

# Steel IRON SHIP.

(Received at London Office,

SAT 17 SEPT 1887

No. 2613<sup>a</sup>

Survey held at

Penarth

Date, First Survey

Dec 8<sup>th</sup> 1886

Last Survey

Sept 13/87

1887

On the

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) .. .. . 4.5

Depth from upper part of Keel to top of Upper Deck Beams 8.83

Girth of Half Midship Frame (as per Rule) .. .. 14.

1st Number .. .. . 30.33

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

Length .. .. . 40

2nd Number .. .. . 2123

Proportions—Breadths to Length .. .. . 4.6

Depths to Length—Upper Deck to Keel .. .. . 8

Main Deck ditto .. .. . 8

Master

Built at Penarth

When built 1884 Launched Sept 15

By whom built Penarth Ship Building & Repairing Co

Owners Messrs Watkins & Co

Residence 121 Fenchurch St. London

Port belonging to London

Destined Voyage

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	Nº. of Tiers of Beams
on deck as			Moulded...			top of Floors to Upper			Engines ...			
per Rule ...	40		15			Deck Beams	8	6				
Dimensions of Ship per Register, length,	40.4		breadth, 15 ft			Do. do. Main Deck Beams						
KEEL, depth and thickness												
STEM, moulding and thickness												
STERN-POST for Rudder do. do.												
" " for Propeller												
Distance of Frames from moulding edge to												
moulding edge, all fore and aft												
FRAMES, Angle Iron, for 1/2 length amidships												
Do. for 1/4 at each end												
REVERSED FRAMES, Angle Iron												
FLOORS, depth and thickness of Floor Plate												
at mid line for half length amidships												
thickness at the ends of vessel												
depth at 1/4 the half-bdth. as per Rule												
height extended at the Bilges												
BEAMS, Upper, Spar, or Awning Deck												
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper edge												
Average space												
BEAMS, Main, or Middle Deck												
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron												
Single, or double Angle Iron, on Upper Edge												
Average space												
BEAMS, Lower Deck												
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper Edge												
Average space												
BEAMS, Hold, or Orlop												
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper Edge												
Average space												
KEELSONS 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												
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 keel to gunwale Riveted through plates with 5/8 in. Rivets, about 5" apart.

The REVERSED ANGLE IRONS on floors and frames extend from 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 5/8 in. diameter, averaging 4 1/8 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 5/8 in. diameter, averaging 2 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 5/8 in. diameter averaging 2 1/2 ins. from centre to centre.

Butts of all Strakes at Bilge for all 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 5/8 in. diameter, averaging 2 1/2 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 5/8 in. diameter, averaging 2 1/2 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 all length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

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

Breadth of laps of plating in double riveting 4" Breadth of laps of plating in single riveting 2 1/2

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? No. of Breasthooks, 2 Crutches, 1

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

Manufacturer's name or trade mark, Landore

The above is a correct description.

Builder's Signature, Penarth Ship Building & Ship Repg. Co. Ltd Surveyor's Signature, G. L. Hindmarsh

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



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? *No*

Masts, Bowsprit, Yards, &c., are *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 stamped with Maker's name.  
State also Length and Diameter of Lower Masts and Bowsprit

NUMBER for EQUIPMENT 2123		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.												
N <sup>o</sup> .	CABLES, &c.						Bower Anchors					
1	Fore Sails,	60	5	4 5/8 x 9 1/2	60 fath 5	<i>Lipton</i>	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1	<i>cut grs 1 1/2 tons cut gr 1 1/2</i>	<i>cut gr 1 1/2</i>	<i>cut gr 1 1/2</i>	<i>Lipton</i>
	Fore Top Sails,					<i>Certificate Mar 5/87 No 18739 E.R. Smith</i>						
	Fore Topmast Stay Sails,	50	6		50 fath 6"							<i>Certificate Mar 11/87 No 10215 E.R. Smith</i>
	Main Sails,	50	4		50 "		Stream Anchor					
	Main Top Sails,						Kedge ...	1	<i>cut gr 1 1/2</i>	<i>cut gr 1 1/2</i>	<i>cut gr 1 1/2</i>	
	and						2nd Kedge ...	1	<i>0 3/4</i>	<i>0 3/4</i>	<i>0 3/4</i>	

Standing and Running Rigging *is* sufficient in size and *good* in quality. She has *one* Long Boat and  
The Windlass is *iron, good* Capstan *✓* and Rudder *good* Pumps *good*  
Engine Room Skylights.—How constructed? *Iron casings & wood top* How secured in ordinary weather? *Lead light flaps.*  
What arrangements for deadlights in bad weather?  
Coal Bunker Openings.—How constructed? *ordinary* How are lids secured? *with a clutch* Height above deck? *flush*  
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *one washport, 2 mooring pipes and 2 scuppers on each side*  
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.	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	<i>Date of first visit Dec 8<sup>th</sup> 1886</i> <i>last Sep 13 1887</i> <i>Number of Visits 48</i>
Date <i>Oct 7 1886</i>		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		4th. When the ship was complete, and before the plating was finally coated or cemented...	
No. <i>8</i> in builder's yard.		5th. After the ship was launched and equipped	

State dates of letters respecting this case *Oct 7-1886*

General Remarks (State quality of workmanship, &c.) *This vessel has been constructed under Special Survey in accordance with the Rules and the enclosed tracings. She is of good material and workmanship; the steel has been tested at the Makers with satisfactory results. The fore and after peaks tested before launching and found tight. The vessel has now left this port for London in tow of one of the owners tugs to receive her machinery & boiler, and to complete the survey viz: the deck plating and casing in way of machinery space to be riveted and pillars to be fitted to the beams where necessary. The above mentioned bower anchor was taken ashore for another vessel and a new one will be put on board at London the certificate of which is enclosed. On the completion of the survey the vessel in my opinion will be eligible for the notification of A Steel for towing purposes.*

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 and paint* Outside *paint*  
I am of opinion this Vessel should be Classed ☒ A Steel for towing purposes  
The amount of the Entry Fee .....£ : : is received by me *1/10/ 1887*  
Special .....£ 10 : 10 :  
(To be sent as per margin.) Certificate .....  
(Travelling Expenses, if any, £ .....)  
Committee's Minute *A 1 Steel 18*  
Character assigned *for towing purposes*  
*da xcp & d m c 1/88*  
*15th*  
*4/2/88*  
*10/10/88*