

IRON SHIPS.

Rev 28/6/11

No. 10892 Survey held at Newcastle Date 18th Jan^r to 9th June 1899
 on the S.S. "Lloyd's" Master J. O. Postman
 Tonnage under tonnage deck 499.11 Built at Newcastle When built 1869 Launched 15th May 69
 Ditto of quarter deck 45.74 By whom built Palmer & Co Owners Dixon & Co
 Ditto of poop, fore-castle, or other erections on upper deck 37.77 Port belonging to London Destined Voyage Antwerp
 Ditto of spar deck 49.57 If Surveyed while Building, Afloat, or in Dry Dock While building
 Ditto of engine room 191.57
 Gross tonnage, less 36.37 846.25
 Total Register tonnage, 654.68
 as cut on beam

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse.	N ^o . of Decks
220	0		28	0		17	9	1/2	160		one

(Dimensions of Ship per Register, length 220 breadth 28 depth 17)

	Inches in Ship.	Inches required per Rule.	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 2 3/4	7 1/2 x 3				
" if plate iron, breadth and thickness	7 1/2 x 2 3/4	7 1/2 x 2 3/4				
Stem, if bar iron, moulding and thickness	7 1/2 x 2 3/4	7 1/2 x 2 3/4				
" if plate iron, breadth and thickness	8 x 5	7 1/2 x 5 1/2				
Stern-post, if bar iron, moulding and thickness						
" if plate iron, breadth and thickness						
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	21				
Frames, Size of Angle Iron, single or double	4 3 7/16	4 1/2 3 7/16				
" Reversed Iron, to every frame	3 3 7/16	3 2 1/4 7/16				
Floors, depth and thickness of Floor Plate at mid line	18 9/16	18 9/16				
" Ditto ditto at Bilge Keelson	9 9/16	9 9/16				
" Size of Reversed Angle Iron, and No. 142 at top of Floor Plate	3 3 7/16	3 2 1/4 7/16				
Beams, Deck (N ^o . 53) double Angle Iron, Plate, Tee, or Bulb Iron	7 7/16	7 7/16				
" double or single Angle Iron, on edge	2 1/4 2 1/4 9/16	2 1/4 2 1/4 9/16				
" average space between	Alternate frames					
" Hold, or Lower Deck (N ^o . 35) double Angle, Tee, Plate, or Bulb Iron	7 7/16	7 7/16				
" double or single Angle Iron, on edge	2 1/4 2 1/4 9/16	3 2 1/4 7/16				
" average space between	2 nd and 4 th frames					
" Paddle, sided and moulded, thickness of Plate size of Angle Iron	Alternate					
" Engine						
Keelson, single or double plate, box, or intercostal	23 9/16	23 9/16				
" Size of Plates						
" Size of Angle Irons	5 3 1/2 9/16	5 4 9/16				
" Side, single or double, plate, box, or intercostal						
" Bilge (No. 1) at each Bilge, single, or double, plate, or box	5 3 1/2 9/16	5 4 9/16				

Transoms, material plate or, if none, in what manner compensated for.

Knight-heads, and Hawse Timbers Checks and Plates

The Frames extend in one length from Keel to Gumwale

The reverse angle irons on the floors extend in one length across the middle line from to tank side from thence

Keelson, how are the various lengths of plates or angle irons connected? by built straps

Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets (1/4 in.) diameter, averaging (3/4 in.) apart.

Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/2 ins.) apart.

Butts from Keel to turn of bilge, worked carvel with butt straps (11/16 in.) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/2 ins.) apart.

Do the butt straps lap over and rivet through the lands of the strake below? no

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 (2 1/2 in.) apart.

Do the butt straps lap over and rivet through the lands of the strake below? no

Edges of Sheerstrake, double or single rivetted? At upper edge single At lower edge double

Butts from bilge to planksheers, worked carvel with butt straps (10/16 in.) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/2 ins.) apart. Breadth of laps in double rivetting (4 1/4) Breadth of laps in single rivetting (3 1/4)

Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? double rivetted

Planksheer, how secured to the plating of the sides Explained by sketch

Waterway, planksheer and to the Beams if necessary.

Deck Beams, how secured to the side? Bolted to stringer and side

Hold or Lower Deck ditto do do do

addle, No. of breasthooks 4 crutches 4

What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? 2019

Manufacturer's name or trade mark Palmer & Co

We certify that the above is a correct description of the several particulars therein given.

Builder's Signature

J. M. McIntyre

Surveyor's Signature

J. Harding

IRON 444-0200

7153 £m

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? solid long lengths
 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 Scanlings of Plating, Angle Irons, &c., and further explain by a Skelch 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.

Inspected at "Lloyd's Lane", proving house. Sig: Robt Burrell Sept

N ^o .	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain	270	1 7/16	3 1/4 0.0	1 7/16	3 7/16	Bowers	1	18.3.16	19.17.2.0	18.0.0	19.0.0.0
	Fore Top Sails,								1	18.3.13	19.15.1.7	18.0.0	19.0.0.0
	Fore Topmast Stay Sails	Hamper Stream Cable	90	1 1/16	--	1 1/16			1	15.3.7	17.5.1.7	15.1.6	16 1/20
	Main Sails,	Hawser	90	8	--	8		Stream	1	8.0.0	--	8.0.0	In
	Main Top Sails,	Towlines	90	6	--	5							
	and	Warp	90	5				Kedges	1	4.0.10	--	4.0.0	stock
		All of <u>good</u> quality.							1	1.3.26	--	2.0.0	
	Her Standing and Running Rigging	is sufficient in size and <u>good</u> in quality.											
	She has <u>one life</u>	Long Boat and <u>two others</u>											
	The present state of the Windlass is <u>good</u>	Capstan <u>good</u>	and Rudder <u>good</u>	Pumps <u>4 deck, engine &c.</u>									

Order for Special Survey DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought
 No. 694 Surveys held 2nd. On the plating during the progress of rivetting
 Date 7 Aug 1869 while building 3rd. When the beams were in and fastened, and before the decks were laid
 Order for Ordinary Survey as per 4th. When the ship was complete, and before the plating was finally coated
 No. --- Section 18. 5th. After the ship was launched
 Date ---
 State if she has a Raised Spot Deck Quarter deck Peep and Forecastle

General Remarks,

This Vessel has been built with a double bottom 133 ft.
in length, but not in accordance with the Rules, the top
plating being only 5/16 thick.
To compensate for the floor plates being 1/16" thin, double
reverse bars 3x3x7/16 have been worked on the upper edge for
120 feet. In all other respects the Vessel has been built
in accordance with the Midship section, herewith returned,
and as per Secretary's letters 24th Feb/68 and 2nd & 15th January/69.

In what manner are the surfaces preserved from oxidation? Inside Asphalt and Paint
 Ditto ditto Outside Paint

I am of opinion this Vessel should be Classed A. 1.

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

June 1869 Special£ 42- 6- :
 Certificate (X required)£ : : :

Committee's Minute 24th June 18 69

Character assigned B 1

A. Harding

I am of opinion this
Steamer built
in 1869 is eligible for
Classification as
Second Class
and
is recommended
for
Registration
in
the
Lloyd's Register
of
Shipping
for
1870

It must be shown to the Surveyor, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000