

IRON SHIP.

(Received at London Office, 19 OCT 1883.)

No. **523** Survey held at **Port Glasgow**
On the **Sewer "Burslem"**

Date, First Survey **7th Dec 1882**

Last Survey **12th Oct 1883**
(29 visits)

18

TONNAGE under
 Tonnage Deck **295.68**
 to of Third, Spar,
 or Awaiting Deck **3.53**
 to of Deep, or
 Raised Or. Dk. **30.81**
 to of House
 on Deck **52.05**
 Ditto of Forecastle **21.14**
 Gross Tonnage **403.21**
 Less Crew Space **23.88**
 Less Engine Room **129.03**
 Register Tonnage
 as cut on Beam **250.30**

ONE, OR TWO, OR THREE DECKED VESSEL,
Half Breadth (moulded) **11.67**
Depth from upper part of Keel to top of Upper Deck Beams **12.58**
Girth of Half Midship Frame (as per Rule) **21.92**
1st Number **46.17**
1st Number, if a 3-Decked Vessel **did not 7 feet**
Length **148.0**
2nd Number **6833.16**
Proportions— Breadths to Length **6**
 Depths to Length—Upper Deck to Keel **11 to 12**
 Main Deck ditto

Master **C. March**
 Built at **Port Glasgow**
 When built **1883** Launched **26 July**
 By whom built **Russell**
 Owners **Struvia Steamship Co**
 Residence **140 Leadenhall St. London, E.C.**
 Port belonging to **Middlesboro**
 Destined Voyage **Calais**
 Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule ... **148** **0** **BREADTH**— Moulded ... **23** **4** **DEPTH** top of Floors to Upper Deck Beams ... **11** **4** **Power of Engines** ... **60** **Horse.** **Nº. of Decks with flat laid** **1** **Nº. of Tiers of Beams** **1**

Dimensions of Ship per Register, length, **149.2** breadth, **23.55** depth, **11.35**

