

IRON SHIPS.

No. 11169 Survey held at Newcastle Date 30th October 1896 21st June 1896
 on the Vina crew steamer "John Johnasson" Master Henrich
 Tonnage under tonnage deck 489.99 Built at Newcastle When built 1870 Launched May 1870
 Ditto of quarter deck 30.65 By whom built Wm Mitchell & Co Owners J. Johnasson
 Ditto of poop, fore-castle, or other erections on upper deck 7.79
 Ditto of spar deck 28.48
 Ditto of engine room 169.10 Port belonging to London Destined Voyage London
 Gross tonnage, less } 499.95
 cargo space }
 net Register tonnage, } 330.85
 cut on beam }
 If Surveyed while Building, Afloat, or in Dry Dock while building

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
Length aloft	<u>179 0</u>	Extreme Breadth	<u>27 0</u>	Depth from top of Upper Deck Beam to top of Floor	<u>15 3</u>	Power of Engines	<u>80</u>	N ^o . of Decks <u>one</u>
(Dimensions of Ship per Register, length <u>179.9</u> breadth <u>27.0</u> depth <u>15.07</u>)								
Keel, if bar iron, depth and thickness	<u>6 x 2 1/2</u>	Inches in Ship.	<u>6 3/4</u>	Inches required per Rule.	<u>4 1/2</u>	Plates in Garboard Strakes, breadth and thickness	<u>30</u>	<u>8 24 9</u>
" if plate iron, breadth and thickness	<u>6 x 2 1/2</u>	Inches in Ship.	<u>6 3/4</u>	Inches required per Rule.	<u>4 1/2</u>	Ditto from Garboard to upper part of Bilges	<u>7 1</u>	<u>0</u>
Stem, if bar iron, moulding and thickness	<u>6 x 2 1/2</u>	Inches in Ship.	<u>6 3/4</u>	Inches required per Rule.	<u>4 1/2</u>	" from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold	<u>6 1</u>	<u>7 6</u>
" if plate iron, breadth and thickness	<u>7 x 5</u>	Inches in Ship.	<u>6 3/4</u>	Inches required per Rule.	<u>5</u>	" from 3/4ths depth of Hold to lower edge of Sheerstrake	<u>5 1</u>	<u>6 1</u>
tern-post, if bar iron, moulding and thickness	<u>7 x 5</u>	Inches in Ship.	<u>6 3/4</u>	Inches required per Rule.	<u>5</u>	" Sheerstrake, breadth and thickness	<u>28</u>	<u>9 24 10 4</u>
" if plate iron, breadth and thickness	<u>23</u>	Inches in Ship.	<u>23</u>	Inches required per Rule.	<u>23</u>	Butt Straps to outside plating, breadth and thickness	<u>8 1/2</u>	<u>5 9 10 1/4 6 x 9</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>23</u>	Inches in Ship.	<u>23</u>	Inches required per Rule.	<u>23</u>	Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	<u>25</u>	<u>7 25 7</u>
Frames, Size of Angle Iron, single or double	<u>3 1/2 x 2 1/2</u>	Inches in Ship.	<u>7 13/16</u>	Inches required per Rule.	<u>2 3/4</u>	Angle Iron on ditto	<u>3 1/2 x 2 1/2</u>	<u>6 4 x 3 x 6</u>
Reversed Iron, # to every frame	<u>2 3/4 x 2 3/4</u>	Inches in Ship.	<u>6 2 3/4</u>	Inches required per Rule.	<u>2 1/2</u>	Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways	<u>10</u>	<u>7 9 6 4</u>
Floors, depth and thickness of Floor Plate at mid line	<u>17</u>	Inches in Ship.	<u>7 1/4</u>	Inches required per Rule.	<u>7 1/4</u>	Diagonal Tie Plates on ditto	<u>10</u>	<u>7 9 3/4 7</u>
" Ditto ditto at Bilge Keelson	<u>17</u>	Inches in Ship.	<u>7 1/4</u>	Inches required per Rule.	<u>7 1/4</u>	Planksheer, materials and scantlings	<u>9</u>	<u>utter</u>
" Size of Reversed Angle Iron, and No. <u>one</u> at top of Floor Plate	<u>2 1/2 x 2 1/2</u>	Inches in Ship.	<u>6 2 3/4</u>	Inches required per Rule.	<u>2 1/2</u>	Waterway ditto ditto	<u>3 4</u>	<u>rim 3</u>
Beams, Deck (N ^o . <u>47</u>) double Angle Iron, Plate, Tee, or Bulb Iron	<u>6 1/2</u>	Inches in Ship.	<u>6 1/2</u>	Inches required per Rule.	<u>6</u>	Flat of Upper Deck, thickness and material	<u>3 4</u>	<u>rim 3</u>
