

IRON SHIP.

No. *4700* Survey held at

Bristol

Date, First Survey

(Received at London) *THURS 31 MARCH 1887*
Last Survey 18

On the

S. S. Marine

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

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

Half Breadth (moulded) Feet.

Depth from upper part of Keel to top of Upper Deck Beams

Girth of Half Midship Frame (as per Rule)

1st Number

1st Number, if a 3-Decked Vessel . . deduct 7 feet

Length

2nd Number

Proportions— Breadths to Length

Depths to Length—Upper Deck to Keel

Main Deck ditto

Master

Built at

When built

Launched

By whom built

Owners

Residence

Port belonging to

Destined Voyage

If Surveyed while Building, Afloat, or in Dry Dock.

| LENGTH | Feet. | Inches. | BREADTH | Feet. | Inches. | DEPTH | Feet. | Inches. | Power of | Horse. | Nº. of Decks with flat laid |
|------------|-------|---------|---------|-------|---------|-------------------------|-------|---------|----------|--------|-----------------------------|
| on deck as | | | Moulded | | | top of Floors to Upper | | | Engines | | Nº. of Tiers of Beams |
| per Rule | | | | | | Deck Beams | | | | | |
| | | | | | | Do. do. Main Deck Beams | | | | | |

Dimensions of Ship per Register, length, breadth, depth,

| | Inches in Ship. | Inches per Rule. | | Inches in Ship. | Inches per Rule. | | Inches in Ship. | Inches per Rule. | | Inches in Ship. | Inches per Rule. |
|--|-----------------|------------------|---|-----------------|------------------|---|-----------------|------------------|--|-----------------|------------------|
| KEEL, depth and thickness | | | FLAT KEEL PLATES, breadth and thickness | | | PLATES in Garboard Strakes, br'dth & thickness | | | | | |
| STEM, moulding and thickness | | | From Garboard to upper part of Bilges | | | Of d'bling at Bilge, or increased thickness, and length applied | | | | | |
| STERN-POST for Rudder do. do. | | | From up. prt of Bilge to l. edge of Sh'rstrake | | | Main Sheerstrake, breadth and thickness | | | | | |
| " for Propeller | | | Of d'bling at Sh'stk. & lng. applied | | | From M'n. to Up. or Spar Dk. Sh'rstrake | | | | | |
| Distance of Frames from moulding edge to moulding edge, all fore and aft | | | Up. or Spar Dk Sh'rstrake, br'dth & thicken'ss | | | Butt Straps to outside plating, breadth & thickness | | | | | |
| FRAMES, Angle Iron, for $\frac{3}{4}$ length amidships | | | Lengths of Plating | | | Shifts of Plating, and Stringers | | | | | |
| Do. for $\frac{1}{2}$ at each end | | | Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness | | | Angle Iron on ditto | | | | | |
| REVERSED FRAMES, Angle Iron | | | Tie Plates fore and aft, outside Hatchways | | | Diagonal Tie Plates on Beams No. of Pairs | | | | | |
| FLOORS, depth and thickness of Floor Plate at mid line for half length amidships | | | Flat of Up., Spar, or Awning Dk. | | | How fastened to Beams | | | | | |
| thickness at the ends of vessel | | | Stringer Plate on ends of Main or Middle Deck | | | Beams, breadth and thickness | | | | | |
| depth at $\frac{3}{4}$ the half-bath. as per Rule | | | Is the Stringer Plate attached to the outside plating? | | | Angle Irons on ditto, No. | | | | | |
| height extended at the Bilges | | | Tie Plates, outside Hatchways | | | Diagonal Tie Plates on Beams, No. of pairs | | | | | |
| BEAMS, Upper, Spar, or Awning Deck | | | Flat of Middle Deck* do. | | | How fastened to Beams | | | | | |
| Single or d'ble Ang. Iron, Plate or Tee Bulb Iron | | | Stringer Plates on ends of Lower Deck, Hold or Orlop Beams | | | Is the Stringer Plate attached to the outside plating? | | | | | |
| Single or double Angle Iron on Upper edge | | | Angle Irons on ditto, No. | | | Stringer or Tie Plates, outside Hatchways | | | | | |
| Average space | | | Flat of Lower Deck* | | | | | | | | |
| BEAMS, Main, or Middle Deck | | | Ceiling betwixt Decks, thickness and material | | | | | | | | |
| Single or d'ble Ang. Iron, Plate or Tee Bulb Iron | | | " in hold do. do. | | | | | | | | |
| Single or double Angle Iron, on Upper Edge | | | Main piece of Rudder, diameter at head | | | | | | | | |
| Average space | | | do. at heel | | | | | | | | |
| BEAMS, Hold, or Orlop | | | Can the Rudder be unshipped afloat? | | | | | | | | |
| Single or d'ble Ang. Iron, Plate or Tee Bulb Iron | | | Bulkheads No. No. per Rule | | | | | | | | |
| Single or double Angle Iron on Upper Edge | | | " Thickness of | | | | | | | | |
| Average space | | | " Height up | | | | | | | | |
| KEELSONS Centre line, single or double plate, box, or Intercostal, Plates | | | " How secured to sides of ship | | | | | | | | |
| " Rider Plate | | | " Size of Vertical Angle Irons and distance apart | | | | | | | | |
| " Bulb Plate to Intercostal Keelson | | | " Are the outside Plates doubled two spaces of Frames in length? | | | | | | | | |
| " Angle Irons | | | | | | | | | | | |
| " Double Angle Iron Side Keelson | | | | | | | | | | | |
| " Side Intercostal Plate | | | | | | | | | | | |
| " do. Angle Irons | | | | | | | | | | | |
| " Attached to outside plating with angle iron | | | | | | | | | | | |
| BILGE Angle Irons | | | | | | | | | | | |
| " do. Bulb Iron | | | | | | | | | | | |
| " do. Intercostal plates riveted to plating for length | | | | | | | | | | | |
| BILGE STRINGER Angle Irons | | | | | | | | | | | |
| Intercostal plates riveted to plating for length | | | | | | | | | | | |
| SIDE STRINGER Angle Irons | | | | | | | | | | | |

