

IRON SHIP

(Received at London Office Rec'd 30th JUL 1882)

No. 5349 Survey held at Hull Date, First Survey 19th July 82 Last Survey 28th June 1882

On the Iron Steam Tug Prince Alfred

TONNAGE under Tonnage Deck 99.63 ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.

Ditto of Third, Spar, or Awning Deck. Half Breadth (moulded) 9.5

Ditto of Poop, or Raised Qr. Dk. Depth from upper part of Keel to top of Upper Deck Beams 10.5

Ditto of House on Deck Girth of Half Midship Frame (as per Rule) 16.0

Ditto of Mastcastle 1st Number 36.0

Gross Tonnage 99.63 1st Number, if a 3-Decked Vessel .. deduct 7 feet

Less Crew Space Length 23.8

Less Engine Room 54.51 2nd Number 33.6

Register Tonnage as cut on Beam 42.12 Proportions— Breadths to Length 4.8

Depths to Length—Upper Deck to Keel 8.9

Main Deck ditto 8.9

Master Built at Hull

When built 1883 Launched March

By whom built Vulcan Iron Works

Owners Yorkshire Railway Co

Residence Scarborough

Port belonging to Scarborough

Destined Voyage Atlantic & Indian

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

LENGTH on deck as per Rule 93.10 BREADTH— Moulded 19.0 DEPTH top of Deck Beams to Upper Deck Beams 10.6

Dimensions of Ship per Register, length, 94.5 breadth, 19.3 depth, 9.2

KEEL, depth and thickness 8 1/4 x 1 1/4

STEM, moulding and thickness 8 1/4 x 1 1/4

STERN-POST for Rudder do. do. 6 1/2 x 2 1/2

" " for Propeller 6 1/2 x 2 1/2

Distance of Frames from moulding edge to moulding edge, all fore and aft 20 inches

FRAMES, Angle Iron, for 2/3 length amidships 3 1/2 x 5

Do. for 1/3 at each end 3 1/2 x 5

REVERSED FRAMES, Angle Iron 2 1/2 x 4

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 16 x 5

" thickness at the ends of vessel as per

" depth at 3/4 the half-bdth. as per Rule Section 22

" height extended at the Bilges 40 inches

BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 5 3 9 5 3 7

Single or double Angle Iron on Upper edge 40 inches

Average space 40 inches

BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper Edge

Average space

BEAMS, Lower Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper Edge

Average space

BEAMS, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper Edge

Average space

KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates 8 x 8 7 1/2 x 6

" Rider Plate

" Bulb Plate to Intercoastal Keelson

" Angle Irons 4 4 8 3 3 6

" Double Angle Iron Side Keelson 3 3 6 3 3 6

" Side Intercoastal Plate

" do. Angle Irons

" Attached to outside plating with angle iron

BILGE Angle Irons 3 3 6 3 3 6

" do. Bulb Iron

" do. Intercoastal plates riveted to plating for length

BILGE STRINGER Angle Irons

Intercoastal plates riveted to plating for length

SIDE STRINGER Angle Irons

The FRAMES extend in one length from Hull to Gunwale

The REVERSED ANGLE IRONS on floors and frames extend across middle line to Gunwale

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 4 1/2 ins. from centre to centre.

" Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets 7/8 in diameter, averaging 2 1/2 ins. from centre to centre.

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in diameter averaging 2 1/2 ins. from centre to centre.

" Butts of all Strakes at Bilge for 1/2 length, double riveted with Butt Straps 1/16 thicker than the plates they connect.

" Edges from Bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets 7/8 in diameter, averaging 2 1/2 ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in diameter, averaging 2 1/2 ins. from cr. to cr.

" Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.

" Butts of Main Sheerstrake, double riveted for 1/2 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 length.

