

# IRON SHIPS.

No. 1108 Surveyed at Newcastle Date 27<sup>th</sup> of January to 28<sup>th</sup> June 1870.  
 on the V.S.S. "Mid-Surrey" Master E. Harvey  
 Tonnage under tonnage deck 205.40 Built at Newcastle When built 1870 Launched 30<sup>th</sup> April  
 Ditto of quarter deck 46.90  
 Ditto of ~~forecastle~~, 50.76  
 other erections on upper deck  
 Ditto of engine room 288.98  
 Gross tonnage, less crew space 254.53  
 Total Register tonnage, as cut on beam 565.57  
 Port belonging to London Destined Voyage Taganrog  
 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.	No. of Decks
220	0		29	0		17	6		99		one.
Dimensions of Ship per Register, length <u>222.1</u> breadth <u>29.2</u> depth <u>17.5</u>											
Keel, <del>if</del> bar iron, depth and thickness	Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Plates in Garboard Strakes, breadth and thickness		
" if plate iron, breadth and thickness	9 x 2 1/2		7 1/2 x 3		9 x 2 1/2		7 1/2 x 3		Ditto from Garboard to upper part of Bilges..		
Stem, <del>if</del> bar iron, moulding and thickness	9 x 2 1/2		7 1/2 x 3		9 x 2 1/2		7 1/2 x 3		" from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold		
" if plate iron, breadth and thickness	8 1/2 x 5 1/2		7 1/2 x 6		8 1/2 x 5 1/2		7 1/2 x 6		" from 3/4ths depth of Hold to lower edge of Sheerstrake		
Stern-post, <del>if</del> bar iron, moulding and thickness	21		21		21		21		" Sheerstrake, breadth and thickness		
" if plate iron, breadth and thickness	4 3/4		4 3/4		4 3/4		4 3/4		Butt Straps to outside plating, breadth and thickness		
Distance of Frames from moulding edge to moulding edge, all fore and aft	4 3/4		4 3/4		4 3/4		4 3/4		Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness		
Frames, Size of Angle Iron, single or double	3 3/4		3 3/4		3 3/4		3 3/4		Angle Iron on ditto		
" Reversed Iron, <del>if</del> to every frame	3 3/4		3 3/4		3 3/4		3 3/4		Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways		
Floors, depth and thickness of Floor Plate at mid line	18 1/2 x 4		19 x 4		18 1/2 x 4		19 x 4		Diagonal Tie Plates on ditto		
" Ditto ditto at Bilge Keelson	18 1/2 x 4		19 x 4		18 1/2 x 4		19 x 4		Planksheer, materials and scantlings		
" Size of Reversed Angle Iron, and No. <u>one</u> at top of Floor Plate	3 3/4		3 3/4		3 3/4		3 3/4		Waterway ditto ditto		
Beams, Deck (No. <u>62</u> ) double Angle Iron, Plate, Tee, or Bulb Iron	7 x 7		7 x 7		7 x 7		7 x 7		Flat of Upper Deck, thickness and material		
" double <del>or</del> single Angle Iron, on <u>top</u> edge	2 3/4 x 2 3/4		5 x 2 3/4		2 3/4 x 2 3/4		5 x 2 3/4		" how fastened to Beams		
" average space between <u>on alternate frames</u>	7 x 7		7 x 7		7 x 7		7 x 7		Ceiling betwixt Decks and in Hold, thickness and material		
" Hold, or Lower Deck (No. <u>32</u> ) double Angle, Tee, Plate or Bulb Iron	7 x 7		7 x 7		7 x 7		7 x 7		Clamps or Spiketting ditto		
" double <del>or</del> single Angle Iron, on <u>top</u> edge	2 3/4 x 2 3/4		5 x 2 3/4		2 3/4 x 2 3/4		5 x 2 3/4		Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness		
" average space between <u>on alternate frames</u>	7 x 7		7 x 7		7 x 7		7 x 7		Stringer or Tie Plates on and aft outside Hatchways, on Hold or Lower Deck Beams		
" Paddle, sided and moulded, thickness of Plate <u>one</u> of Angle Iron	26 x 24		24 x 9		26 x 24		24 x 9		Stringers in Hold <u>double A. Kins</u>		
" Engine " <u>side</u>	18 x 6		5 4 8		18 x 6		5 4 8		Flat of Lower Deck, thickness and material		
Keelson, single or double plate, box, or intercostal	18 x 6		5 4 8		18 x 6		5 4 8		Main piece of Rudder, diameter at head		
" Size of Plates	5 3		5 4 8		5 3		5 4 8		" " " at heel		
" Size of Angle Irons	5 3		5 4 8		5 3		5 4 8		(Can the Rudder be unshipped afloat <u>Yes</u> )		
" Side single or double plate box or intercostal	5 3		5 4 8		5 3		5 4 8		Bulkheads, No. <u>4</u> Thickness of <u>6/16</u>		
" Bilge (No. <u>one</u> and <u>two</u> ) at each Bilge, single, or double, plate, or box	5 3		5 4 8		5 3		5 4 8		" Height up <u>upper deck</u>		
Tanks and bracing plates	5 3		5 4 8		5 3		5 4 8		" how secured to the sides of the ship <u>by double plates</u>		
Transoms, material <u>iron</u> or, if none, in what manner compensated for.	5 3		5 4 8		5 3		5 4 8		" size of vertical angle irons <u>3 x 3 x 6</u> and their distance apart <u>30</u>		
Knight-heads, and Hawse Timbers <u>iron</u>	5 3		5 4 8		5 3		5 4 8		The Frames extend in one length from <u>keel</u> to <u>gunwale</u> rivetted through plates with <u>3/4</u> in. rivets, about <u>6</u> apart.		
The Frames extend in one length from <u>keel</u> to <u>gunwale</u>	5 3		5 4 8		5 3		5 4 8		The reverse angle irons on the floors extend in one length across the middle line from <u>bilge</u> to <u>bilge</u> , and on alternate <u>frames</u> to <u>gunwale</u> .		