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL , depth and thickness	$7 \times 1 \frac{1}{8}$	$7 \times 1 \frac{1}{8}$	PLATES in Garboard Strakes, br'dth & thickness	30	8
STEM , moulding and thickness	$6 \frac{1}{4} \times 1 \frac{1}{8}$	$6 \frac{1}{4} \times 1 \frac{1}{8}$	From Garboard to upper part of Bilges	647	647
STERN-POST for Rudder do. do.	$6 \frac{1}{4} \times 3 \frac{1}{4}$	$6 \frac{1}{4} \times 3 \frac{1}{4}$	Of Bilge at Bilge, or increased thickness, $\frac{1}{16}$ — and length applied one stroke to 30	647	647
" " for Propeller	$6 \frac{1}{4} \times 3 \frac{1}{4}$	$6 \frac{1}{4} \times 3 \frac{1}{4}$	From up. prt of Bilge to l. edge of Sh'rstrake	30	9
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	21	From Main Sheerstrake, breadth and thickness	30	9
			Of Bilge at Sh'rstrake & l. edge applied		
FRAMES , Angle Iron, for $\frac{3}{4}$ length amidships	3 3 6	3 3 6	From M'n. to Up. or Spar Dk. Sh'rstrake		
Do. for $\frac{1}{2}$ at each end	3 3 5	3 3 5	Up. or Spar Dk. Sh'rstrake, breadth & thickness	9 \frac{3}{4} \times 6 \frac{1}{8} \times 2 \frac{1}{16}	9 \frac{3}{4} \times 6 \frac{1}{8} \times 2 \frac{1}{16}
REVERSED FRAMES , Angle Iron	2 \frac{1}{2} 2 \frac{1}{2} 5	2 \frac{1}{2} 2 \frac{1}{2} 5	Butt Straps to outside plating, breadth & thickness	22	6
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	13	13	Lengths of Plating 7 Frame Space	22	6
" thickness at the ends of vessel	6 \frac{1}{2}	6 \frac{1}{2}	Shifts of Plating, and Stringers 2 \times 3 \times 4 Space		
" depth at $\frac{3}{4}$ the half-bdth. as per Rule	26	26	Gunwale Plate on ends of Awaiting, Spar, or	3 \times 3 \times \frac{1}{16}	3 \times 3 \times \frac{1}{16}
" height extended at the Bilges			Upper Deck Beams, breadth and thickness		
BEAMS , Upper, Spar, or Awaiting Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge	4 2 \frac{1}{2} 6	4 2 \frac{1}{2} 6	Angle Iron on ditto		
Average space	21	21	Tie Plates fore and aft, outside Hatchways		
BEAMS , Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single, or double Angle Iron, on Upper Edge			Diagonal Tie Plates on Beams No. of Pairs	5/16	5/16
Average space			Flat of Up., Spar, or Awaiting Dk. * Iron		
BEAMS , Lower Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge			How fastened to Beams ... Riveted		
Average space			Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness		
BEAMS , Hold, or Orlop in way of Hold Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge	7 7 7	7 7 7	In the Stringer Plate attached to the outside plating?		
Average space	21	21	Angle Irons on ditto, No.	20	6
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	10	8	Tie Plates, outside Hatchways	20	6
" Rider Plate	6 \frac{1}{2}	8	Diagonal Tie Plates on Beams, No. of pairs		
" Bulb Plate to Intercoastal Keelson	3 3 6	3 3 6	Flat of Middle Deck * do. do.		
" Angle Irons	3 3 6	3 3 6	How fastened to Beams		
" Double Angle Iron Side Keelson			Stringer Plates on ends of Lower Deck, Hold or Orlop Beams in way of Hold or Orlop	20	6
" Side Intercoastal Plate			Is the Stringer Plate attached to the outside plating? Yes	3 \times 3 \times \frac{1}{16}	3 \times 3 \times \frac{1}{16}
" do. Angle Irons			Angle Irons on ditto, No. 2		
" Attached to outside plating with angle iron			Stringer or Tie Plates, outside Hatchways		
BILGE Angle Irons	3 3 6	3 3 6	Flat of Lower Deck *		
" do. Bulb Iron	5 \frac{1}{2}	5 \frac{1}{2}			
" do. Intercoastal plates riveted to plating for $\frac{1}{2}$ length		5			
BILGE STRINGER Angle Irons	3 3 6	3 3 6			
Intercoastal plates riveted to plating for length					
SIDE STRINGER Angle Irons					

The **FRAMES** extend in one length from **Keel** to **gunwale**
 The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to **gunwale** and to **side stringer** 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 **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 $\frac{3}{4}$ in. diameter, averaging **3** ins. from centre to centre.
 " Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets $\frac{3}{4}$ in. diameter averaging **3** ins. from centre to centre.
 " Butts of / Strakes at Bilge for $\frac{1}{2}$ length, double riveted with Butt Straps $\frac{1}{16}$ thicker than the plates they connect.
 " Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets $\frac{3}{4}$ in. diameter, averaging **3** ins. from cr. to cr.
 " Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets $\frac{3}{4}$ in. diameter, averaging **3** ins. from cr. to cr.
 " Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted. double
 " 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 **4 \frac{1}{2}** Breadth of laps of plating in single riveting **2 \frac{1}{2}**
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted **1** No. of Breasthooks, **2** Crutches, **2**
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? **Good - Frame - Reverschero and**
 Manufacturer's name or trade mark, **Keelson angle: Middlesboro - Beam angle: Stockton U.S. Co. Floor: two & half. Corbett**
 The above is a correct description **Russell & Co** Surveyor's Signature, **L. Charles**
 Builder's Signature, **Russell & Co** Surveyor to Lloyd's Register of British and Foreign Shipping.

