

IRON SHIP

No. _____ Survey held at Hull Date, First Survey _____ Last Survey 7218 Dec 15/10/77 18

On the Iron Scho. Stw China Yard Number _____ Master Fialho

TONNAGE under } 1441.15 ONE, OR TWO DECKED, THREE DECKED VESSEL. Built at Newcastle
 Tonnage Deck }
 Ditto of Third, Spar, }
 or Awning Deck. }
 Ditto of Poop, or }
 Raised Qr. Dk. }
 Ditto of Houses }
 on Deck }
 Ditto of Forecastle }
 Gross Tonnage 1773.59 SPAR, OR AWNING-DECKED VESSEL. When built 1869 Launched _____
 Less Crew Space }
 Less Engine Room } By whom built Richardson
 Register Tonnage } 1173.48 1st NUMBER 76.4 Owners Wm. Bailey
 as out on Beam } 1st NUMBER, if a THREE-DECKED VESSEL _____ Port belonging to Hull
 Length 279.6 2nd NUMBER 21361 Destined Voyage _____
 Proportions—Breadths to Length 7.9
 Depths to Length—Upper Deck to Keel 12.3
 Main Deck ditto _____ If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule	Feet. <u>279.7</u>	Inches.	BREADTH—Moulded	Feet. <u>35</u>	Inches.	DEPTH top of Floors to Upper Deck Beams	Feet. <u>20</u>	Inches. <u>8</u>	Power of Engines	Horse. <u>185</u>	N ^o . of Decks with flat laid	N ^o . of Tiers of Beams
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Dimensions of Ship per Register, length, 290.3 breadth, 35.2 depth, 20.9

KEEL, depth and thickness	Inches in Ship.	Inches per Rule.	PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied	Inches. In Ship.	16ths. In Ship.	Inches. required	16ths. required
<u>Keel plates 9 x 1 1/8</u>	<u>9 x 1 1/8</u>	<u>9 1/2 x 2 1/2</u>	fin up. part of Bilge to lr. edge of Sh'rstrake	<u>36</u>	<u>13/16</u>	<u>36</u>	<u>12/16</u>
STEM, moulding and thickness	<u>9 x 3</u>	<u>9 x 2 1/2</u>	Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake & length applied from Mn. to Upr. or Spar Dk. Sh'rstrake.	<u>36</u>	<u>13/16</u>	<u>40</u>	<u>10/16</u>
STERN-POST for Rudder do. do. for Propeller	<u>9 x 6</u>	<u>9 x 5</u>	Up. or Spar Dk Sh'rstrake, brdth & thickns				
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>21</u>	(Class <u>100A</u>)	Butt Straps to outside plating, breadth & thickness				

FRAMES, Angle Iron, for 2/3 length amidships	Inches. In Ship.	Inches. In Ship.	16ths. In Ship.	Inches. required per Rule	Inches. required per Rule	16ths. required per Rule
Do. for 1/2 at each end	<u>5</u>	<u>3 1/2</u>	<u>9/16</u>	<u>5</u>	<u>3</u>	<u>8/16</u>
REVERSED FRAMES, Angle Iron	<u>3 1/2</u>	<u>3</u>	<u>8/16</u>	<u>3 1/2</u>	<u>3</u>	<u>8/16</u>
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<u>23 1/4</u>	<u>24</u>	<u>9/16</u>	<u>24</u>	<u>9/16</u>	

BEAMS, Upper, Spar, or Awning Deck	Inches. In Ship.	Inches. In Ship.	16ths. In Ship.	Inches. required per Rule	Inches. required per Rule	16ths. required per Rule
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>9</u>	<u>9</u>	<u>9/16</u>	<u>8 1/2</u>	<u>3</u>	<u>7/16</u>
Single or double Angle Iron on Upper edge	<u>3 1/4</u>	<u>3 1/4</u>	<u>9/16</u>	<u>3</u>	<u>3</u>	<u>7/16</u>
Average space	<u>42 ins</u>			<u>48</u>		
BEAMS, Main or Middle Deck	<u>9</u>	<u>9</u>	<u>9/16</u>	<u>8 1/2</u>	<u>3</u>	<u>7/16</u>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>3 1/4</u>	<u>3 1/4</u>	<u>9/16</u>	<u>3</u>	<u>3</u>	<u>7/16</u>
Single, or double Angle Iron, on Upper Edge				<u>48</u>		
Average space	<u>42 ins</u>					

