

IRON SHIP.

9015

No. 9015 Survey held at Port Glasgow Date, First Survey 16th June 1855 Last Survey 28th Oct. 1855 (37 visits)

On the Iron Steamer, Earlscourt

Official Number

Tonnage under Tonnage Deck 1088-18

Ditto of Third, Spar, or Awning Deck. 47-62

Ditto of Poop, or Raised Qr. Dk. 14-55

Ditto of Houses on Deck 35-59

Ditto of Forecastle 1186-14

Gross Tonnage 53-06

Less Crew Space 1113-08

Less Engine Room

Register Tonnage as out on Beam 1113-08

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.

Half Breadth (moulded) 17-42

Depth from upper part of Keel to top of Upper Deck Beams 22-42

Girth of Half Midship Frame (as per Rule) 36-1

1st Number 76-94

2nd Number 15-926

Length 207

Proportions— Breadths to Length 59

Depths to Length— Upper Deck to Keel 85

Main Deck ditto

Master Frampton

Built at Port Glasgow

When built 1855 Launched 24th Sept

By whom built James W.

Owners M. & J. Kidd

Residence 15 Tithebarn St., Liverpool

Port belonging to Liverpool

Destined Voyage Bassett

If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 207 Feet. Inches. BREADTH— Moulded 34 Feet. Inches. DEPTH top of Floors to Upper Deck Beams 21 Feet. Inches. Power of Engines 5 Horse. N^o. of Decks with flat luid 1 N^o. of Tiers of Beams 2

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.	Power of Engines	Horse.	N ^o . of Decks with flat luid	N ^o . of Tiers of Beams
KEEL, depth and thickness	8 1/2 x 2 1/2	8 1/2 x 2 1/2	8 1/2 x 2 1/2	8 1/2 x 2 1/2	8 1/2 x 2 1/2	8 1/2 x 2 1/2				
STEM, moulding and thickness	8 x 2 1/2	8 x 2 1/2	8 x 2 1/2	8 x 2 1/2	8 x 2 1/2	8 x 2 1/2				
STERN-POST for Rudder do. do.	8 x 2 1/2	8 x 2 1/2	8 x 2 1/2	8 x 2 1/2	8 x 2 1/2	8 x 2 1/2				
" " for Propeller										
Distance of Frames from moulding edge to moulding edge, all fore and aft	23"	23"	23"	23"	23"	23"				
FRAMES, Angle Iron, for 3/4 length amidships	5 3/8	5 3/8	5 3/8	5 3/8	5 3/8	5 3/8				
Do. for 1/2 at each end	5 3/8	5 3/8	5 3/8	5 3/8	5 3/8	5 3/8				
REVERSED FRAMES, Angle Iron	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2				
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	24	24	24	24	24	24				
" thickness at the ends of vessel	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2				
" depth at 3/4 the half-bdth. as per Rule	12	12	12	12	12	12				
" height extended at the Bilges	48	48	48	48	48	48				
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2				
Single or double Angle Iron on Upper edge	3 3/8	3 3/8	3 3/8	3 3/8	3 3/8	3 3/8				
Average space	46	46	46	46	46	46				
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2				
Single or double Angle Iron, on Upper Edge	3 3/8	3 3/8	3 3/8	3 3/8	3 3/8	3 3/8				
Average space	46	46	46	46	46	46				
BEAMS, Lower Deck— Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2				
Single or double Angle Iron on Upper Edge	3 3/8	3 3/8	3 3/8	3 3/8	3 3/8	3 3/8				
Average space	46	46	46	46	46	46				
BEAMS, Hold, or Orlop— Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2				
Single or double Angle Iron on Upper Edge	3 3/8	3 3/8	3 3/8	3 3/8	3 3/8	3 3/8				
Average space	46	46	46	46	46	46				
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates	16	16	16	16	16	16				
" Rider Plate	11	11	11	11	11	11				
" Bulb Plate to Intercostal Keelson	5 3/8	5 3/8	5 3/8	5 3/8	5 3/8	5 3/8				
" Angle Irons	5 3/8	5 3/8	5 3/8	5 3/8	5 3/8	5 3/8				
" Double Angle Iron Side Keelson	5 3/8	5 3/8	5 3/8	5 3/8	5 3/8	5 3/8				
" Side Intercostal Plate	8	8	8	8	8	8				
" do. Angle Irons	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2				
" Attached to outside plating with angle iron	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2				
BILGE Angle Irons	5 3/8	5 3/8	5 3/8	5 3/8	5 3/8	5 3/8				
" do. Bulb Iron	5 3/8	5 3/8	5 3/8	5 3/8	5 3/8	5 3/8				
" do. Intercostal plates riveted to plating for length	5 3/8	5 3/8	5 3/8	5 3/8	5 3/8	5 3/8				
BILGE STRINGER Angle Irons	5 3/8	5 3/8	5 3/8	5 3/8	5 3/8	5 3/8				
Intercostal plates riveted to plating for length	5 3/8	5 3/8	5 3/8	5 3/8	5 3/8	5 3/8				
SIDE STRINGER Angle Irons	5 3/8	5 3/8	5 3/8	5 3/8	5 3/8	5 3/8				

The FRAMES extend in one length from Middle Line to Gunwale Riveted through plates with 3/4 in. Rivets, about 6" apart.

The REVERSED ANGLE IRONS on floors and frames extend from middle line to Gunwale on every frame 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 1/8 in. diameter, averaging 5 1/8 ins. from centre to centre.

" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/16 in. diameter, averaging 3 1/2 ins. from centre to centre.

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/16 in. diameter averaging 3 1/2 ins. from centre to centre.

" Butts of 3 Strakes at Bilge for half 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 3/4 in. diameter, averaging 3 1/8 ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 1/8 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 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 1/2 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 5 1/4, 4 1/2 Breadth of laps of plating in single riveting 5 1/4

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? 5 Crutches, 11

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

Manufacturer's name or trade mark, Floors, Stringers, Ties, Diagonals, Shell, Masts & Yards, Hartlepool.

The above is a correct description.

Builder's Signature, Russell & Co Surveyor's Signature, Wm. Frampton

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? *A few only*

Masts, Bowsprit, Yards, &c., are *all* 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 *Iron Mast 4 ft*
Foremast - 79' 3" 29 7/16 20 9/16 23 4/16 18 9/16 Mast 3 plates in the round and
mainmast 80' 9" 23 4/16 18 5/16 16 5/16 15 7/16 Edges double Butt knots & double
Bowsprit 4 plates Head to top 18' 6" 23 4/16 19 4/16 19 3/16 Straps 1/16 double at Midway

NUMBER for EQUIPMENT	SAILS	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprintd.	ANCHORS.		N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprintd.
								Bower Anchors	Stream Anchor					
	Chain	271	1 3/4	55 1/8 & 77 1/8	270	1 3/4	So. Dock, Hartnefs	9476	30:2:0	29:0:0	29:0:0			
	Fore Sails,	Iron Stream Chain	75	3/16	15 9/10 & 22 7/10	75	15/16	J. Hartnefs	9478	29:0:0	27:17:2:0			
	Fore Top Sails,	or Steel Wire ..	75	3 1/2	steel Hawser 22			J. Hartnefs	9448	27:0:21	26:11:1:0			
	Fore Topmast Stay Sails,	or Hempen Strm } Cable	15	10 1/2		90	10 1/2		Total	86:2:21		85 1/2 cwt	J. Hartnefs	
	Main Sails,	or Steel Wire ..	90	9		90	9		Stream Anchor	9488	9:3:0	11:15:2:14	9 1/2	
	Main Top Sails,	Hawser	90	5 1/2		90	5 1/2		Kedge	9512	4:3:14	7:5:0:0	4 3/4	
	and	Warp	90	5 1/2		90	5 1/2		2nd Kedge	9473	2:2:14	5:2:2:0	2 1/2	

Standing and Running Rigging *Wool & Manila* sufficient in size and *good* in quality. She has *3* Long Boats and *1* Pump *good and sufficient*

The Windlass is *simple & good* Capstan *good* and Rudder *good* Pumps *good and sufficient*

Engine Room Skylights.—How constructed? *As in ordinary weather* How secured in ordinary weather? *As in ordinary weather*

What arrangements for deadlights in bad weather? *As in ordinary weather*

Coal Bunker Openings.—How constructed? *As in ordinary weather* How are lids secured? *As in ordinary weather* Height above deck? *As in ordinary weather*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Ports and Traps on each side*

Cargo Hatchways.—How formed? *Plate and Angle iron in the usual way*

State size Main Hatch *15' 4" x 12'* Forehatch *7' 8" x 6'* Quarterhatch *7' 8" x 6'*

If of extraordinary size, state how framed and secured? *Plate beam at main hatchway fore and aft*

What arrangement for shifting beams? *Filled between double angles & secured with bolts and nuts*

Hatches, If strong and efficient? *Yes 4"*

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No.	in builder's yard.	DATES of Surveys held while building as per Section 18.	1st.	2nd.	3rd.	4th.	5th.	1885: June 16. 19. 23. 25:
1256	12 th Feb 85			136			On the several parts of the frame, when in place, and before the plating was wrought	On the plating during the process of riveting	When the beams were in and fastened, and before the decks were laid...	When the ship was complete, and before the plating was finally coated or cemented..	After the ship was launched and equipped	July 1. 14. 16. 17. 20. 21. 24. 29:
												Aug. 6. 10. 11. 13. 17. 21. 24. 26. 28:
												Sept. 4. 7. 11. 14. 18. 21. 22. 26. 29:
												Oct. 3. 7. 8. 12. 19. 23. 28. (39 visits)

General Remarks (State quality of workmanship, &c.) *The workmanship is strong and efficient throughout. This vessel has been built in accordance with the approved Midship Section & Profile Drawing & Deck plan attached, and in conformity with the Rules the details of which have been complied with. She is a faster vessel than the "Huddell" Journal report number 8975*

Poop 23' 6" long & 4 ft. overhang. Forecastle 33' (same as Huddell)

State if one, two, or three decked vessel, or if spar, or masting decked; and the lengths of poop, bridge, fore-castle, or raised quarter deck. In bottom, state particulars on separate form.

How are the surfaces preserved from oxidation? Inside *Paint & Spirit* Outside *Paint & Copperation*

I am of opinion this Vessel should be Classed 100 A1

The amount of the Entry Fee £ 4 : 0 : 0 is received by me, *J. H.*

Special £ 52 : 16 : 6 28/10/ 1885

(to be sent as per margin). Certificate ... *gratis*

Committee's Minute *FRIDA 30 OCT 1885* 18

Character assigned *100 A1*

Surveyor to Lloyd's Register of British and Foreign Shipping.
It is submitted that this vessel is eligible to be classed 100 A.1 as recommended.
 100 A.1 & 2nd. Best Lloyd's Register Foundation

Reference should be made to any correspondence connected with the case