

MONDAY, 11th JULY 1887

# IRON SHIP.

(Received at London Office)

No. *1303* Survey held at *Hull* Date, First Survey *1st April* Last Survey *9th July* 188*7*

On the *Iron Steam Tug Python*

TONNAGE under Tonnage Deck	<i>24.32</i>	ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.	Master
Ditto of Third, Spar, or Awning Deck		Half Breadth (moulded) .. .. .	Built at <i>Hull</i>
Ditto of Poop, or Raised Qr. Deck		Depth from upper part of Keel to top of Upper Deck Beams	When built <i>1884</i> Launched <i>March</i>
Ditto of Houses on Deck		Girth of Half Midship Frame (as per Rule) .. ..	By whom built <i>Wheat &amp; Riley</i>
Ditto of Forecastle		1st Number .. .. .	Owners <i>Matthews &amp; Co.</i>
Gross Tonnage	<i>24.32</i>	1st Number, if a 3-Decked Vessel .. deduct 7 feet	Residence <i>19, Finchchurch Street</i>
Less Crew Space		Length .. .. .	Port belonging to <i>London</i> <i>London</i>
Less Engine Room	<i>24.81</i>	2nd Number .. .. .	Destined Voyage <i>Nine Mares</i>
Register Tonnage (as cut on Beam)	<i>9.51</i>	Proportions— Breadths to Length .. .. .	If Surveyed while Building, Afloat, or in Dry Dock.
		Depths to Length—Upper Deck to Keel .. .. .	<i>Building and Afloat</i>
		Main Deck ditto .. .. .	

LENGTH on deck as per Rule ..	Feet. <i>56</i> Inches. <i>0</i>	BREADTH— Moulded... ..	Feet. <i>13</i> Inches. <i>4</i>	DEPTH top of Floors to Upper Deck Beams .. .. .	Feet. <i>6</i> Inches. <i>6</i>	Power of Engines ... ..	Horse. <i>30</i>	Nº. of Decks with flat laid	<i>One</i>
				Do. do. Main Deck Beams .. .. .				Nº. of Tiers of Beams	<i>One</i>