The FRAMES extend in one length from to Riveted through plates with in. Rivets, about apart.

The REVERSED ANGLE IRONS on floors and frames extend middle line to and to alternately

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

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

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

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

" Butts of Strakes at Bilge for length, treble riveted with Butt Straps thicker than the plates they connect.

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

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets in. diameter, averaging 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 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

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

" Breadth of laps of plating in double riveting Breadth of laps of plating in single riveting

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

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

Manufacturer's name or trade mark,

The above is a correct description.

Builder's Signature, Surveyor's Signature,

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

Workmanship. Are the butts of plating planed or otherwise fitted?

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies?

Are the fillings between the ribs and plates solid single pieces?

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces?

Do any rivets break into or through the seams or butts of the plating?

Masts, Bowsprit, Yards, &c., are in 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

NUMBER for EQUIPMENT

| N ^o . | SAILS. | CABLES, &c. | Fathoms. | Inches. | Test per Certificate. | Inches per Rule. | Machine where Tested & Supplied. | ANCHORS. | N ^o . | Weight. Ex. Stock. | Test per Certificate. | Weight req'd per Rule. | Machine where Tested & Supplied. |
|------------------|--------------------------|---------------------------------|----------|---------|-----------------------|------------------|----------------------------------|--|------------------|--------------------|-----------------------|------------------------|----------------------------------|
| | Fore Sails, | Chain | 90 | 15" | | 15" | | Bower Anchors | | | | | |
| | Fore Top Sails, | Iron Stream Chain | 45 | 12" | | 12" | | (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.) | 1 | not known | perfect | 100 lbs | John Wain |
| | Fore Topmast Stay Sails, | or Steel Wire .. | 90 | 10" | | 10" | | no certificate | 2 | 5.2.14 | 7.18.1.21 | | J. Hartman |
| | Main Sails, | or Hemp Strm Cable | 90 | 6" | | 6" | | | 3 | not known | perfect | | |
| | Main Top Sails, and | Towline, Hemp. or Steel Wire .. | 90 | 5" | | 5" | | Stream Anchor | 1 | not known | perfect | | |
| | | Hawser | 90 | 3" | | 3" | | Kedge ... | 1 | not known | perfect | | |
| | | Warp | 90 | 3" | | 3" | | 2nd Kedge ... | 1 | not known | perfect | | |

Standing and Running Rigging *gal iron wire* sufficient in size and *good* in quality. She has *2* Life Boat and *one* Buoy

The Windlass is *Good* Capstan *Good* and Rudder *Good* Pumps *Good*

Engine Room Skylights.—How constructed? How secured in ordinary weather?

What arrangements for deadlights in bad weather? Height above deck?

Coal Bunker Openings.—How constructed? How are lids secured?

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea?

Cargo Hatchways.—How formed?

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.

Date

Order for Ordinary Survey No.

Date

No. in builder's yard.

State dates of letters respecting this case

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
- 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

General Remarks (State quality of workmanship, &c.) *As far as can be learned No 1 & 3*

Bowers are the original ones, & No 2 was supplied in 1879
The 90 fathoms of 15" Cable is the original cable, & the
45 fathoms of 12" Cable has been supplied since, but
it is not known when it was supplied

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 Outside

I am of opinion this Vessel should be Classed

The amount of the Entry Fee£ is received by me, *R. W. Coomber*

Special£ 18

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

(Travelling Expenses, if any, £ ...).

Committee's Minute

Character assigned

FRIDAY 1 APRIL 1887

18 March 17/87
not figure
signature of 10 April 87

Depth from upper part of Keel to top of Upper Deck Beams

Girth of Half Midship Frame (as per Rule)

1st Number

1st Number, if a 3-Decked Vessel .. deduct 7 feet

Length

2nd Number

Proportions— Breadths to Length..

Depths to Length—Upper Deck to Keel..

Main Deck ditto

By whom built

Owners

Residence

Port belonging to

Destined Voyage

If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH

BREADTH—

DEPTH

Power of Engines

Horse.

