

# STEEL IRON SHIP.

(Received at London Office, 5 JULY 1886.)

No. **530** Survey held at **Glasgow** Date, First Survey **25th Dec 1885** Last Survey **25th June 1886**

On the **Steel Screw Steamer "Medway"** For **off Schooner - 20th masts**

<b>TONNAGE</b> under Tonnage Deck <b>735.17</b>	<b>ONE OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.</b>	Master <b>N. Fry</b>
<b>Half Breadth</b> (moulded) <b>16.0</b>	<b>Built at</b> <b>Glasgow</b>	<b>When built</b> <b>1886</b> <b>Launched</b> <b>20th May 1886</b>
<b>Depth</b> from upper part of Keel to top of Upper Deck Beams <b>17.25</b>	<b>Girth of Main Ship Frame</b> (as per Rule) <b>29.75</b>	<b>By whom built</b> <b>C. Cornwell &amp; Co.</b>
<b>1st Number</b> <b>63.0</b>	<b>1st Number, if 2 Decked Vessel</b> <b>deduct 7 feet</b>	<b>Owners</b> <b>N. Sloan &amp; Co.</b>
<b>Length</b> <b>223.79</b>	<b>2nd Number</b> <b>14098</b>	<b>Residence</b> <b>Glasgow</b>
<b>Proportions - Breadths to Length</b> <b>6.9</b>	<b>Depths to Length - Upper Deck to Keel</b> <b>12.9</b>	<b>Port belonging to</b> <b>Glasgow</b>
<b>Destined Voyage</b> <b>Coasting</b>	<b>If Surveyed while Building, Afloat, or in Dry Dock.</b>	<b>Built under Special Survey</b>

<b>LENGTH</b> on deck as per Rule <b>223.9</b>	<b>BREADTH</b> Moulded <b>32.0</b>	<b>DEPTH</b> top of Floors to Upper Deck Beams <b>14.5</b>	<b>Power of Engines</b> <b>180</b>	<b>Nº. of Decks with flat laid</b> <b>2</b>	<b>Nº. of Tiers of Beams</b> <b>2</b>
Dimensions of Ship per Register, length, <b>225.0</b> breadth, <b>32.1</b> depth, <b>14.2</b> moulded depth <b>16.7</b>					
<b>KEEL</b> , depth and thickness <b>8 x 1 1/2</b>	<b>STEM</b> , moulding and thickness <b>8 x 2 1/2</b>	<b>STERN-POST</b> for Rudder do. do. <b>8 x 5</b>	<b>STERN-POST</b> for Propeller <b>8 x 5</b>		
Distance of Frames from moulding edge to moulding edge, all fore and aft <b>22</b>					
<b>FRAMES</b> , Angle Iron, for 1/2 length amidships <b>4 x 3 1/2</b>	<b>Do. for 1/2 at each end</b> <b>3 x 3 1/2</b>	<b>REVERSED FRAMES</b> , Angle Iron <b>3 x 3 1/2</b>	<b>FLOORS</b> , depth and thickness of Floor Plate at mid line for half length amidships <b>Cellular double bottom as approved</b>		
<b>BEAMS</b> , Upper, Spar or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron <b>7 x 8</b>	<b>BEAMS</b> , Main or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron <b>4 1/2</b>	<b>BEAMS</b> , Lower Deck Single or double Angle Iron, Plate or Tee Bulb Iron <b>8</b>	<b>BEAMS</b> , Hold or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron <b>4 1/2</b>		
<b>KEELSONS</b> Centre line, single or double plate <b>4 1/2</b>	<b>Top Rider Plate</b> <b>7/8</b>	<b>Bulk Plate to Intercoastal Keelson</b> <b>Cellular double bottom as approved</b>	<b>Angle Irons</b> <b>6 x 7/8</b>		
<b>BILGE</b> Angle Irons <b>5 3 1/2</b>	<b>do. Bulb Iron</b> <b>5 3 1/2</b>	<b>do. Intercoastal plates riveted to plating for length</b> <b>5 3 1/2</b>	<b>BILGE STRINGER</b> Angle Irons <b>5 3 1/2</b>		
<b>SIDE STRINGER</b> Angle Irons <b>5 3 1/2</b>					

The **FRAMES** extend in one length from **middle line** to **Cumwal**

The **REVERSED ANGLE IRONS** on floors and frames extend from **middle line** to **flange plate in short length** and thence to **next strake** alternately

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

**PLATING**. Garboard, double riveted to Keel, with rivets **1** in. diameter, averaging **5** ins. from centre to centre.

**Edges of Garboards** and to upper part of Bilge, worked clencher, double riveted; with rivets **3/4** in. diameter, averaging **3** ins. from centre to centre.

**Butts from Keel to turn of Bilge**, worked carvel, double riveted; with rivets **3/4** in. diameter averaging **2 5/8** ins. from centre to centre.

**Butts of 3 Strakes at Bilge** for **1/2** length, treble riveted with Butt Straps **2 20"** thicker than the plates they connect.

**Edges from Bilge to Main Sheerstrake**, worked clencher, double or single riveted; with rivets **3/4** in. diameter, averaging **3** ins. from cr. to cr.

**Butts from Bilge to Main Sheerstrake**, worked carvel, double riveted; with rivets **3/4** in. diameter, averaging **2 5/8** 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 **3/4** length amidships. **Butts of Upper or Spar Sheerstrake**, treble riveted, length amidships.

**Butts of Main Stringer Plate**, treble riveted for **1/2** length amidships. **Butts of Upper or Spar Stringer Plate**, treble riveted for **1/2** length.

**Breadth of laps of plating in double riveting** **4 1/2** **Breadth of laps of plating in single riveting** **Iron rivets**

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? **Double Treble** No. of Breasthooks, **5** Crutches, **34** **Staple**

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

Manufacturer's name or trade mark, **Steel Angles & Bulbs - Messrs. & Co. Ltd.**

The above is a correct description.

Builder's Signature, **Charles Cornwell** Surveyor's Signature, **Chas. Howling**

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



