

# IRON SHIPS.

402 Survey held at Sunderland Date

Screw Steamer

"Good Hope"

Master Spence

under tonnage deck 830. 50

Built at Glasgow

When built 1868

Launched 4<sup>th</sup> June 1868

22525  
009 11.96 of spar deck 406.27

4 Berth	6. 182
Engine room	285. 14

Register tonnage *Net.* 935.21

nnage 122.035  
1235.55

*By whom built*

Owners Cape & Good Hope Steamship Co. Ltd.

Port belonging to

Destined Voyage Cape of Good Hope

Surveyed while Building, Afloat, or in Dry Dock Whulst Building

Feet. Inches. Feet. Inches. Feet. Inches. Horse. No. of Decks  
Length aloft 226 6 Extreme Breadth 32 2 Depth from top of Upper Deck Beam to top of Floor 17 8 Power of Engines 140  
(Dimensions of Ship per Register, length 228.6 breadth 32.1 depth 17.65)

	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.
Keel, if bar iron, depth and thickness	7 1/2 x 3	7 1/2 x 3		
if plate iron, breadth and thickness				
Stem, if bar iron, moulding and thickness	7 1/2 x 3	7 1/2 x 3		
if plate iron, breadth and thickness				
Stern-post, if bar iron, moulding and thickness	10 x 4 1/2	10 x 4 1/2		
if plate iron, breadth and thickness				
Distance of Frames from moulding edge to moulding edge, all fore and aft	23	23		
Frames, Size of Angle Iron, single or double	4 1/2 x 3	4 1/2 x 3		
Reversed Iron, to every frame				
Beams, Deck (No. 144) double Angle Iron, Plate, Tee, or Bulb Iron	3 x 3	3 x 3		
double or single Angle Iron, on upper edge	3 x 3	3 x 3		
average space between	on every alternate frame			
Hold, or Lower Deck (No. 31) double Angle, Tee, Plate, or Bulb Iron	3 x 3	3 x 3		
double or single Angle Iron, on upper edge	3 x 3	3 x 3		
average space between	on the second and fourth frames			
Paddle, sided and moulded, thickness of Plate size of Angle Iron				
Engine				
Keelson, single or double plate, box, or intercostal	standing upon floor			
Size of Plates	16 1/2 x 13	15 x 13		
Size of Angle Irons	5 1/2 x 4 1/2	5 1/2 x 4 1/2		
Side, single or double, plate, box, or intercostal	11/16 with double angle iron 5 1/2 x 4 1/2			
Bilge (No. One) at each Bilge, single, or double, plate, or box	double angle iron 5 1/2 x 4 1/2 with butt plate between 11/16			
Transoms, material of iron or, if none, in what manner compensated for.				
Knight-heads, and Hawse Timbers	plate and angle iron			
The Frames extend in one length from keel to Main Deck Stringer				
the reverse angle irons on the floors extend in one length across the middle line from				
on the frames				
Keelson, how are the various lengths of plates or angle irons connected?	With long butt straps, and the butts of the angle irons well shifted.			
Plates, Garboard, double or rivetted to keel, double or				
Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 ins.) apart.				
Butts from Keel to turn of bilge, worked carvel with butt straps (11/16) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 ins.) apart.				
Edges from bilge to sheerstrake, worked carvel with a lining piece ( ) thick, or clencher, double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 ins.) apart.				
Edges of Sheerstrake, double or single rivetted At upper edge and double rivetted At lower edge				
Butts from bilge to planksheers, worked carvel with butt straps (11/16 + 1/16) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 ins.) apart. Breadth of laps in double rivetting (5 x 4 1/2) Breadth of laps in single rivetting (3)				
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?	Double rivetted			
Planksheer, how secured to the plating of the sides				
Waterway, planksheer and to the Beams				
Deck Beams, how secured to the side?	With knee plates rivetted to the frames, and with stringers & angle irons			
Hold or Lower Deck ditto	The same as Deck Beams. The Main Deck Beams are turned down at the ends & rivetted as before stated.			
Paddle				
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.?	Angles by the Stockton & Middlesbrough Iron Works Co. & Hawke's Crawthay & Sons. The Plating by the Corbett Iron Company			
Builder's Signature	James Luning			
Surveyor's Signature	Thomas Lawrence			