Dimensions of Ship per Register, length, *57.0* breadth, *13.5* depth, *6.5*

KEEL, depth and thickness .. .. .	Inches in Ship <i>13 1/4 x 3/4</i>	Inches per Rule <i>13 1/4 x 3/4</i>	PLATES in Garboard Strakes, br'dth & thickness .. ..	Inches. In Ship. <i>30</i>	16ths. In Ship. <i>5</i>	Inches. per Rule. <i>30</i>	16ths. per Rule. <i>5</i>
TEMP, moulding and thickness... ..	<i>4 1/2 x 1</i>	<i>4 1/2 x 1</i>	From Garboard to upper part of Bilges... ..	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>
TERN-POST for Rudder do. do. .. ..	<i>4 1/2 x 1 1/2</i>	<i>4 1/2 x 1 1/2</i>	Of d'bling at Bilge, or increased thickness, and length applied				
" " for Propeller .. .. .	<i>4 1/2 x 1 1/2</i>	<i>4 1/2 x 1 1/2</i>	From up. prt of Bilge to l. edge of Sh'rstrake... ..	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft .. ..	<i>20 inches</i>	<i>20 inches</i>	Main Sheerstrake, breadth and thickness... ..	<i>30</i>	<i>4</i>	<i>30</i>	<i>4</i>
			Of d'bling at Sh'strk. & lng. applied				
FRAMES, Angle Iron, for 2/3 length amidships	<i>2 1/2 x 2 1/2</i>	<i>2 1/2 x 2 1/2</i>	From M'n. to Up. or Spar Dk. Sh'rstrake... ..				
Do. for 1/3 at each end .. .. .	<i>2 1/2 x 2 1/2</i>	<i>2 1/2 x 2 1/2</i>	Up. or Spar Dk Sh'rstrake, br'dth & thickn'ss... ..				
REVERSED FRAMES, Angle Iron .. ..	<i>2</i>	<i>2</i>	Butt Straps to outside plating, breadth & thickness	<i>11 1/8</i>	<i>8</i>	<i>11 1/8</i>	<i>8</i>
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships ..	<i>8 x 3 1/4</i>	<i>8 x 3 1/4</i>	Lengths of Plating .. .. .	<i>10 feet</i>			
" thickness at the ends of vessel .. ..	<i>As per Recommendation</i>	<i>As per Recommendation</i>	Shifts of Plating, and Stringers	<i>40 inches</i>	<i>40 inches</i>		
" depth at 3/4 the half-bdth. as per Rule ..			Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness... ..				
" height extended at the Bilges... ..			Angle Iron on ditto .. .. .	<i>4 1/2</i>	<i>Iron deck</i>		
BEAMS, Upper, Spar, or Awning Deck			Tie Plates fore and aft, outside Hatchways				
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>3</i>	<i>9 1/4 x 3/2</i>	Diagonal Tie Plates on Beams No. of Pairs				
Angle or double Angle Iron on Upper edge ..	<i>20 inches</i>	<i>20 inches</i>	Flat of Up., Spar, or Awning Dk. *				
Average space... ..			How fastened to Beams .. .. .				
BEAMS, Main, or Middle Deck .. ..			Stringer Plate on ends of Main or Middle Deck				
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron			Beams, breadth and thickness .. .. .				
Angle, or double Angle Iron, on Upper Edge ..			Is the Stringer Plate attached to the outside plating?				
Average space... ..			Angle Irons on ditto, No. .. .. .				
BEAMS, Lower Deck .. .. .			Tie Plates, outside Hatchways .. .. .				
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron			Diagonal Tie Plates on Beams, No. of pairs				
Angle or double Angle Iron on Upper Edge ..			Flat of Middle Deck * do. do.				
Average space... ..			How fastened to Beams .. .. .				
BEAMS, Hold, or Orlop .. .. .			Stringer Plates on ends of Lower Deck, Hold or Orlop Beams .. .. .				
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron			Is the Stringer Plate attached to the outside plating?				
Angle or double Angle Iron on Upper Edge ..			Angle Irons on ditto, No. .. .. .				
Average space... ..			Stringer or Tie Plates, outside Hatchways				
KEELSONS Centre line, single or double plates, box, or Intercostal, Plates .. ..	<i>2 1/2 x 2 1/2</i>	<i>6</i>	Flat of Lower Deck *				
" Rider Plate .. .. .							
" Bulb Plate to Intercostal Keelson .. ..			Ceiling betwixt Decks, thickness and material ..	<i>1</i>	<i>Brails</i>		
" Angle Irons .. .. .			" in hold do. do. .. ..				
" Double Angle Iron Side Keelson .. ..			Main piece of Rudder, diameter at head .. ..	<i>9 1/2</i>	<i>2 1/2</i>		
" Side Intercostal Plate .. .. .			do. at heel .. ..	<i>2</i>	<i>2</i>		
" do. Angle Irons .. .. .			Can the Rudder be unshipped afloat? <i>Yes</i>				
" Attached to outside plating with angle iron	<i>2 1/2 x 2 1/2</i>	<i>6</i>	Bulkheads No. <i>4</i> No. per Rule <i>3</i>				
ILGE Angle Irons .. .. .	<i>2 1/2 x 2 1/2</i>	<i>6</i>	" Thickness of <i>4 1/2</i>				
" do. Bulb Iron .. .. .			" Height up <i>to Main deck, and flat aft as per</i>				
" do. Intercostal plates riveted to plating for length .. ..	<i>2 1/2 x 2 1/2</i>	<i>6</i>	" How secured to sides of ship <i>by double frames</i>				
ILGE STRINGER Angle Irons .. .. .	<i>2 1/2 x 2 1/2</i>	<i>6</i>	" Size of Vertical Angle Irons <i>2 1/2 x 2 1/2</i> and distance apart <i>30</i> ins.				
Intercostal plates riveted to plating for length .. ..			" Are the outside Plates doubled two spaces of Frames in length? <i>Yes</i>				
DE STRINGER Angle Irons .. .. .							

