

IRON SHIP.

4502

No. 4502 Survey held at Dundee

Date, First Survey 14th Oct^r 1881 Last Survey 6th June 1882

On the S.S. "Cushaven"

Master *Ayre*
 Built at *Dundee*
 When built *1882* Launched *6th May*
 By whom built *W. B. Thompson*
 Owners *Yorkshire Coal & Steamship Co. (Lim.)*
 Residence *Goole*
 Port belonging to *Goole*
 Destined Voyage *Hamburg*
 Surveyed while Building, Afloat, or in Dry Dock

TONNAGE under Tonnage Deck	682.97	ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.
Ditto of Poop, or Rudder or Deck	8.40	Half Breadth (moulded)
Ditto of Houses on Deck	30.49	Depth from upper part of Keel to top of Upper Deck Beams
Ditto of Forecasts	32.86	Girth of Half Midship Frame (as per Rule)
Gross Tonnage	24.58	1st Number
Less Crew Space	782.60	2nd Number
Res. Room	45.62	Length
Reg. Tonnage	436.98	2nd Number
Reg. Tonnage on Beam	250.43	Proportions— Breadths to Length
	486.55	Depths to Length—Upper Deck to Keel
		Main Deck ditto

Length	218	Inches	10	BREADTH—	Feet	Inches	31	8	DEPTH top of Floors to Upper Deck Beams	Feet	Inches	13	8 1/2	Power of Engines	Horse	150	N ^o . of Decks with flat laid	One
per Rule ..				Moulded ..					Do. do. Main Deck Beams							N ^o . of Tiers of Beams	One	