The reverse angle irons on the floors extend in one length across the middle line from <u>bilge</u> to <u>bilge</u> , and on alternate <u>frames</u> to <u>gunwale</u> .	5 3		5 4 8		5 3		5 4 8		Keelson, how are the various lengths of plates or angle irons connected? <u>by double rivetted butt straps</u>		
Keelson, how are the various lengths of plates or angle irons connected? <u>by double rivetted butt straps</u>	5 3		5 4 8		5 3		5 4 8		Plates, Garboard, double rivetted to keel, double <u>or</u> at upper edge, with rivets <u>1 1/2</u> in. diameter, averaging <u>33</u> in. apart.		
Plates, Garboard, double rivetted to keel, double <u>or</u> at upper edge, with rivets <u>1 1/2</u> in. diameter, averaging <u>33</u> in. apart.	5 3		5 4 8		5 3		5 4 8		Edges from Garboards to upper part of bilge, worked clenchier, double <u>or</u> single rivetted; with rivets <u>3/4</u> in. diameter, averaging <u>2 1/2</u> ins. apart.		
Edges from Garboards to upper part of bilge, worked clenchier, double <u>or</u> single rivetted; with rivets <u>3/4</u> in. diameter, averaging <u>2 1/2</u> ins. apart.	5 3		5 4 8		5 3		5 4 8		Butts from Keel to turn of bilge, worked carvel with butt straps <u>9 x 10</u> thick, double <u>or</u> single rivetted with rivets <u>3/4</u> in. diameter, averaging <u>2 1/2</u> ins. apart.		
Butts from Keel to turn of bilge, worked carvel with butt straps <u>9 x 10</u> thick, double <u>or</u> single rivetted with rivets <u>3/4</u> in. diameter, averaging <u>2 1/2</u> ins. apart.	5 3		5 4 8		5 3		5 4 8		Do the butt straps lap over and rivet through the lands of the strake below? <u>no</u>		
Do the butt straps lap over and rivet through the lands of the strake below? <u>no</u>	5 3		5 4 8		5 3		5 4 8		Edges from bilge to sheerstrake, worked carvel with a living piece <u>or</u> thick, or clenchier, double <u>or</u> single rivetted; with rivets <u>3/4</u> in. diameter, averaging <u>2 1/2</u> in. apart.		
Edges from bilge to sheerstrake, worked carvel with a living piece <u>or</u> thick, or clenchier, double <u>or</u> single rivetted; with rivets <u>3/4</u> in. diameter, averaging <u>2 1/2</u> in. apart.	5 3		5 4 8		5 3		5 4 8		Do the butt straps lap over and rivet through the lands of the strake below? <u>no</u>		
Do the butt straps lap over and rivet through the lands of the strake below? <u>no</u>	5 3		5 4 8		5 3		5 4 8		Edges of Sheerstrake, double or single rivetted? At upper edge <u>single</u> At lower edge <u>double</u>		
Edges of Sheerstrake, double or single rivetted? At upper edge <u>single</u> At lower edge <u>double</u>	5 3		5 4 8		5 3		5 4 8		Butts from bilge to planksheers, worked carvel with butt straps <u>7 1/2</u> thick, double <u>or</u> single rivetted; with rivets <u>3/4</u> in. diameter, averaging <u>2 1/2</u> ins. apart.		
Butts from bilge to planksheers, worked carvel with butt straps <u>7 1/2</u> thick, double <u>or</u> single rivetted; with rivets <u>3/4</u> in. diameter, averaging <u>2 1/2</u> ins. apart.	5 3		5 4 8		5 3		5 4 8		Breadth of laps in double rivetting <u>4 1/4</u> Breadth of laps in single rivetting <u>2 3/4</u>		
Breadth of laps in double rivetting <u>4 1/4</u> Breadth of laps in single rivetting <u>2 3/4</u>	5 3		5 4 8		5 3		5 4 8		Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? <u>double rivetted</u>		
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? <u>double rivetted</u>	5 3		5 4 8		5 3		5 4 8		Planksheer, how secured to the plating of the sides Explain by sketch <u>gutter</u>		
Planksheer, how secured to the plating of the sides Explain by sketch <u>gutter</u>	5 3		5 4 8		5 3		5 4 8		Waterway " " planksheer and to the Beams if necessary.		
Waterway " " planksheer and to the Beams if necessary.	5 3		5 4 8		5 3		5 4 8		Deck Beams, how secured to the side? <u>welded knees rivetted to frames</u>		
Deck Beams, how secured to the side? <u>welded knees rivetted to frames</u>	5 3		5 4 8		5 3		5 4 8		Hold or Lower Deck ditto <u>welded knees rivetted to frames</u>		
Hold or Lower Deck ditto <u>welded knees rivetted to frames</u>	5 3		5 4 8		5 3		5 4 8		Paddle " " No. of breasthooks <u>4</u> crutches <u>4</u>		
Paddle " " No. of breasthooks <u>4</u> crutches <u>4</u>	5 3		5 4 8		5 3		5 4 8		What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? <u>Palmer &amp; Co</u>		
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? <u>Palmer &amp; Co</u>	5 3		5 4 8		5 3		5 4 8		Manufacturer's name or trade mark <u>Palmer &amp; Co</u>		
Manufacturer's name or trade mark <u>Palmer &amp; Co</u>	5 3		5 4 8		5 3		5 4 8		We certify that the above is a correct description of the several particulars therein given.		
We certify that the above is a correct description of the several particulars therein given.	5 3		5 4 8		5 3		5 4 8		Builder's Signature <u>Palmer &amp; Co</u> Surveyor's Signature <u>H. J. ...</u>		
Builder's Signature <u>Palmer &amp; Co</u> Surveyor's Signature <u>H. J. ...</u>	5 3		5 4 8		5 3		5 4 8		Lloyd's Register Foundation		