FRAMES extend in one length from <i>Keel</i> to <i>Gunwale</i>	Riveted through plates with <i>5/8</i> in. Rivets, about <i>5</i> apart.
REVERSED ANGLE IRONS on floors and frames extend <i>across</i> middle line to <i>upper turn of Bilge</i> and to <i>alternately</i>	
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? <i>Yes</i>	And butts properly shifted? <i>Yes</i>
PLATING. Garboard, double riveted to Keel, with rivets <i>3/4</i> in. diameter, averaging <i>3 1/4</i> ins. from centre to centre.	
" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets <i>5/8</i> in. diameter, averaging <i>2 1/2</i> ins. from centre to centre.	
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets <i>5/8</i> in. diameter averaging <i>2 1/2</i> ins. from centre to centre.	
" Butts of <i>One</i> Strakes at Bilge for <i>1/2</i> length, treble riveted with Butt Straps <i>1 1/2</i> thicker than the plates they connect.	
" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets <i>5/8</i> in. diameter, averaging <i>2 1/2</i> ins. from cr. to cr.	
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets <i>5/8</i> in. diameter, averaging <i>2 1/2</i> 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 <i>1/2</i> length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.	
" Butts of Main Stringer Plate, treble riveted for <i>1/2</i> length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.	
" Breadth of laps of plating in double riveting <i>4</i> Breadth of laps of plating in single riveting <i>2 1/4</i>	
" Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? No. of Breasthooks, <i>3</i> Crutches, <i>2</i>	
" What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? <i>Wheat's Hull Forge Co.</i>	
" Manufacturer's name or trade mark, <i>Wheat's Hull Forge Co.</i>	
" The above is a correct description.	
Builder's Signature, <i>Wheat &amp; Riley</i>	Surveyor's Signature, <i>James M. Neil</i>
<i>P. Barnard</i>	Surveyor to Lloyd's Register of British and Foreign Shipping.



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? *No*

Masts, Bowsprit, Yards, &c., are 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  
*(The pole signal mast)*

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 <sup>ght</sup> req'd per Rule.	Machine where Tested & Supplied.
SAILS.												
N <sup>o</sup> .	CABLES &c.											
	Chain <i>Good</i>	<i>45</i>	<i>1/2</i>	<i>1 1/4</i>	<i>1/2</i>	<i>Light on 31/3/87</i>	Bower Anchors					
	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)						(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
	Fore Sails,							<i>1</i>	<i>2.2.4</i>	<i>5.2.2.0</i>	<i>2 1/2</i>	
	Fore Top Sails,							<i>1</i>	<i>3.0</i>	<i>—</i>	<i>3 1/4</i>	
	Fore Topmast Stay Sails,	<i>50</i>	<i>1 1/2</i>		<i>1 1/2</i>							
	Towline, Hemp.											
	or Steel Wire ..						Stream Anchor					
	Main Sails,	<i>50</i>	<i>3</i>		<i>3</i>		Kedge ...					
	Hawser .....						2nd Kedge ...					
	Main Top Sails,											
	Warp .....	<i>40</i>	<i>2</i>		<i>2</i>							
	and quality <i>Good</i>											

Standing and Running Rigging sufficient in size and in quality. She has *one* Long Boat and *Good*

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

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

What arrangements for deadlights in bad weather? *Strong glass Pulleys in hide casings*

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

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *No scuppers on each side*

Cargo Hatchways.—How formed? *Iron Comings*

State size Main Hatch 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. *383*

Date *Aug 87*

Order for Ordinary Survey No. *—*

Date *—*

No. *21* in builder's yard.

State dates of letters respecting this case *22/1/87, 24/1/87, 16/2/87*

- 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

*April 1, 13, 18, 22. May 2, 4, 9, 14, 18, 27*  
*June 4, 13, 22. July 1, 8, 9.*

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

*This one decked Iron Steam Vessel, for "Tug purposes", has been built under Special Survey, in accordance with the approved amended Midship Section (with the exception that the bottom has been flattened, as now shown in Red on the Section) and in all other respects meet the Rules for the Class contemplated.*

*The Iron work is efficiently protected from oxidation by Cement and paint, and the Workmanship is good. The whole Iron deck as per Section*

*22/1/87*

State if one, two, or three decked vessel, or if spar, or running 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 & paint* Outside *Paint*

I am of opinion this Vessel should be Classed *A*

The amount of the Entry Fee .....£ *1 : 0 : 0* is received by me, *Act.*

Special .....£ *8 : 8 : 0* *11/7 1887*

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

(Travelling Expenses, if any, &c.)

Committee's Minute

Character assigned

*James McNeil*  
Surveyor to Lloyd's Register of British and Foreign Shipping

*It is submitted that this vessel appears to be classed A - "For Tug Purposes" as per Section*

Lloyd's Register Foundation

*24/7/87*