

# IRON SHIPS.

Rev 30/5/70

No. 2527 Survey held at London Date, First Survey 21 Dec 1879 Last Survey 28 Mar 1880

On the Iron S.S. "James Hall" Master A. Dimpster

Tonnage under Tonnage Deck } <u>516.00</u>	ONE, OR TWO DECKED VESSELS.	THREE DECKED VESSELS.	Built at <u>London</u>
Half of Spar Deck, or Awning Deck. } <u>24.95</u>	Half moulded breadth ... <u>12.0</u>	Half Moulded Breadth ...	When built <u>1870</u> Launched <u>25 Dec 1870</u>
Do. of Deck or Raised Or. Dk. } <u>7.00</u>	Depth from upper part of Keel to top of Upper Deck Beams (or as per Rule, Section 11) ... <u>14.0</u>	Total Depth if three or more Decks ...	By whom built <u>James Hall, Russell &amp; Co</u>
Houses } <u>7.00</u>	Girth of Half Midship Frame (as per Rule) ... <u>23.0</u>	Total Girth of Half Midship Frame ...	Owners <u>London &amp; Hull Steam Co</u>
Forecastle } <u>7.00</u>	1st Number ... <u>497</u>	3rd Number ...	Port belonging to <u>London</u>
Gross Tonnage <u>548.02</u>	Length ... <u>90.5</u>	Length ...	Destined Voyage <u>Scull</u>
Crew Space, as per Rule } <u>75.86</u>	2nd Number ... <u>810.1</u>	4th Number ...	Surveyed while Building, Afloat, or in Dry Dock <u>Under special survey</u>
Register Tonnage, as per Rule } <u>332.76</u>	Depths to Length. <u>12</u>	Breadths to Length ...	
Deck Room } <u>111.06</u>			
Register Tonnage, as a Steamer, cut on the Beam } <u>221.12</u>			

Length on deck } <u>103</u>	Moulded Breadth, <u>24</u>	Depths from top of Floors to Upper and Main Deck Beams, as per Rule ...	Power of Engines, <u>65</u>	N <sup>o</sup> . of Decks, <u>One</u>
Super Rule, <u>103</u>				N <sup>o</sup> . of Tiers of Beams <u>One</u>