180N446-0402



8156 In

**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 single pieces

Do the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? fairly 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 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 Reg. P. H. signed R. Bennett, Esq.*

N <sup>o</sup> .	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	Wt. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N <sup>o</sup> .	Weight. Ex. Stock.	Test as per Certificate.	Wt. req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain .....	270	4 1/2	3 1/2 4.00	1 1/2 3 1/2		Bowers .....	3	18.3.10	19.15.1.7	18.0.0	19.0.0.0
	Fore Top Sails,	<u>None</u>	90	7 1/2		7 1/2							
	Fore Topmast Stay Sails	<u>None</u> Stream Cable	90	9 1/2		8		<u>with str.</u>					
	Main Sails,	Hawser .....	90	6 1/2		5		Stream		8.1.4		8.0.0	
	Main Top Sails,	Towlines .....	90	5						4.0.14		4.0.0	
	and	Warp .....	140	4				Kedges	2	2.0.3		2.0.0	
		All of <u>good</u> quality.											
	Her Standing and Running Rigging	<u>hemp</u>											
		sufficient in size and <u>good</u> in quality.											
	She has	<u>one life</u> Long Boat and <u>2 others</u>											
	The present state of the Windlass is	<u>good</u> Capstan <u>good</u> and Rudder <u>good</u> Pumps <u>good &amp; sufficient</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. 744 Surveys held 2nd. On the plating during the progress of rivetting  
 Date 29 Jan 1870 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 Spar Deck — or Forecastle —

General Remarks,

*This vessel is built in accordance with the Midship section hereto attached & as suggested by the Principal Surveyors, as per Secretary's letter of the 15<sup>th</sup> January 1870 - excepting that a rider plate has been added on to the deck stringers at sides 15' + 0' for about two-thirds the vessel's length.*

In what manner are the surfaces preserved from oxidation? Inside by Portland cement & paint.

Ditto

ditto

Outside by paint & composition.

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

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

July 1870 Special ..... £ 2 : 15 :  
 Certificate (if required) ..... £ : : :

Committee's Minute 8<sup>th</sup> July 18 70

Character assigned



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