BEAMS, Lower Deck, Hold or Orlop	Inches. In Ship.	Inches. In Ship.	16ths. In Ship.	Inches. required per Rule	Inches. required per Rule	16ths. required per Rule
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>36</u>	<u>36</u>	<u>1/16</u>	<u>36</u>	<u>10/16</u>	
Single or double Angle Iron on Upper Edge	<u>5 1/2</u>	<u>4 1/2</u>	<u>9/16</u>	<u>5 1/2</u>	<u>4</u>	<u>9/16</u>
Average space	<u>42 ins</u>			<u>5 1/2</u>	<u>4</u>	<u>9/16</u>

KEELSONS Centre line, single <u>through</u> plate, box, or Intercostal, Plates	Inches. In Ship.	Inches. In Ship.	16ths. In Ship.	Inches. required per Rule	Inches. required per Rule	16ths. required per Rule
" Rider Plate	<u>36</u>	<u>36</u>	<u>1/16</u>	<u>36</u>	<u>10/16</u>	
" Bulb Plate to Intercostal Keelson	<u>5 1/2</u>	<u>4 1/2</u>	<u>9/16</u>	<u>5 1/2</u>	<u>4</u>	<u>9/16</u>
" Angle Irons	<u>5 1/2</u>	<u>4 1/2</u>	<u>9/16</u>	<u>5 1/2</u>	<u>4</u>	<u>9/16</u>
" Double Angle Iron Side Keelson	<u>22</u>	<u>22</u>	<u>1/16</u>	<u>22</u>	<u>8 1/2</u>	<u>7/16</u>
" Side Intercostal Plate				<u>8 1/2</u>	<u>7/16</u>	
" do. Angle Irons <u>Bulb plate</u>				<u>8 1/2</u>	<u>7/16</u>	
" Attached to outside plating with angle iron				<u>8 1/2</u>	<u>7/16</u>	

BILGE Angle Irons	Inches. In Ship.	Inches. In Ship.	16ths. In Ship.	Inches. required per Rule	Inches. required per Rule	16ths. required per Rule
" do. Bulb Iron	<u>5 1/2</u>	<u>4 1/2</u>	<u>9/16</u>	<u>5 1/2</u>	<u>4</u>	<u>9/16</u>
" do. Intercostal plates riveted to plating for length	<u>9</u>	<u>9</u>	<u>9/16</u>	<u>8 1/2</u>	<u>7/16</u>	
BILGE STRINGER Angle Irons	<u>5 1/2</u>	<u>4 1/2</u>	<u>9/16</u>	<u>5 1/2</u>	<u>4</u>	<u>9/16</u>
Intercostal plates riveted to plating for length. <u>Intercostal plate</u>				<u>8 1/2</u>	<u>7/16</u>	

Transoms, material. Knight-heads. Hawse Timbers. _____

Windlass _____ Pall Bitt _____

The FRAMES extend in one length from _____ to _____ Riveted through plates with _____ in. Rivets, about _____ apart.

The REVERSED ANGLE IRONS on floors and frames extend _____ middle line to _____ and to _____ alternately

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? _____ And butts properly shifted? _____

PLATING. Garboard, double riveted to Keel, with rivets _____ in. diameter, averaging _____ ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets _____ in. diameter, averaging _____ ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets _____ in. diameter averaging _____ ins. from centre to centre.

Butts of _____ Strakes at Bilge for _____ length, treble riveted with Butt Straps _____ thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets _____ in. diameter, averaging _____ ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets _____ in. diameter, averaging _____ 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 _____ length amidships. Butts of Upper or Spar Sheerstrake, treble riveted _____ length amidships.

Butts of Main Stringer Plate, treble riveted for _____ length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for _____ length.

Breadth of laps of plating in double riveting _____ Breadth of laps of plating in single riveting _____

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? _____

Waterway, how secured to Beams _____ (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? _____ No. of Breasthooks, _____ Crutches, _____

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

Manufacturer's name or trade mark, _____

The above is a correct description.

Builder's Signature, _____ Surveyor's Signature, _____



