

IRON SHIP.

No. 9015

Survey held at

Port of London

Date, First Survey

16th June/85

Last Survey

28th Oct.

1885

On the

H.M. Sloop, Earlscourt

(37 visits)

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 out on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL,

SPAR, OR AWNING DECKED VESSEL.

Half Breadth (moulded)

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

Girth of Half Midship Frame (as per Rule)

1st Number

1st Number, if a 2-Decked Vessel

Length

2nd Number

Proportions— Breadth to Length

Depths to Length— Upper Deck to Keel

Main Deck ditto

Master Frampton

Built at Port of London

When built 1885 Launched 24th Sept

By whom built Messrs. W. & G. Kidd

Owners W. & G. Kidd

Residence 15 Tithebarn St., Liverpool

Port belonging to Liverpool

Destined Voyage Basra

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

LENGTH on deck as per Rule .. 207' 4" BREADTH— Moulded .. 34' 11" DEPTH top of Floors to Upper Deck Beams .. 21' 5" Power of Engines .. 1 Horse. N° of Decks with flat laid 1 N° of Tiers of Beams 2

Dimensions of Ship per Register, length 244' 6" breadth 35' 15" depth 21' 25"

KEEL, depth and thickness .. 8 1/2 x 2 1/2

STEM, moulding and thickness .. 8 x 2 1/2

STERN-POST for Rudder do. do. .. 8 x 2 1/2

Distance of Frames from moulding edge to moulding edge, all fore and aft .. 23"

FRAMES, Angle Iron, for 3/4 length amidships .. 5 3/8 x 3 3/8

Do. for 1/4 at each end .. 5 3/8 x 3 3/8

REVERSED FRAMES, Angle Iron .. 3 1/2 x 3 1/8

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships .. 24 x 9 1/2

thickness at the ends of vessel .. 12 x 8 1/2

depth at 3/4 the half-bdth. as per Rule .. 12 x 48

height extended at the Bilges .. 48

BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron .. 8 1/2 x 8

Single or double Angle Iron on Upper edge .. 3 3/8 x 3 3/8

Average space .. 46"

BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron .. 8 1/2 x 8

Single or double Angle Iron, on Upper Edge .. 3 3/8 x 3 3/8

Average space .. 46"

BEAMS, Lower Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron .. 8 1/2 x 8

Single or double Angle Iron on Upper Edge .. 3 3/8 x 3 3/8

Average space .. 46"

BEAMS, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron .. 8 1/2 x 8

Single or double Angle Iron on Upper Edge .. 3 3/8 x 3 3/8

Average space .. 46"

KEELSONS Centre line, single or double plate, box, or intercostal, Plates .. 16 x 12 1/2

Rider Plate .. 11 x 12 1/2

Bulb Plate to intercostal Keelson .. 5 3/8 x 5 3/8

Angle Irons .. 5 3/8 x 5 3/8

Double Angle Iron Side Keelson .. 5 3/8 x 5 3/8

Side intercostal Plate .. 8 x 8

Attached to outside plating with angle iron .. 3 1/2 x 3 8

BILGE Angle Irons .. 5 3/8 x 5 3/8

do. Bulb Iron .. 5 3/8 x 5 3/8

do. Intercostal plates riveted to plating for length .. 5 3/8 x 5 3/8

BILGE STRINGER Angle Irons .. 5 3/8 x 5 3/8

Intercostal plates riveted to plating for length .. 5 3/8 x 5 3/8

SIDE STRINGER Angle Irons .. 5 3/8 x 5 3/8

The FRAMES extend in one length from Middle Line to Gunwale

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 1/8 in. diameter, averaging 5 7/8 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 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 1 1/8 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? No. of Breasthooks, 5 Crutches, 11

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

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

The above is a correct description.

Builder's Signature, Russell & Co. Surveyor's Signature, W. & G. Kidd

Surveyor to Lloyd's Register of British and Foreign Ships

Robert Edmund Taylor & Son Commercial and General Steam Printers, 19, Old Street, Goswell Road, E.C.1, London.

6th 305-0078

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 *first* 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 1/2 ft*
Foremast 79' 3" 28 7/16 20 4/16 23 4/16 18 4/16 Mast 3 plates in the round and
mainmast 80' 9" 23 4/16 18 5/16 15 5/16 15 5/16 Bowsprit 2 plates & 2 angles 3 x 2 1/2 x 7/16
Mast 80' 10" 23 4/16 18 5/16 15 5/16 15 5/16 Edges double Butt knots & double
Bowsprit 4 plates Mast to top 18' 6" 23 4/16 18 5/16 15 5/16 15 5/16 Straps 1 1/2 ft. double at Midway

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Machine where Tested & Suprntd.
SAILES.												
CABLES, &c.												
N ^o .	Chain	271	1 3/4	55 1/8 & 77 1/8	270	1 1/2	Bower Anchors	9476	30 : 2 : 0	29 : 0 : 0		
Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)							9478	29 : 0 : 0	27 : 17 : 2 : 0		
Fore Top Sails,	Iron Stream Chain	75	3/16	15 1/16 & 22 7/16	75	15		9448	27 : 0 : 21	26 : 11 : 1 : 0		Jepson,
Fore Topmast	or Steel Wire ..	75	3 1/2	steel Hawser 22				Total	86 : 2 : 21		85 1/2 cwt	E. R. South.
Stay Sails,	or Hempen Strm } Cable	15	10 1/2		90	10 1/2	Stream Anchor	9488	9 : 3 : 0	11 : 15 : 2 : 14	9 1/2	
Towline, Hemp.							Kedge	9512	4 : 3 : 14	7 : 5 : 0 : 0	4 3/4	
Main Sails,	or Steel Wire ..						2nd Kedge	9473	2 : 2 : 14	5 : 2 : 2 : 0	2 1/2	
Main Top Sails,	Hawser	90	9		90	9						
and	Warp	90	5 1/2		90	5 1/2						
quality <i>first</i>												

Standing and Running Rigging *first* sufficient in size and *first* in quality. She has *3* Long Boats and *1* Pump *first* and *first*

The Windlass is *first* Capstan *first* and Rudder *first* Pumps *first* and *first*

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

What arrangements for deadlights in bad weather? *first*

Coal Bunker Openings. How constructed? *first* How are lids secured? *first* Height above deck? *first*

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

Cargo Hatchways. How formed? *first* and *first* 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? *first* and *first* at Main Hatchway *first* and *first*

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

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

Order for Special Survey No. *1256* 1885: June 16. 19. 23. 25:

Date *12th Feb/85* 1st. On the several parts of the frame, when in place, and before the plating was wrought

Order for Ordinary Survey No. *136* 2nd. On the plating during the process of riveting

Date *12th Feb/85* 3rd. When the beams were in and fastened, and before the decks were laid...

No. *136* in builder's yard. 4th. When the ship was complete, and before the plating was finally coated or cemented...

State dates of letters respecting this case *4th March/85* 5th. After the ship was launched and equipped

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 to the

the "Dundell" journal report number 8975

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

State if one, two, or three decked vessel, or if open, or running decked; and the lengths of poop, bridge, forecastle, or raised quarter deck. In bottom, state particulars on separate form.

How are the surfaces preserved from oxidation? Inside *Paint & paint* Outside *Paint & composition*

I am of opinion this Vessel should be Classed *100 A1*

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

Special £ 52 : 16 : 6 *28/10/ 1885*

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

(Travelling Expenses, if any, £ *nil*).

Committee's Minute *FRIDA 30 OCT 1885*

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 A1 as recommended.

100 A1 & 2nd class

Lloyd's Register Foundation