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

Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? No. of Breasthooks, 3 Crutches, 3

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

Manufacturer's name or trade mark Plate Iron

The above is a correct description

Builder's Signature, George Hood

Surveyor's Signature, James M. Neil

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

FOR VULCAN IRON WORKS CO, HULL, LIMITED

MANAGER

HUL 396-0050



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

Masts, Bowsprit, Yards, &c., are *throughout 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 *(Good)*

NUMBER for EQUIPMENT *3346*

SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntdt.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Machine where Tested & Suprntdt.
Fore Sails,	Chain .....	<i>20</i>	<i>1 1/2</i>	<i>12.15.0.0</i>	<i>1 1/2</i>	<i>W. &amp; A. G. &amp; Co. Ltd.</i>	Bower Anchors	<i>1</i>	<i>4.0.24</i>	<i>5.12.2.0</i>	<i>3 1/2</i>	<i>W. &amp; A. G. &amp; Co. Ltd.</i>
Fore Top Sails,	Iron Stream Chain	<i>45</i>	<i>5 1/2</i>	<i>6.0.0.0</i>	<i>5 1/2</i>	<i>W. &amp; A. G. &amp; Co. Ltd.</i>		<i>1</i>	<i>2.3.24</i>	<i>5.10.0.0</i>	<i>3 1/2</i>	<i>W. &amp; A. G. &amp; Co. Ltd.</i>
Fore Topmast Stay Sails,	or Steel Wire ..			<i>5.0.0.0</i>								
	or Hempen Strm Cable .....	<i>45</i>	<i>5 1/2</i>		<i>5 1/2</i>							
Main Sails,	Towline, Hemp.	<i>90</i>	<i>4</i>		<i>3</i>		Stream Anchor	<i>1</i>	<i>2 1/4</i>		<i>3 1/4</i>	
Main Top Sails,	or Steel Wire ..	<i>90</i>	<i>3</i>		<i>3</i>		Kedge	<i>1</i>	<i>1 1/2</i>		<i>1 1/2</i>	
and	Hawser .....						2nd Kedge	<i>1</i>	<i>1 1/2</i>		<i>1 1/2</i>	
	Warp .....											
	quality <i>Good</i>											

Standing and Running Rigging *all 4 Hemp* sufficient in size and *Good* quality. She has *the* Long Boat and *Good* The Windlass is *Good* Capstan *Good* and Rudder *Good* Pumps *Good*

Engine Room Skylights.—How constructed? *Iron framing & Wood top* How secured in ordinary weather? *Solid Wood & Lops*

What arrangements for deadlights in bad weather? *Parapaulins*

Coal Bunker Openings.—How constructed? *Iron* How are lids secured? *Latched* Height above deck? *9"*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea?

*Placed ports and Scuppers on each side*

Cargo Hatchways.—How formed? *Iron Linings*

State size Main Hatch *small* Forehatch *small* Quarterhatch *small*

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. *245*

Date *Aug. 1882*

Order for Ordinary Survey No. *101*

Date *Aug. 1882*

No. *7* in builder's yard.

DATES of Surveys held while building as per Section 18.

- 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

*Surveyed once or twice during the whole of Construction from the 19th July 1882, till 28th June 1883*

State dates of letters respecting this case

General Remarks (State quality of workmanship, &c.)

*This one decked Steam vessel for Fishing purposes, has been built under special survey, and in accordance with the Scantlings given thereon on the attached approved tracing of Machinery section for the vessel designated No. 6, and in all other respects with the Rules for the 100 A. C. The iron work is efficiently protected from oxidation by cement and paint; the beams have been tested, and the workmanship is Good. The Equipment (Anchors) altho not strictly in accordance with the requirements of Table 22 of the Rules, are fully equal in weight; and it is submitted that the Vessel is assigned*

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

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

I am of opinion this Vessel should be Classed *100 A. C.*

The amount of the Entry Fee .....£ *10:10:0* is received by me, *2/7/ 18 83*

Special .....£ *10:10:0* *2/7/ 18 83*

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

(Travelling Expenses, if any, £ ..)

Committee's Minute

Character assigned

*Dr. Hall 1/4/84*

*Dr. de Quattro 1/4/84*

*Dr. de Quattro 1/4/84*

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