Dimensions of Ship per Register, length, 220.0 breadth, 32.0 depth, 13.7		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	8 x 2 3/8	8 x 2 3/8	8 x 2 3/8	8 x 2 3/8	8 x 2 3/8	8 x 2 3/8	8 x 2 3/8	8 x 2 3/8	8 x 2 3/8	8 x 2 3/8	8 x 2 3/8	8 x 2 3/8	8 x 2 3/8	8 x 2 3/8	8 x 2 3/8	8 x 2 3/8	8 x 2 3/8
TEEL, moulding and thickness	7 x 2 3/8	7 x 2 3/8	7 x 2 3/8	7 x 2 3/8	7 x 2 3/8	7 x 2 3/8	7 x 2 3/8	7 x 2 3/8	7 x 2 3/8	7 x 2 3/8	7 x 2 3/8	7 x 2 3/8	7 x 2 3/8	7 x 2 3/8	7 x 2 3/8	7 x 2 3/8	7 x 2 3/8
TERN-POST for Rudder do. do.	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4
" " for Propeller	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4	7 x 4 3/4
Distance of Frames from moulding edge to moulding edge, all fore and aft	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
FRAMES, Angle Iron, for 3/4 length amidships ..	3 1/2	3	4	3 1/2	3	4	3 1/2	3	4	3 1/2	3	4	3 1/2	3	4	3 1/2	3
Do. for 1/2 at each end	3	2 1/2	6	3	2 1/2	6	3	2 1/2	6	3	2 1/2	6	3	2 1/2	6	3	2 1/2
REVERSED FRAMES, Angle Iron	3	2 1/2	6	3	2 1/2	6	3	2 1/2	6	3	2 1/2	6	3	2 1/2	6	3	2 1/2
LOORS, depth and thickness of Floor Plate at mid line for half length amidships ..	17	8 1/2	17	8 1/2	17	8 1/2	17	8 1/2	17	8 1/2	17	8 1/2	17	8 1/2	17	8 1/2	17
" thickness at the ends of vessel	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
" depth at 3/4 the half-bdth. as per Rule ..	9 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
" height extended at the Bilges	twice	twice	twice	twice	twice	twice	twice	twice	twice	twice	twice	twice	twice	twice	twice	twice	twice
BEAMS, Upper, Spar, or Awning Deck } Single or double Angle Iron, Plate or Tee Bulb Iron	7 1/2	7	7 1/2	7	7 1/2	7	7 1/2	7	7 1/2	7	7 1/2	7	7 1/2	7	7 1/2	7	7 1/2
Single or double Angle Iron on Upper edge ..	3	3	6	3	3	6	3	3	6	3	3	6	3	3	6	3	3
Average space	at least 1 frame																
BEAMS, Main, or Middle Deck	at least 1 frame																
Single or double Angle Iron, Plate or Tee Bulb Iron	at least 1 frame																
Single or double Angle Iron on Upper Edge ..	at least 1 frame																
Average space	at least 1 frame																
BEAMS, Lower Deck	at least 1 frame																
Single or double Angle Iron, Plate or Tee Bulb Iron	at least 1 frame																
Single or double Angle Iron on Upper Edge ..	at least 1 frame																
Average space	at least 1 frame																
BEAMS, Hold or Orlop	at least 1 frame																
Single or double Angle Iron, Plate or Tee Bulb Iron	at least 1 frame																
Single or double Angle Iron on Upper Edge ..	at least 1 frame																
Average space	at least 1 frame																
KEELSONS Centre line, single or double plate, }	13	10	13	10	13	10	13	10	13	10	13	10	13	10	13	10	13
" Rider Plate	9 1/2	10	9 1/2	10	9 1/2	10	9 1/2	10	9 1/2	10	9 1/2	10	9 1/2	10	9 1/2	10	9 1/2
" Bulk Plate to Intercostal Keelson	4 1/2	3 1/2	7	4 1/2	3 1/2	7	4 1/2	3 1/2	7	4 1/2	3 1/2	7	4 1/2	3 1/2	7	4 1/2	3 1/2
" Angle Irons	4 1/2	3 1/2	7	4 1/2	3 1/2	7	4 1/2	3 1/2	7	4 1/2	3 1/2	7	4 1/2	3 1/2	7	4 1/2	3 1/2
" Double Angle Iron Side Keelson	4 1/2	3 1/2	7	4 1/2	3 1/2	7	4 1/2	3 1/2	7	4 1/2	3 1/2	7	4 1/2	3 1/2	7	4 1/2	3 1/2
" Side Intercostal Plate	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
" do. Angle Irons	4 1/2	3 1/2	7	4 1/2	3 1/2	7	4 1/2	3 1/2	7	4 1/2	3 1/2	7	4 1/2	3 1/2	7	4 1/2	3 1/2
" Attached to outside plating with angle iron	3	2 1/2	6	3	2 1/2	6	3	2 1/2	6	3	2 1/2	6	3	2 1/2	6	3	2 1/2
BILGE Angle Irons	4 1/2	3 1/2	7	4 1/2	3 1/2	7	4 1/2	3 1/2	7	4 1/2	3 1/2	7	4 1/2	3 1/2	7	4 1/2	3 1/2
" do. Bulb Iron	7 1/2	7	7 1/2	7	7 1/2	7	7 1/2	7	7 1/2	7	7 1/2	7	7 1/2	7	7 1/2	7	7 1/2
" Intercostal plates riveted to plating for	at least 1 frame																
BILGE STRINGER Angle Irons	4 1/2	3 1/2	7	4 1/2	3 1/2	7	4 1/2	3 1/2	7	4 1/2	3 1/2	7	4 1/2	3 1/2	7	4 1/2	3 1/2
Intercostal plates riveted to plating for	at least 1 frame																
WIDE STRINGER Angle Irons	4 1/2	3 1/2	7	4 1/2	3 1/2	7	4 1/2	3 1/2	7	4 1/2	3 1/2	7	4 1/2	3 1/2	7	4 1/2	3 1/2
FRAMES extend in one length from Keel	at least 1 frame																
REVERSED ANGLE IRONS on floors and frames extend	at least 1 frame																
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? ..	Yes																
PLATING. Garboard, double riveted to Keel, with rivets 1/8 in. diameter, averaging 5 1/2 ins. from centre to centre. ..	Yes																
" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from centre to centre. ..	Yes																
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 ins. from centre to centre. ..	Yes																
" Butts of 2 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/2 thicker than the plates they connect. ..	Yes																
" Edges from Bilge to Main Sheerstrake, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 ins. from cr. to cr. ..	Yes																
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 ins. from cr. to cr. ..	Yes																
" Edges of Main Sheerstrake, double or single riveted. ..	Yes																
" Butts of Main Sheerstrake, treble riveted for 1/2 length amidships. ..	Yes																
" Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. ..	Yes																
" Breadth of laps of plating in double riveting 5 1/2 x 4 1/2 Breadth of laps of plating in single riveting ..	Yes																
Butt Straps of Keelsons, Stringer and Tie Plates, treble or double Riveted ..	Yes																
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? ..	Ordinary ship iron																
Manufacturer's name or trade mark, ..	Ayles Dorman Lang & Co. Plates W. Stockton Iron Co.																
The above is a correct description. ..	Yes																
Builder's Signature, ..	W. B. Thompson																
Surveyor's Signature, ..	Geo. Cooper																

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

* If Iron Deck, state if whole or part, and if wood deck is laid thereon.

