

# IRON SHIP.

(Received at London 1885 18 JUNE 1885)

No. *547* Survey held at *Hull* Date, First Survey *March 9<sup>th</sup> 1885* Last Survey *2<sup>nd</sup> June 1885*  
On the *Iron Screw Steamer "Hawango"*

<b>TONNAGE</b> under Tonnage Deck <i>223.56</i>	<b>ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.</b>	Master
Ditto of Third, Spar, or Awning Deck. <i>19.4</i>	Half Breadth (moulded) <i>10.45</i>	Built at <i>Hull</i>
Ditto of Poop, or Raised Or. Dk. <i>1.04</i>	Depth from upper part of Keel to top of Upper Deck Beams <i>12.40</i>	When built <i>1885</i> Launched <i>6/5/85</i>
Ditto of Houses on Deck <i>10.54</i>	Girth of Half Midship Frame (as per Rule) <i>19.60</i>	By whom built <i>Charles C<sup>o</sup> (Limited)</i>
Ditto of Forecastle <i>254.54</i>	1st Number <i>42.45</i>	Owners <i>G. H. Gimsby &amp; Co. (Limited)</i>
Gross Tonnage <i>242.49</i>	1st Number, if a 3-Decked Vessel .. deduct 7 feet	Residence <i>Gimsby</i>
Less Crew Space <i>108.54</i>	Length <i>135.9</i>	Port belonging to <i>Gimsby</i>
Less Engine Room <i>134.20</i>	2nd Number <i>5809</i>	Destined Voyage <i>North Sea</i>
Register Tonnage as cut on Beam <i>134.20</i>	Proportions— Breadths to Length <i>6.3</i>	If Surveyed while Building, Afloat, or in Dry Dock. <i>Building and Afloat</i>
	Depths to Length— Upper Deck to Keel <i>10.9</i>	
	Main Deck ditto <i>Kil</i>	