State clearly where plating of alternate thicknesses—as distinguished from diminishing thickness at ends of vessel.
 * If Iron Deck, state if whole or part, and if wood deck is laid thereon.

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed & 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? *No*
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? *A few at the butts only*

Masts, Bowsprit, Yards, &c., are *P. Pine* 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
P. Pine Poles

NUMBER for EQUIPMENT 7516		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.					Bower Anchors	15021	8. 1. 19	10. 12. 2. 0		95/83					
N ^o .		Chain															
Fore Sails,		(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)				<i>(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)</i>											
Fore Top Sails,		Iron Stream Chain	44 1/2	1 1/16	3.5/27								165. 1 1/2				
		or Steel Wire ..	61 1/2	1 1/16	5.625/125	60. 7/16											
Fore Topmast Stay Sails,		or Hempen Strm Cable															
		Towline, Hemp.	75	7 1/2		75. 7 1/2											
Main Sails,		or Steel Wire ..															
		Hawser	90	5 1/2		90 5 1/2											
Main Top Sails,		Warp	90	5 1/2		90. 5 1/2											
and		quality															
Standing and Running Rigging		is		sufficient in size and		good in quality.		She has		2		Long Boats and					
The Windlass is		Iron Patent		Capstan		Good		and Rudder		Good		Pumps					
Engine Room Skylights.		How constructed?		Leak-over Plate casing		How secured in ordinary weather?		By nut & screw bolts									
Coal Bunker Openings.		How constructed?		Cast iron runs		How are lids secured?		By bayonet coupling		Height above deck?		Flush					
Scuppers, &c.		What arrangements for clearing upper deck of water, in case of shipping a sea?		On the fore deck - 1 freeing port													
Cargo Hatchways.		How formed?		Plate casings & fore & afters - Coamings		24 to 19 deep & 7/16 thick											
State size Main Hatch		13.6' x 8.0'		Forehatch		18.0' x 10.3'		Quarterhatch									
If of extraordinary size, state how framed and secured?																	
What arrangement for shifting beams?		A deep web plate shifting beam & strong wood fore & after to fore hatchway.															
Hatches, If strong and efficient?		Yes. 3" thick.		A shifting beam & wood fore & after to after hatchway.													

Order for Special Survey No 1138
Date 7th Dec 1882
Order for Ordinary Survey No.
Date 4th Dec 1882
No. 70 in builder's yard.
State dates of letters respecting this case 21 December 1882.

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

1882: Dec 7.
1883: - Jan 15. 23. 30; Feb 1. 6. 16. 22. 28;
Mar 19. 26; Apr 3. 13. 18. 23; May 1. 10.
17. 19; June 1. 5. 8. 12. 18. 29; July 25;
Sept 17. 28; Oct 12.

General Remarks (State quality of workmanship, &c.) This is an iron steamer of one deck, with topallant forecasse - bridge house and raised quarter deck. She has been built in accordance with the approved plans attached hereto and with the Society Rules generally -
The workmanship is good -

The heat tanks have been duly tested with water pressure and found satisfactory.

A
State if one, two, or three decked vessel, or if spar or arming decked; and the lengths of ~~prop~~ bridge, forecasse, and raised quarter deck. (If double bottom, state particulars on separate form.)
How are the surfaces preserved from oxidation? Inside Paint and Cement Outside Paint and Composition
I am of opinion this Vessel should be Classed 100 A 1
The amount of the Entry Fee£ 2 : : : is received by me, }
Special£ 18 : 19 : : 15/10/83 }
(to be sent as per margin). Certificate ... Gratis.
(Travelling Expenses, if any, £ Nil.)
Committee's Minute

TUESDAY 23 OCT 1883 18

Character assigned

100 A 1
LAOCP
15th Nov

S. Hearle
Surveyor to Lloyd's Register of British and Foreign Shipping.
It is submitted that this vessel appears worthy the favorable consideration of the Committee & is classed 100 A 1 as recommended.