

# IRON SHIPS.

Rev 30/6/90  
14/2/88  
From J. Mitchell

No. 11169 Survey held at Newcastle Date 30<sup>th</sup> October 1896 21<sup>st</sup> June 1890  
 on the Yona crew steamer "John Johnsson" Master Lawerick  
 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. Johnsson  
 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  
 Gross tonnage, less } 499.95 Port belonging to London Destined Voyage London  
 net Register tonnage, } 330.85  
 If Surveyed while Building, Afloat, or in Dry Dock while building

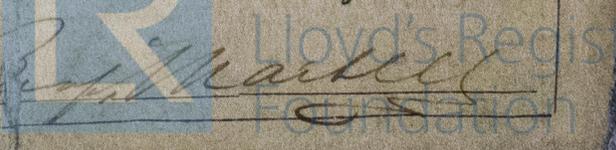
Length aloft 179 0 Extreme Breadth 27 0 Depth from top of Upper Deck Beam to top of Floor 15 3 Power of Engines 80 No. of Decks one

Dimensions of Ship per Register, length <u>179.9</u> breadth <u>27.0</u> depth <u>15.07</u>		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.	
		In Ship.	In Ship.	Inches.	Inches.	Inches.	Inches.	16ths.	16ths.
Keel, if bar iron, depth and thickness	<u>6 x 2 3/4</u>	<u>6 3/4</u>	<u>2 3/4</u>	<u>6 3/4</u>	<u>2 3/4</u>				
Stem, if bar iron, moulding and thickness	<u>6 x 2 3/4</u>	<u>6 3/4</u>	<u>2 3/4</u>	<u>6 3/4</u>	<u>2 3/4</u>				
tern-post, if bar iron, moulding and thickness	<u>7 x 5</u>	<u>7</u>	<u>5</u>	<u>6 3/4</u>	<u>5</u>				
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>23</u>	<u>23</u>		<u>23</u>					
Frames, Size of Angle Iron, single or double	<u>3 1/2 x 2 1/2</u>	<u>7</u>	<u>13 1/2</u>	<u>2 3/4</u>	<u>4</u>				
Floors, depth and thickness of Floor Plate at mid line	<u>17</u>	<u>7</u>	<u>11 1/4</u>	<u>7</u>	<u>6</u>				
Beams, Deck (No. 47) double Angle Iron, Plate, Tee, or Bulb Iron	<u>6 1/2</u>	<u>6</u>	<u>16 1/2</u>	<u>6</u>	<u>6</u>				
Hold, or Lower Deck (No. 15) double Angle, Tee, Plate, or Bulb Iron	<u>6 1/2</u>	<u>6</u>	<u>16 1/2</u>	<u>6</u>	<u>6</u>				
Keelson, single or double plate, box, or intercostal	<u>27</u>	<u>6</u>	<u>11 1/2</u>	<u>9</u>					
Side, single or double, plate, box, or intercostal	<u>3 1/2</u>	<u>3 1/2</u>	<u>8</u>	<u>4</u>	<u>3</u>	<u>6</u>			
Transoms, material <u>iron</u> or, if none, in what manner compensated for.									
Knigh'-heads, and Hawse Timbers	<u>iron</u>								

Plates in Garboard Strakes, breadth and thickness 30 8 24 9  
 Ditto from Garboard to upper part of Bilges 7 1 0  
 from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold 6 1 4  
 from 3/4ths depth of Hold to lower edge of Sheerstrake 5 1 6  
 Sheerstrake, breadth and thickness 28 9 24 10 4  
 Butt Straps to outside plating, breadth and thickness 8 1/2 5 9 10 6 9  
 Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness 25 7 25 4  
 Angle Iron on ditto 3 1/2 3 6 4 3 6  
 Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways 10 7 9 4 4  
 Diagonal Tie Plates on ditto 10 7 9 4 4  
 Planksheer, materials and scantlings gutter  
 Waterway ditto ditto 3 4 3  
 Flat of Upper Deck, thickness and material 3 4 3  
 how fastened to Beams iron bolt ends  
 Ceiling betwixt Decks and in Hold, thickness and material 2 1/2 red lead  
 Clamps or Spirketting ditto 19 7 19 4  
 Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness 19 7 19 4  
 Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams 3 1/2 3 1/2 8  
 Stringers in Hold 2 red lead  
 Flat of Lower Deck, thickness and material 4 1/4 14 4  
 Main piece of Rudder, diameter at head 4 1/4 14 4  
 at heel 2 1/2 2 1/2  
 (Can the Rudder be unshipped afloat Yes)  
 Bulkheads, No. 4 Thickness of 5 16  
 Height up upper deck  
 how secured to the sides of the ship Return Beams from  
 size of vertical angle irons 2 1/2 3 1/2 6 and their distance apart 30  
 rivetted through plates with (5/8 in.) rivets, about (5) apart.  
 The reverse angle irons on the floors extend in one length across the middle line from upper part of bilge to ditto  
 on the frames and from sheer to gunwale or alternate frames  
 Keelson, how are the various lengths of plates or angle irons connected? with butt straps  
 Strakes, Garboard, double rivetted to keel, double at upper edge, with rivets (7/8 ins.) diameter, averaging (25 ins.) apart.  
 Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (7/8 in.) diameter, averaging (2 1/2 ins.) 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 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 (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 1/8) thick, double or single rivetted; with rivets (7/8 in.) diameter, averaging (2 1/4 ins.) 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? Tuned down keelson frames  
 Hold or Lower Deck ditto      
 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 & Bulbs by John 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 Robert Marshall

Page for 11169

180446 - 0321



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 Wharfedale Sts

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.	Test as per	Wght req'd	Test as per
										Ex. Stock.	Certificate.	per Rule.	
	Fore Sails,	Chain .....	210	1 7/8	25-1000	13/16	25-9/10	Bowers .....	1	12.00	13.10	12.0.0	12.0.0
	Fore Top Sails,								1	12.0.4	13.10	12.0.0	12.0.0
	Fore Topmast Stay Sails	Hempen Stream Cable	90	8				Stream .....	1	5.2.0		5.0.0	
	Main Sails,	Hawser <u>Chain</u> ...	80	3 1/2				Kedges .....	1	2.2.1		2.2.0	
	Main Top Sails,	Towlines .....	90	7 1/2					1	1.2.0		1.1.0	
	and	Warp .....	90	7 1/2									
		All of <u>good</u> quality.	90	7 1/2									

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

She has One Life Long Boat and two others ✓

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

Order for Special Survey DATES of

No. 732 Surveys held

Date 20<sup>th</sup> Oct 1869 while building

Order for Ordinary Survey as per

No. 5 Section 18.

Date 5

1st. On the several parts of the frame, when in place, and before the plating was wrought

2nd. On the plating during the progress of rivetting

3rd. When the beams were in and fastened, and before the decks were laid

4th. When the ship was complete, and before the plating was finally coated

5th. After the ship was launched

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 precisely 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 A 1

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

Special ..... £ 24-19- ..

Certificate (if required) ..... £ ..

Committee's Minute 1<sup>st</sup> July 1869

Character assigned A 1

WA



Lloyd's Register Foundation

Vertical text on the left margin: "The vessel is a 300 tonnage, built at the yard of Messrs. ..."