<b>LENGTH</b> on deck as per Rule <i>135.10</i>	<b>BREADTH</b> Moulded <i>21.6</i>	<b>DEPTH</b> top of Floors to Upper Deck Beams <i>12.5</i>	<b>Power of Engines</b> <i>80</i>	<b>N<sup>o</sup>. of Decks with flat laid</b> <i>one</i>
Dimensions of Ship per Register, length <i>134.9</i> breadth <i>21.5</i> depth <i>11.2</i>				
<b>KEEL</b> , depth and thickness <i>Built iron</i>	Inches in Ship <i>8 x 1 1/4</i>	Inches per Rule <i>7 x 1 1/8</i>	Flat Keel Plates, breadth and thickness	Inches. In Ship. 16ths. In Ship. Inches. per Rule 16ths. per Rule
<b>STEM</b> , moulding and thickness <i>8 x 1 1/4</i>	<i>8 x 1 1/4</i>	<i>6 1/2 x 1 1/8</i>	<b>PLATES</b> in Garboard Strakes, br'dth & thickness	<i>30 8 30 8</i>
<b>STERN-POST</b> for Rudder do. do. <i>6 1/4 x 3 1/4</i>	<i>6 1/4 x 3 1/4</i>	<i>6 1/4 x 3 1/4</i>	" From Garboard to upper part of Bilges...	<i>6.4 6.4</i>
" " for Propeller <i>6 1/4 x 3 1/4</i>	<i>6 1/4 x 3 1/4</i>	<i>6 1/4 x 3 1/4</i>	" Of d'bling at Bilge, or increased thickness, and length applied	<i>6.4 6.4</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft <i>21</i>	<i>21</i>	<i>21</i>	" From up. prt of Bilge to l. edge of Sh'rstrake...	<i>38 8 30 8</i>
<b>FRAMES</b> , Angle Iron, for 1/2 length amidships	Inches. In Ship. 16ths. In Ship. Inches. per Rule 16ths. per Rule	(Class 100 A)	" Main Sheerstrake, breadth and thickness...	<i>28 6 28 6</i>
Do. for 1/4 at each end	<i>3 2 1/2 5 3 2 1/2 5</i>		" Of d'bling at Sh'stk. & lng. applied	<i>24 6 24 6</i>
<b>REVERSED FRAMES</b> , Angle Iron	<i>2 1/2 2 1/2 4 2 1/2 2 1/2 4</i>		" From M'n. to Up. or Spar Dk. Sh'rstrake...	<i>9 3/4 8.6 9 3/4 8.6</i>
<b>FLOORS</b> , depth and thickness of Floor Plate at mid line for half length amidships	<i>15 6 12 6</i>		" Up. or Spar Dk Sh'rstrake, br'dth & thicken'ss...	<i>24 6 24 6</i>
" thickness at the ends of vessel	<i>24 6</i>		Butt Straps to outside plating, breadth & thickness	<i>9 3/4 8.6 9 3/4 8.6</i>
" depth at 1/2 the half-bdth. as per Rule	<i>24 6</i>		Lengths of Plating	
" height extended at the Bilges...	<i>24 6</i>		Shifts of Plating, and Stringers	<i>28 6 28 6</i>
<b>BEAMS</b> , Upper, Spar, or Awning Deck	<i>5 1/2 3 4 5 1/2 3 4</i>		Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness...	<i>28 6 28 6</i>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>42 42</i>		Angle Iron on ditto	<i>3 x 3 6 3 x 3 6</i>
Single or double Angle Iron on Upper edge	<i>42 42</i>		Tie Plates fore and aft, outside Hatchways	<i>7 6 7 6</i>
Average space...	<i>42 42</i>		Diagonal Tie Plates on Beams No. of Pairs	<i>3 3 3 3</i>
<b>BEAMS</b> , Main, or Middle Deck			Flat of Up., Spar, or Awning Dk.	<i>3 3 3 3</i>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			How fastened to Beams	<i>3 3 3 3</i>
Single or double Angle Iron on Upper Edge			Stringer Plate on ends of Main or Middle Deck	<i>3 3 3 3</i>
Average space...			Beams, breadth and thickness	<i>3 3 3 3</i>
<b>BEAMS</b> , Lower Deck			Is the Stringer Plate attached to the outside plating?	
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Angle Irons on ditto, No.	
Single or double Angle Iron on Upper Edge			Tie Plates, outside Hatchways	
Average space...			Diagonal Tie Plates on Beams, No. of pairs	
<b>BEAMS</b> , Hold, or Orlop			Flat of Middle Deck* do. do.	
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			How fastened to Beams	
Single or double Angle Iron on Upper Edge			Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	
Average space...			Is the Stringer Plate attached to the outside plating?	
<b>KEELSONS</b> Centre line, single or double plate, box, or Intercoastal, Plates	<i>10 1/2 10 10 8</i>		Angle Irons on ditto, No.	
" Rider Plate	<i>6 1/2 8</i>		Stringer or Tie Plates, outside Hatchways	
" Bulb Plate to Intercoastal Keelson	<i>4 4 9 3 3 6</i>		Flat of Lower Deck*	
" Angle Irons	<i>3 3 6 3 3 6</i>		Ceiling betwixt Decks, thickness and material	<i>2 1/2 2 1/2</i>
" Double Angle Iron Side Keelson	<i>3 3 6 3 3 6</i>		" in hold do. do.	<i>2 1/2 2 1/2</i>
" Side Intercoastal Plate			Main piece of Rudder, diameter at head	<i>2 1/2 2 1/2</i>
" do. Angle Irons			do. at heel	<i>2 1/2 2 1/2</i>
" Attached to outside plating with angle iron			Can the Rudder be unshipped afloat?	<i>Yes</i>
<b>BILGE</b> Angle Irons			Bulkheads No. <i>4</i> No. per Rule <i>4</i>	
" do. Bulb Iron			" Thickness of <i>1/2</i>	
" do. Intercoastal plates riveted to plating for length	<i>3 3 6 3 3 6</i>		" Height up <i>to main deck</i>	
<b>BILGE STRINGER</b> Angle Irons			" How secured to sides of ship <i>by double frames</i>	
Intercoastal plates riveted to plating for length			" Size of Vertical Angle Irons <i>3 1/2 x 3 1/2</i> and distance apart <i>30</i> ins.	
<b>SIDE STRINGER</b> Angle Irons			" Are the outside Plates doubled two spaces of Frames in length?	