N^o. of Decks with flat laid

N^o. of Tiers of Beams

Flat Keel Plates, breadth and thickness

PLATES in Garboard Strakes, br'dth & thickness

From Garboard to upper part of Bilges...

Of d'bling at Bilge, or increased thickness, and length applied

From up. prt of Bilge to lr. edge of Sh'rstrake...

Main Sheerstrake, breadth and thickness.....

Of d'bling at Sh'stk. & lng. applied

From M'n. to Upr. or Spar Dk. Sh'rstrake....

Workmanship. Are the butts of plating planed or otherwise fitted?

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies?

Are the fillings between the ribs and plates solid single pieces?

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces?

Do any rivets break into or through the seams or butts of the plating?

Masts, Bowsprit, Yards, &c., are in 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

| NUMBER for EQUIPMENT | | Fathoms. | Inches. | Test per Certificate. | Inches per Rule. | Machine where Tested & Suprntd. | ANCHORS. | N ^o . | Weight. Ex. Stock. | Test per Certificate. | W'ght req'd per Rule. | Machine where Tested & Suprntd. |
|----------------------|--------------------------|--|---------|-----------------------|------------------|---------------------------------|--|------------------|--------------------|-----------------------|-----------------------|---------------------------------|
| SAILS. | | CABLES, &c. | | | | | | | | | | |
| N ^o . | | Chain | 90 | 15" | 15" | not known | Bower Anchors | | | | | |
| | | (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 | 45 | 1 1/2" | 1 1/2" | " | | 1 | 6.2.7 | tested to 108 tons | | |
| | Fore Top Sails, | or Steel Wire .. | 90 | 10" | | | no certificate | 2 | 5.2.14 | 7.18.1.21 | | |
| | Fore Topmast Stay Sails, | or Hempen Strm } Cable | 90 | 6" | 6 | | | 3 | not known | perfect report | | |
| | Main Sails, | Towline, Hemp. | | | | | Stream Anchor | 1 | 5.3.14 | perfect report | | |
| | Main Top Sails, | or Steel Wire .. | 90 | 5" | 4 | | Kedge | 1 | not known | | | |
| | and | Hawser | 90 | 3 1/2" | 3 1/2" | | 2nd Kedge | | 1.1.7 | perfect report | | |
| | | Warp | | | | | | | | | | |
| | | quality | | | | | | | | | | |

Standing and Running Rigging sufficient in size and condition, and sufficient in size and length. If of Iron or Steel give Scantlings of Masts, Bowsprit, Yards, &c., are in 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

17/8/87

J. J. Marine

per first entry
reported by
22.6.3. 38.55

| NUMBER & LETTER for EQUIPMENT | | Fathoms. | Inches. | Test per Certificate. | Inches per Rule. | Machine where Tested and Superintendent, also Number of Certificate. | ANCHORS. | N ^o . | Weight. Ex. Stock. | Test per Certificate. | W'ght req'd per Rule. | Machine where Tested and Superintendent, also Number of Certificate. |
|-------------------------------|--------------------------|--|---------|-----------------------|------------------|--|--|------------------|--------------------|-----------------------|-----------------------|--|
| SAILS. | | CABLES, &c. | | | | | | | | | | |
| N ^o . | | Chain | 180 | 15" | 15" | tested to 15.15 | Bower Anchors | 1 | 6.2.7 | tested to 108 tons | | |
| | | (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.) | | | | 14/7/164 | (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.) | | | | | |
| | Fore Sails, | Iron Stream Chain | | | | | | | | | | |
| | Fore Top Sails, | or Steel Wire .. | 90 | 6" | | | | | 5.3.14 | | | |
| | Fore Topmast Stay Sails, | or Hempen Strm } Cable | | | | | | | | | | |
| | Main Sails, | Towline, Hemp. | | | | | Stream Anchor | | 2.2- | | | |
| | Main Top Sails, | or Steel Wire .. | 75 | 4" | | | Kedge | | 1.1.7 | | | |
| | and | Hawser | 75 | 3 1/2" | | | 2nd Kedge. | | | | | |
| | | Warp | | | | | | | | | | |
| | | quality | | | | | | | | | | |

Standing and Running Rigging sufficient in size and in quality. She has Long Boat and The Windlass is Capstan and Rudder Pumps

Engine Room Skylights. How constructed? General Remarks (State quantity of workmanship, &c.) as far as can be learned No. 193

Bowers are the original ones, & No. 2 was supplied in 1879
The 90 fathoms of 15" Cable is the original cable, & the
45 fathoms of 1 1/2" Cable has been supplied since, but
it is not known when it was supplied

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 Outside

I am of opinion this Vessel should be Classed

The amount of the Entry Fee£ is received by me, }
Special£ 18

(to be sent as per margin). Certificate ...
(Travelling Expenses, if any, £ ...)

Committee's Minute
Character assigned

FRIDAY 1 APRIL 1887

18 March 17/8/87

not figure

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

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Lloyd's Register
Foundation