IRON 442-0373

6406 *En*

**Workmanship.** Are the lands or laps of the clenchwork in all cases in breadth at least five and a half times the diameter of the rivets in double rivetted edges and butts, and at least three and a quarter times the diameter of the rivets where single rivetting is admitted? *Yes*

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*

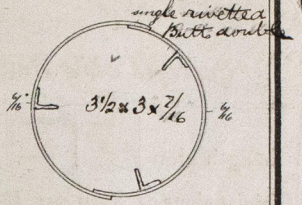
Do the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? *Single with single piece*

Do the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Yes* and are the rivet holes well and sufficiently countersunk in the outer plate? *Yes*

Are there any rivets which either break into or have been put through the seams or butts of the plating? *a few*

Her Masts, Bowsprit, Yards, &c., are in *good* condition, and sufficient in size and length. (If they are of Iron or Steel give the 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 rivetting, quality of Materials, and if stamped with Maker's name.)

*Lower Masts of Iron. The Plates 12 feet long 1/2 inch thick. Edges single rivetted, butts double, with 3 angle iron 3 1/2 x 3 7/16*



N <sup>o</sup> .	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N <sup>o</sup> .	Weight. Ex. Stock.	Test as per Certificate.	W't req'd per Rule.	Test req'd per Rule.
2	Fore Sails,	Chain .....	300	1 7/8	4 1/2	1 7/8	4 1/2	Bowers .....	3	25-2-14	25-5-3-21	25-2-0	25-8-5-0
/	Fore Top Sails,									25-2-0	25-5-3-0	25-2-0	25-5-3-0
/	Fore Topmast Stay Sails	Hempen Stream Cable	80	9						21-2-24	22-3-10	21-2-20	22-2-17
/	Main Sails,	Hawser ....	90	1 1/2				Stream .....	1	10-2-0			
/	Main Top Sails,	Towlines .....	80	7									
	and others well found	Warp .....	80	6				Kedges .....	2	4-2-0			
		All of <i>good</i> quality.	80	4						2-3-8			

Her Standing and Running Rigging *Wain & hemp* are sufficient in size and *good* in quality.

She has *2 Life boats* Long Boat and *3 others*

The present state of the Windlass is *good* Capstan *good* and Rudder *good* Pumps *good*

*Hearfield's Patent Steam Steam for Lower Windlass*

Order for Special Survey	DATES of	1st.	On the several parts of the frame, when in place, and before the plating was wrought	<i>Built under</i>
No. <i>2079</i>	Surveys held	2nd.	On the plating during the progress of rivetting	<i>Special Survey</i>
Date <i>April 16/68</i>	while building	3rd.	When the beams were in and fastened, and before the decks were laid	<i>from 2. Nov. 1867</i>
Order for Ordinary Survey	as per	4th.	When the ship was complete, and before the plating was finally coated	<i>to the present date</i>
No. _____	Section 18.	5th.	After the ship was launched	
Date _____				

State if she has a Spar Deck *Yes* Poop \_\_\_\_\_ or Forecastle \_\_\_\_\_

**eral Remarks,** *Spar Deck* The Beams are of bulb iron 6 1/2 x 7/16 spaced at every alternate frame with double angle iron on upper edge 2 1/2 x 2 1/2 x 7/16. The stringer plates on their ends are 30 x 7/16 and angle iron on so 4 x 3 1/2 x 7/16. The fore and aft and diagonal tie plates 9 x 7/16. The sheer strakes are 4 x 3 x 7/16. The strake below 7/16. The thickness of Main and Spar decks are reversed. The Spar deck being 3 1/2 and the Main deck 3 1/2.

Certificate for the Tests of Anchors and Chain Cables have been produced, issued from the Marine Public Testing Machine and signed by John Hartnup S.M.

In what manner are the surfaces preserved from oxidation? Inside *Portland Cement to upper turn of Bilges, & red-lead above*  
Ditto ditto Outside *3 Coats of red-lead*

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

The amount of the Fee .....£ 5 : : is received by me,

*Aug. 11/68* Special .....£ 62 : 10 : "

Certificate (if required) .....£ : : "

Committee's Minute *11<sup>th</sup> August 1868*

Character assigned *B*

*The hull of this vessel was surveyed throughout by Mr. Lawrence, & the report made by him prior to his last illness but his signature was omitted until completion of the report.*  
*This vessel appears eligible for the B1 class.*  
*11<sup>th</sup> Aug 1868*

Lloyd's Register Foundation