The **FRAMES** extend in one length from *Keel* to *Gunwale*

The **REVERSED ANGLE IRONS** on floors and frames extend *from middle line to 1/2 for 80ft amidships and to 1/2 for 80ft amidships and to 1/2 for 80ft amidships*

**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 *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 *3* ins. from centre to centre.

" **Butts of One** Strakes at Bilge for *half* length, double riveted with Butt Straps *1/2* 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 *3* 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 *length amidships*. Butts of Upper or Spar Sheerstrake, double riveted *length amidships*.

" **Butts of Main Stringer Plate**, double riveted for *length amidships*. Butts of Upper or Spar Stringer Plate, double 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*

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Treble & Double* No. of Breasthooks, *3* Crutches, *3*

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

Manufacturer's name or trade mark, *Plates New Houghton*

The above is a correct description.

Builder's Signature, *A. S. S. S.*

Surveyor's Signature, *W. Williams*

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

General Manager.

ROBERT EDMUND TAYLOR & SON Commercial and General Steam Printers, 19, Old Street, Goswell Road, E.C., London.

Foundation

HUL 397-0267



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 at the butts only*

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		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Supplied.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Supplied.
SAILS.												
N <sup>o</sup> .	CABLES, &c.											
	Chain <i>Good</i>	165	1 1/2	23 1/2	1 1/2							
Fore Sails,	Iron Stream Chain			15-8/10								
Fore Top Sails,	or Steel Wire ..	45	1 1/2	12 1/2	1 1/2							
Fore Topmast Stay Sails,	or Hempen Strm Cable .....			8-1/2								
	Towline, Hemp.			4								
Main Sails,	or Steel Wire ..	45	4	45-4								
Main Top Sails,	Hawser .....	45	4	4								
and	Warp .....	120	3	90-5								
	quality	120	2									

Standing and Running Rigging *Good* sufficient in size and *Good* in quality. She has *one* Long Boat and *Good*  
The Windlass is *Good* Capstans *Good* and Rudder *Good* Pumps *Good*

Engine Room Skylights.—How constructed? *Iron Compang & Good Top* How secured in ordinary weather? *Good*

Coal Bunker Openings.—How constructed? *Good* How are lids secured? *Locked* Height above deck? *12"*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Four hinged ports 24" x 11" and six scuppers on each side*

Cargo Hatchways.—How formed? *Iron Comings*

State size Main Hatch *4' 6" x 4' 0"* 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. <i>303</i>	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	<i>Under Special Survey and Surveyed in March 9, 13, 20, April 9, 13, 16, 22, 24, May 4, 14, 23, 26 June 1<sup>st</sup> 2<sup>nd</sup>.</i>
Date <i>14/3/85</i>		2nd. On the plating during the process of riveting	
Order for Ordinary Survey No. <i>285</i>		3rd. When the beams were in and fastened and before the decks were laid	
Date <i>14/3/85</i>		4th. When the ship was complete, and before the plating was finally coated or cemented	
No. <i>285</i> in builder's yard		5th. After the ship was launched and equipped	

General Remarks (State quality of workmanship, &c.) *The workmanship throughout is good*  
*This vessel has been built in accordance with accompanying approved tracings of Midship Section and Profile, and in general conformity with the Rules for the class contemplated.*

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

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

I am of opinion this Vessel should be Classed *100-A-1*

The amount of the Entry Fee .....£ *2* : " : " is received by me, *J. Williams*

Special .....£ *12* : *15* : " *14/6/1885*

(to be sent on per margin). Certificate ... *Quoties*

(Travelling Expenses, if any, £ ...)

Committee's Minute *FRIDAY 19 JUNE 1885*

Character assigned *100-A-1*

*J. Williams*  
Surveyor to Lloyd's Register of British and Foreign Shipping.  
It is submitted that this appears eligible to be classed 100-A-1 as recommended.  
Lloyd's Register Foundation  
*18/6/85*