

# IRON SHIP.

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

No. ~~4778~~ <sup>4700</sup> - Survey held at Bristol Date, First Survey

Last Survey

On the S. S. Marne

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 }  
 Register 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 . . . . .

End 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 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 <sup>o</sup> . of Decks with flat laid	N <sup>o</sup> . of Tiers of 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.
<b>KEEL</b> , depth and thickness ...			Flat Keel Plates, breadth and thickness ...			<b>PLATES</b> in Garboard Strakes, br'dth & thickness					
<b>STEM</b> , moulding and thickness ...			„ From Garboard to upper part of Bilges ...			„ Of d'bling at Bilge, or increased thickness, and length applied					
<b>STERN-POST</b> for Rudder do. do. ...			„ From up. prt of Bilge to Ir. edge of Sh'rstrake ...			„ Main Sheerstrake, breadth and thickness ...					
„ for Propeller ...			„ Of d'bling at Sh'stk. & lng. applied			„ From M'n. to Upr. 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 & thic'k'ns ...			Butt Straps to outside plating, breadth & thickness					
<b>FRAMES</b> , Angle Iron, for 2/3 length amidships ...			Lengths of Plating			Shifts of Plating, and Stringers					
Do. for 1/2 at each end ...			Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness ...			Angle Iron on ditto ...					
<b>REVERSED FRAMES</b> , Angle Iron ...			Tie Plates fore and aft, outside Hatchways			Diagonal Tie Plates on Beams No. of Pairs					
<b>FLOORS</b> , 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 ...			Is the Stringer Plate attached to the outside plating?					
„ depth at 2/3 the half-b'ath. as per Rule ...			Angle Irons on ditto, No. ...			Angle Irons on ditto, No. ...					
„ height extended at the Bilges ...			Tie Plates, outside Hatchways ...			Diagonal Tie Plates on Beams, No. of pairs					
<b>BEAMS, Upper, Spar, or Awning Deck</b> } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } Single or double Angle Iron on Upper edge ...			Flat of Middle Deck* do. do.			How fastened to Beams					
Average space ...			Stringer Plates on ends of Lower Deck, Hold or Orlop Beams ...			Is the Stringer Plate attached to the outside plating?					
<b>BEAMS, Main, or Middle Deck</b> ... } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } Single, or double Angle Iron, on Upper Edge ...			Angle Irons on ditto, No. ...			Stringer or Tie Plates, outside Hatchways					
Average space ...			Stringer or Tie Plates, outside Hatchways			Flat of Lower Deck*					
<b>BEAMS, Lower Deck</b> — } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } Single or double Angle Iron on Upper Edge ...			Can the Rudder be unshipped afloat?			Bulkheads No. No. per Rule					
Average space ...			Bulkheads No. No. per Rule			„ Thickness of					
<b>BEAMS, Hold, or Orlop</b> — } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } Single or double Angle Iron on Upper Edge ...			„ Height up			„ How secured to sides of ship					
Average space ...			„ Size of Vertical Angle Irons and distance apart ins.			„ Are the outside Plates doubled two spaces of Frames in length?					
<b>KEELSONS</b> Centre line, single or double plate, box, or Intercostal, Plates ...											
„ Rider Plate ...											
„ Bulb Plate to Intercostal Keelson ...											
„ Angle Irons ...											
„ Double Angle Iron Side Keelson ...											
„ 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 ...											
Intercostal plates riveted to plating for length }											
<b>SIDE STRINGER</b> 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.

Form No. 1 for Iron Ships—1500—2/7/84—Transfer Ink.

BRS 82-0059 (1/2)



**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 <sup>o</sup> .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Feet 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.
	Fore Sails,	Chain	90	15 1/2"	100	15 1/2"	not known	Bower Anchors	1	not known	100	not known
	Fore Top Sails,	Iron Stream Chain	45	12"					2	5.2.14	7.18.1.21	J. Hartman
	Fore Topmast Stay Sails,	or Steel Wire	90	10"					3	not known		
	Main Sails,	Towline, Hemp.	90	6"		6		Stream Anchor	1	not known		
	Main Top Sails,	or Steel Wire	90	5"				Kedge	1	not known		
	and	Hawser	90	3 1/2"		3 1/2"		2nd Kedge	1	not known		

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?  
 Coal Bunker Openings.—How constructed? How are lids secured? Height above deck?  
 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

**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 1/2" 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, }  
 Special .....£ : 18 } *R. W. Coomber*  
 (to be sent as per margin). Certificate ...  
 (Travelling Expenses, if any, £ .....)  
 Committee's Minute  
 Character assigned

FRIDAY 1 APRIL 1887  
 18 *mem 17/8707*  
*not figure*  
*substron of 1<sup>st</sup> April 07*

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

LENGTH	BREADTH—	DEPTH	Power of Engines	Horse.	N <sup>o</sup> . of Decks with flat laid	N <sup>o</sup> . 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 <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested & Suprntd.	
SAILS.	Chain	90	15 7/16	orig. Chain	4 7/8	not known	Bower Anchors (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1	6.2.7	tested to 108 lbs			
	Fore Sails,	45	1 7/8"			"		not known					
	Fore Top Sails,	90	10"					no cert. 6933	2	5.2.14	7.18.1.21		Ruler wear J. Hartwell
	Fore Topmast Stay Sails,	90	6"		6			3	not known				
	Main Sails,	90	5"		4			Stream Anchor	1	not known			
	Main Top Sails,	90	3 1/2"		3 1/2			Kedge	1	not known			
	Sails, and quality							2nd Kedge		1.1.7	perfect		

Standing and Running Rigging *gal iron wire* sufficient in size and *good* in quality. She has *1* in condition, and sufficient in size and length. If of Iron or Steel give Scantlings of Masts, Bowsprit, Yards, &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

*17/8/79*  
*J. S. Murre* per first Cert  
2263 Iron 3855

NUMBER & LETTER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested and Superintendent, also Number of Certificate.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested and Superintendent, also Number of Certificate.	
SAILS.	Chain	180	15 7/16	tested to 15.15		14/7/64	Bower Anchors (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1	6.2.7	tested to 108 lbs			
	Fore Sails,												
	Fore Top Sails,	90	6"							5.3.14			
	Fore Topmast Stay Sails,												
	Main Sails,	75	4"					Stream Anchor	2.2-				
	Main Top Sails,	75	3 1/2"					Kedge	1.1.7				
	Sails, and quality							2nd Kedge.					

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

Engine Room Skylights.—How constructed? How secured in ordinary weather?  
General remarks (State quality of workmanship, &c.) *as far as can be learned 10-193*

*Bowers are the original ones, & No 2 was supplied in 1879  
The 90 fathoms of 15 7/16" Cable is the original cable, & the  
45 fathoms of 1 7/8" 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, fore-castle, 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 }

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

(to be sent as per margin). Certificate ...  
(Travelling Expenses, if any, £ )  
Committee's Minute  
Character assigned

FRIDAY 1 APRIL 1887

18 *Murre 17/8/79*  
*not figure*  
*signature of Murre*