" double or single Angle Iron, on upper edge	<u>2 1/2 x 2 1/2</u>	Inches in Ship.	<u>5 2 1/2</u>	Inches required per Rule.	<u>2 1/2</u>	" how fastened to Beams	<u>10</u>	<u>10 1/2</u>
" average space between	<u>3 10</u>	Inches in Ship.	<u>3 10</u>	Inches required per Rule.	<u>3 10</u>	Ceiling betwixt Decks and in Hold, thickness and material	<u>2 1/2</u>	<u>red skin</u>
" Hold, or Lower Deck (N ^o . <u>15</u>) double Angle, Tee, Plate, or Bulb Iron	<u>6 1/2</u>	Inches in Ship.	<u>6 1/2</u>	Inches required per Rule.	<u>6</u>	Clamps or Spiketting ditto	<u>19</u>	<u>7 19 4</u>
" double or single Angle Iron, on upper edge	<u>2 1/2 x 2 1/2</u>	Inches in Ship.	<u>6 2 3/4</u>	Inches required per Rule.	<u>2 1/2</u>	Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness	<u>19</u>	<u>7 19 4</u>
" average space between	<u>3 10</u>	Inches in Ship.	<u>3 10</u>	Inches required per Rule.	<u>3 10</u>	Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams	<u>3 1/2 x 3 1/2</u>	<u>8</u>
" Paddle, sided and moulded, thickness of Plate size of Angle Iron	<u>3 10</u>	Inches in Ship.	<u>3 10</u>	Inches required per Rule.	<u>3 10</u>	Stringers in Hold	<u>2 1/2</u>	<u>red skin</u>
Engine	<u>3 10</u>	Inches in Ship.	<u>3 10</u>	Inches required per Rule.	<u>3 10</u>	Flat of Lower Deck, thickness and material	<u>4 1/4</u>	<u>14 1/4</u>
Keelson, single or double plate, box, or intercostal	<u>27</u>	Inches in Ship.	<u>6 1 1/2</u>	Inches required per Rule.	<u>9</u>	Main piece of Rudder, diameter at head	<u>2 1/2</u>	<u>2 1/2</u>
" Size of Plates	<u>27</u>	Inches in Ship.	<u>6 1 1/2</u>	Inches required per Rule.	<u>9</u>	" " " at heel	<u>2 1/2</u>	<u>2 1/2</u>
" Size of Angle Irons	<u>3 1/2 x 3 1/2</u>	Inches in Ship.	<u>6 4</u>	Inches required per Rule.	<u>3 6</u>	(Can the Rudder be unshipped afloat <u>Yes</u>)	<u>2 1/2</u>	<u>2 1/2</u>
" Side, single or double, plate, box, or intercostal	<u>3 1/2 x 3 1/2</u>	Inches in Ship.	<u>6 4</u>	Inches required per Rule.	<u>3 6</u>	Bulkheads, N ^o . <u>4</u> Thickness of	<u>5 1/2</u>	<u>1</u>
" Bilge (No. <u>one</u>) at each Bilge, single, or double, plate, or box	<u>3 1/2 x 3 1/2</u>	Inches in Ship.	<u>6 4</u>	Inches required per Rule.	<u>3 6</u>	" Height up <u>upper deck</u>	<u>5 1/2</u>	<u>1</u>
Transoms, material <u>iron</u> or, if none, in what manner compensated for.	<u>3 1/2 x 3 1/2</u>	Inches in Ship.	<u>6 4</u>	Inches required per Rule.	<u>3 6</u>	" how secured to the sides of the ship <u>Return double frames</u>	<u>5 1/2</u>	<u>1</u>
Knigh'-heads, and Hawse Timbers	<u>3 1/2 x 3 1/2</u>	Inches in Ship.	<u>6 4</u>	Inches required per Rule.	<u>3 6</u>	" size of vertical angle irons <u>2 1/2 x 2 1/2</u> and their distance apart <u>30</u>	<u>5 1/2</u>	<u>1</u>
The Frames extend in one length from <u>keel</u> to <u>funnel</u> rivetted through plates with (<u>5/8</u> in.) rivets, about (<u>5</u>) apart.	<u>3 1/2 x 3 1/2</u>	Inches in Ship.	<u>6 4</u>	Inches required per Rule.	<u>3 6</u>		<u>5 1/2</u>	<u>1</u>
The reverse angle irons on the floors extend in <u>one</u> length across the middle line from <u>upper part of bilge</u> to <u>ditto</u>	<u>3 1/2 x 3 1/2</u>	Inches in Ship.	<u>6 4</u>	Inches required per Rule.	<u>3 6</u>		<u>5 1/2</u>	<u>1</u>
" " " on the frames " and " from <u>the keel</u> to <u>funnel</u> or <u>alternate frames</u>	<u>3 1/2 x 3 1/2</u>	Inches in Ship.	<u>6 4</u>	Inches required per Rule.	<u>3 6</u>		<u>5 1/2</u>	<u>1</u>
Keelson, how are the various lengths of plates or angle irons connected? <u>with butt straps</u>	<u>3 1/2 x 3 1/2</u>	Inches in Ship.	<u>6 4</u>	Inches required per Rule.	<u>3 6</u>		<u>5 1/2</u>	<u>1</u>