© 2019 Lloyd's Register
 Lloyd's Register of Shipping
 15, Abchurch Lane, London, E.C. 4

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

Masts, Bowsprit, Yards, &c., are *wood* in *good* 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 *Schooner rigged*

Fore masts } Fore mast } Height above deck 50 1/2 ft Mean dia 18 in
Plch Pine } Main - }

NUMBER for EQUIPMENT SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested & Suprnt.	
	Chain	240	1 7/16	378	240-1 7/16		Bower Anchors	10359	18-2-2	19-13-0-14	18-0-0		
	Fore Sails, (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	No 4389	20 1/4	182		P. N. C. P. H. J. Hachmen	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	10360	18-0-14	19-2-0-21	18-0-0		
	Iron Stream Chain or Steel Wire	60	1 5/16	15 9/10	60-1 5/16				9986	16-1-0	17-11-3-14	15-1-0	
	Fore Top Sails, or Hempen Strm Cable	No 4391	20 1/4	182				Total weight				51-1-0	
	Fore Topmast Stay Sails, Towline, Steel Wire	90	3 1/2					Stream Anchor	10367	7-0-21	9-9-1-14	6-2-0	
	Main Sails, Hawser	90	9 1/2		90-9 1/2			Kedge	10366	3-0-0	5-10-0-0	3-1-0	
	Main Top Sails, Warp	90	7 1/2		90-7 1/2			2nd Kedge	10365	1-3-0	4-4-1-14	1-2-0	
	and quality	170	7 1/2	others	90-5 1/2								

Standing and Running Rigging *wire & rope* sufficient in size and *good* in quality. She has *Four* Long Boats

The Windlass is *Burton & Walker's* Capstan *good* and Rudder *good* Pumps *5 in* in each compartment.
 Engine Room Skylights.—How constructed? *Teak skylight & canvas* How secured in ordinary weather? *bolted*

What arrangements for deadlights in bad weather? *Solid shutter & bullseyes*
 Coal Bunker Openings.—How constructed? *Cool iron rim & cover* How are lids secured? *Clips* Height above deck? *flush*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Flap ports & scuppers*
 Cargo Hatchways.—How formed? *Plates & angle iron in usual manner* 28 in above deck & 7/16 thick

State size Main Hatch *21.9 x 10.6* Forehatch *11.0 x 9.0* Quarterhatch *18.3 x 10.6*
 If of extraordinary size, state how framed and secured? *not extraordinary size*

What arrangement for shifting beams? *Strong web plate with wood fore & after*
 Hatches, If strong and efficient? *yes*

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No.	DATES of Surveys held while building as per Section 16.
411	24 th Oct 1881			40	1st. On the several parts of the frame, when in place, and before the plating was wrought } 1881, Oct 14-24-24; Nov 1-4-8-12-18-24-30; Dec 7-14-21-24-31
					2nd. On the plating during the process of riveting } 1882, Jan 14-24-28, Feb 7-13-23, Mar 1-4-9-15-21-24-28
					3rd. When the beams were in and fastened, and before the decks were laid... } April 3-4-11-17-20-23-28; May 2-12-17-23-24-30 June 3-6
					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.) *This is a one decked vessel built in accordance with the plans submitted to & approved by the Committee - London letter No 14 Oct 1881*
She is fitted with double bottom in the fore hold the after hold & under the engines
Centre girder of which is 9/16 & the three girders on each side thereof 9/16 wing plate 7/16 thick
Angle iron 3 x 2 1/2 x 9/16 & top plating 9/16. This double bottom has been tested under pressure as required by the Rules & is satisfactory

A bilge keel is fitted amidships on each side formed of built iron 7 x 7/16 between two angle iron 3 1/2 x 3 1/2 x 7/16

The vessel has poop 40 ft long bridge deck 72 ft long & top yellow pine forecabin 32 ft long
Forecabin beam of built 6 1/2 x 9/16 with double 2 1/2 x 2 1/2 x 9/16 angles } Plating 9/16 to 5/16 stringer 27 x 9/16
Poop & bridge beam of angle iron 5 1/2 x 3 x 7/16 } Deck 2 3/4 thick

The material & workmanship are alike satisfactory

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 *Paint & cement* Outside *Paint*

I am of opinion this Vessel should be Classed *- 100 A 1*
 The amount of the Entry Fee... £ 5 : 0 : 0 is received by me, *app*
703 tons Special ... £ 39 : 3 : 0 *2-6-1882*
 Certificate ... : :
 (to be sent as per margin).

(Travelling Expenses, if any, £)
 Committee's Minute *Friday, 11 June, 1882.*
 Character assigned *100 A 1*
 Lloyd's Register Foundation

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