Dimensions of Ship per Register, length, 114 breadth, 27.05 depth, 12.5

	Inches in Ship.	Inches required per Rule.		Inches in Ship.	Inches required per Rule.
Keel, if bar iron, depth and thickness	<u>6 1/2 x 2 1/4</u>	<u>4 1/4 x 1 1/2</u>	Flat Keel Plates, breadth and thickness		
Do. if centre through plate, depth and thickness			Plates in Garboard Strakes, breadth and thickness	<u>30</u>	<u>2 1/2</u>
Stem, if bar iron, moulding and thickness	<u>6 1/4 x 2</u>	<u>6 1/2 x 1 1/2</u>	Do. from Garboard to upper part of Bilges	<u>30</u>	<u>2 1/2</u>
Stern-post do. do. do.	<u>6 1/2 x 4 1/2</u>	<u>6 1/2 x 3 1/4</u>	Do. of doubling at Bilge, or increased thickness, and length applied		
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>27</u>	<u>22</u>	Do. from upper part of Bilge to lower edge of Sheerstrake	<u>30</u>	<u>2 1/2</u>
		(Class <u>900A</u> )	Do. Main Sheerstrake, breadth and thickness	<u>30</u>	<u>2 1/2</u>
Frames, size of Angle Iron, for 2/3 length amidships	<u>3 2 1/2</u>	<u>3 2 1/2</u>	Do. of d'bling at Sh'rstrake, & length applied	<u>30</u>	<u>2 1/2</u>
Do. for 1/3 at each end	<u>3 2 1/2</u>	<u>3 2 1/2</u>	Do. from Main to Upper Deck Sheerstrake	<u>30</u>	<u>2 1/2</u>
Reversed Frames, size of Angle Iron	<u>2 1/4</u>	<u>2 1/4</u>	Do. Up Deck Sh'rstrake, breadth and thickness	<u>30</u>	<u>2 1/2</u>
Floors, depth and thickness of Floor Plate at mid line for half the length amidships	<u>1 1/2</u>	<u>1 1/2</u>	Butt Straps to outside plating, breadth & thickness	<u>2 1/2</u>	<u>2 1/2</u>
Do. at the ends	<u>1 1/2</u>	<u>1 1/2</u>	Lengths of Plating	<u>2 1/2</u>	<u>2 1/2</u>
Do. do. do. at Bilge Keelson	<u>6</u>	<u>6</u>	Shifts of Plating, and Stringers	<u>2 1/2</u>	<u>2 1/2</u>
Do. eight extended at the Bilges	<u>31</u>	<u>31</u>	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	<u>2 1/2</u>	<u>2 1/2</u>
Beams, Three Decked, Spar, or Awning Decked (No. ) single or double Angle Iron, Plate or Tee Bulb Iron	<u>6</u>	<u>6</u>	Angle Iron on ditto	<u>2 1/2</u>	<u>2 1/2</u>
Do. single or double Angle Iron on Upper edge	<u>2 1/4</u>	<u>2 1/4</u>	Tie Plates (fore and aft), outside Hatchways	<u>2 1/2</u>	<u>2 1/2</u>
Average space	<u>3.6</u>	<u>3.6</u>	Diagonal Tie Plates on Beams (No. of Pairs, &)	<u>2 1/2</u>	<u>2 1/2</u>
Beams, Upper or Middle Deck (No. ) single or double Angle Iron, Plate or Tee Bulb Iron	<u>6</u>	<u>6</u>	Planksheer material and scantling	<u>2 1/2</u>	<u>2 1/2</u>
Do. single or double Angle Iron on Upper Edge	<u>2 1/4</u>	<u>2 1/4</u>	Waterways do. do.	<u>2 1/2</u>	<u>2 1/2</u>
Average space	<u>3.6</u>	<u>3.6</u>	Flat of Deck do. do.	<u>2 1/2</u>	<u>2 1/2</u>
Beams, Lower Deck or Orlop (No. ) single or double Angle Iron, Plate or Tee Bulb Iron	<u>6</u>	<u>6</u>	How fastened to Beams	<u>2 1/2</u>	<u>2 1/2</u>
Do. single or double Angle Iron on Upper Edge	<u>2 1/4</u>	<u>2 1/4</u>	Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	<u>2 1/2</u>	<u>2 1/2</u>
Average space	<u>3.6</u>	<u>3.6</u>	(Is the Stringer Plate attached to the outside plating?)		
Keelson Centre line, single or double plate, or Intercoastal, size of Plates	<u>10 1/2</u>	<u>10 1/2</u>	Angle Irons on ditto (No. )		
Do. Plate to Intercoastal Keelson	<u>3 1/2</u>	<u>3 1/2</u>	Stringer or Tie Plates, outside Hatchways		
Do. of Angle Irons	<u>3 1/2</u>	<u>3 1/2</u>	Flat of Deck		
Do. Intercoastal Keelson, size of Plates	<u>6</u>	<u>6</u>	Ceiling betwixt Decks, thickness and material	<u>1 1/2</u>	<u>1 1/2</u>
Do. Angle Irons on tops of Floors	<u>3 1/2</u>	<u>3 1/2</u>	Do. in hold	<u>2</u>	<u>2 1/2</u>
Do. Keelson, Bulb Iron	<u>6</u>	<u>6</u>	Clamps or Spirketting	<u>2 1/4</u>	<u>2 1/2</u>
Do. do. Angle Irons	<u>3 1/2</u>	<u>3 1/2</u>	Main piece of Rudder, diameter at head	<u>3 1/4</u>	<u>3 1/4</u>
Do. Side Stringers (No. ) size of Angle Irons	<u>3 1/2</u>	<u>3 1/2</u>	Do. do. at heel	<u>2 1/4</u>	<u>2 1/2</u>
	<u>3 1/2</u>	<u>3 1/2</u>	(Can the Rudder be unshipped afloat?)	<u>Yes</u>	

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

Knight-heads Patent Hawse Timbers Frames

Windlass Greenheart Pall Bitt Plate and Bolt Bar

The Frames extend in one length from Keel to Gunwale Riveted through plates with ( 3/4 in.) Rivets, about 8 apart.

The Reverse Angle Irons on the floors extend across the middle line to above the Hold Beam stringer

On all the Frames and to the Gunwale or alternate frames

Keelsons are the various lengths of Plates and Angle Irons properly connected? Yes And are their butts properly shifted? Yes

Plates, Garboard, double or single Riveted to Keel, double or single at upper edge, with Rivets ( 3/4 in.) diameter, averaging ( 2 1/2 ins.) from centre to centre.

Do. Edges from Garboards to upper part of Bilge, worked Clencher, double or single Riveted; with Rivets ( 3/4 in.) diameter, averaging ( 2 1/2 ins.) from centre to centre.

Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes ( 2 1/8 ) thick, treble, double or single Riveted; with Rivets ( 3/4 in.) diameter, averaging ( 2 1/2 ins.) from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below? No

Do. Edges from bilge to sheerstrake, worked carvel with a lining piece ( single ) thick, or clencher, double or single riveted; with rivets ( 3/4 in.) diameter, averaging ( 2 1/2 ins.) from centre to centre.

Do. Edges of Sheerstrake, double or single Riveted. At upper edge single to Bulwarks At lower edge Double

Butts from Bilge to Planksheers, worked Carvel with Butt Straps ( 2 1/8 ) thick, double or single Riveted; with Rivets ( 3/4 in.) diameter, averaging ( 2 1/2 ins.) from centre to centre. Breadth of laps in double Riveting ( 2 1/2 ) Breadth of laps in single Riveting ( 2 1/2 )

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

Planksheer, how secured to the plating of the sides, Explain by Sketch, from Bulwark

Waterway " " planksheer and to the Beams, Explain by Sketch, from Bulwark

Beams of the various Decks, how secured to the sides? Moulded and riveted to frames No. of Breasthooks, from Crutches, from

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

Manufacturer's name or trade mark, Best Best

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

Builder's Signature, James Hall Russell & Co Surveyor's Signature, A. Dimpster

1879/46 0215