Plates, Garboard, double rivetted to keel, double at upper edge, with rivets (7/8 in.) diameter, averaging (2 1/2 in.) apart.
 Edges from Garboards to upper part of bilge, worked clench, double or single rivetted; with rivets (7/8 in.) diameter, averaging (2 1/2 in.) apart.
 Butts from Keel to turn of bilge, worked carvel with butt straps (5/8) thick, double or single rivetted; with rivets (5/8 in.) diameter, averaging (2 1/4 in.) 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 clench, double or single rivetted; with rivets (7/8 in.) diameter, averaging (2 1/4 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 (5/8) thick, double or single rivetted; with rivets (7/8 in.) diameter, averaging (2 1/4 in.) apart. Breadth of laps in double rivetting (3 1/2) Breadth of laps in single rivetting (2 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 { Explain by sketch }
 Waterway " " planksheer and to the Beams { if necessary. }
 Deck Beams, how secured to the side? Turned down curved frames
 Hold or Lower Deck ditto do
 Paddle " " No. of breasthooks 3 crutches 3
 What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? Plating by Bolton
 Manufacturer's name or trade mark Angle iron & Bulb by Lord Wilson & Co. Glasgow & Co
 We certify that the above is a correct description of the several particulars therein given.
 Builder's Signature C. Mitchell & Co Surveyor's Signature Reginald Marshall

8076 Iron

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 in places

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? Very 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.

Tested at Lloyd's Tonnage Proving House, North Wharf, London

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 as per Rule.
<u>One</u>	Fore Sails,	Chain	<u>210</u>	<u>1 1/8</u>	<u>25-10-0</u>	<u>13/16</u>	<u>25-9/10</u>	Bowers	<u>1</u>	<u>12-0-0</u>	<u>13-10-0</u>	<u>12-0-0</u>	<u>1</u>
<u>One</u>	Fore Top Sails,								<u>1</u>	<u>12-0-4</u>	<u>13-10-2-1/2</u>	<u>12-0-0</u>	<u>1</u>
<u>One</u>	Fore Topmast Stay Sails,	Hempen Stream Cable	<u>90</u>	<u>8</u>				Stream	<u>1</u>	<u>5-2-0</u>		<u>5-0-0</u>	
<u>One</u>	Main Sails,	Hawser <u>Chain</u> ...	<u>80</u>	<u>3 1/2</u>				Kedges	<u>1</u>	<u>2-2-1</u>		<u>2-2-0</u>	
<u>One</u>	Main Top Sails,	Towlines	<u>90</u>	<u>7 1/2</u>					<u>1</u>	<u>1-2-0</u>		<u>1-1-0</u>	
<u>One</u>		Warp	<u>90</u>	<u>7 1/2</u>									
<u>One</u>		All of <u>good</u> quality.	<u>90</u>	<u>7 1/2</u>									

Her Standing and Running Rigging of wire sufficient in size and good in quality.

She has One Life Long Boat and two others good

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

Order for Special Survey	DATES of	1st. On the several parts of the frame, when in place, and before the plating was wrought	<u>Shut under</u>
No. <u>732</u>	Surveys held	2nd. On the plating during the progress of rivetting	
Date <u>20th Oct 1869</u>	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	<u>Shut under</u>
No. <u>5</u>	Section 18.	5th. After the ship was launched	
Date <u>5</u>			

State if she has a Spar Deck No Poop Yes or Forecastle No

General Remarks,

This vessel has a double bottom extending the length of the Fore and After Holds. The plating of the inner bottom being 5/16 thick. She has also an external bilge keelson fitted on each side formed of double angle iron 5 1/2 x 3 x 5/16. In all other respects she is perfectly similar to the "Ilsworth" (report no 10955)

In what manner are the surfaces preserved from oxidation? Inside Portland Cement Paint

Ditto ditto Outside Paint

I am of opinion this Vessel should be Classed 1st

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

Special £ 24-19-0

Certificate (if required) £ 7-0-0

Committee's Minute 1st July 1870

Character assigned A

WMA



Lloyd's Register Foundation