 3,000	1/2	Retherlon D. G. Lewis Cert. No. 16455	Bower Anchors	1	2.2.2	5.2.2.0	2.2.0	Retherlon D. G. Lewis Cert. No. 2087
	Fore Sails,						(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
	Fore Top Sails,											
	Fore Topmast Stay Sails,											
	Main Sails,											
	Main Top Sails,											
	and											
	Standing and Running Rigging											
	The Windlass is											
	Capstan											
	and Rudder											
	Pumps											

sufficient in size and in quality. She has Long Boat and  
 The Windlass is *Good* Capstan *Good* and Rudder *Good* Pumps *Good*  
**Engine Room Skylights.**—How constructed? *plates & angles* How secured in ordinary weather? *Hinged*  
 What arrangements for deadlights in bad weather? *Round lights of thick glass*  
**Coal Bunker Openings.**—How constructed? *Rings in deck* How are lids secured? *Legs on covers fitting in guides in rings* Height above deck? *Flush*  
**Scuppers, &c.**—What arrangements for clearing upper deck of water, in case of shipping a sea? *Two scuppers & one freeing port on each side*  
**Cargo Hatchways.**—How formed? *none*  
 State size Main Hatch Forehatch Quarterhatch  
 If of extraordinary size, state how framed and secured?  
 What arrangement for shifting beams?  
**Hatches,** If strong and efficient?

Order for Special Survey No.	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	Date of First survey <i>26 January</i>
Date		2nd. On the plating during the process of riveting	
Order for Ordinary Survey No.		3rd. When the beams were in and fastened, and before the decks were laid....	Date of Last Survey <i>17 May 1886</i>
Date		4th. When the ship was complete, and before the plating was finally coated or cemented..	
No. <i>6</i> in builder's yard.		5th. After the ship was launched and equipped	No of visits <i>12</i>

State dates of letters respecting this case

**General Remarks** (State quality of workmanship, &c.) *This vessel has been built under order survey, the steel used in her construction has been tested accordance with the Rules the workmanship is good*

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, forecabin, or raised quarter deck. (If double bottom, state particulars on separate form)  
 How are the surfaces preserved from oxidation? Inside *Cement + Paint* Outside *Paint*  
 I am of opinion this Vessel should be Classed *A for Tug purposes*  
 The amount of the Entry Fee .....£ 1 : 0 : 0 is received by me, *R.W.C.*  
 Special .....£ 8 : 0 : 0 *19 May 1886*  
 (to be sent as per margin). Certificate ... : 2 : 6  
 (Travelling Expenses, if any, £) Friday, 28th May, 1886.  
 Committee's Minute *18*  
 Character assigned *A for Tug purposes*  
*It is submitted that this vessel appears worthy to be classed A - for Tug purposes Steel*  
*Recommended*  
 Surveyor to Lloyd's Register of British and Foreign Ships  
*R. M. Coomber*  
 Lloyd's Register Foundation  
 26/5/86

Reference should be made to any correspondence connected with the case.