

IRON SHIPS.

See previous report No. 9893

Rec 23/8/70

No. Survey held at Sunderland Date, first Survey 10th August Last Survey 12th August 1870
 on the Screw Steamer "Frankland" Master R. Fowler

Tonnage under Deck <u>663.96</u>	ONE, OR TWO DECKED VESSELS.	THREE DECKED VESSELS.	Built at <u>Sunderland</u>
of Spar Deck, Awning Deck. <u> </u>	Half moulded breadth <u>14.37</u>	Half Moulded Breadth <u> </u>	When built <u>1869</u> Launched <u>23 Sept. 69</u>
of <u> </u> Deck <u>21.96</u>	Depth from upper part of Keel to top of Upper Deck Beams <u>18.33</u>	Total Depth if three or more Decks <u> </u>	By whom built <u>James Laing</u>
of Houses Deck <u>19.92</u>	Girth of Half Midship Frame <u>30.08</u>	Total Girth of Half Midship Frame <u> </u>	Owners <u>A. F. Norton</u>
of Forecastle <u> </u>	1st Number <u>62.78</u> Length <u>194.5</u>	3rd Number <u> </u> Length <u> </u>	Port belonging to <u>Sunderland</u>
Tonnage <u>705.84</u>	2nd Number <u>12,210</u>	4th Number <u> </u>	Destined Voyage <u>Coasting</u>
Space, as per Rule <u>28.10</u>	Depths to Length <u>11</u>	Breadths to Length <u>6</u>	If Surveyed while Building, Afloat, or in Dry Dock <u> </u>
Register Tonnage, cut on Beam <u>136.71</u>			
Engine Room <u>136.71</u>			
Register Tonnage, as a Steamer, cut on the Beam <u>541.03</u>			

Length on deck as per Rule 194 6 Moulded Breadth 28 9 1/2 Depth from top of Keel to Deck Beam, as per Rule 18 4 Power of Engines 90 Horse. N^o. of Decks One N^o. of Tiers of Beams two

Dimensions of Ship per Register, length 196.8 breadth 28.95 depth 16.8

	Inches in Ship.			Inches required per Rule.		
	Inches in Ship.	16ths in Ship.	Inches in Ship.	Inches required per Rule.	16ths required per Rule.	Inches required per Rule.
Keel, if bar iron, depth and thickness	7 x 2 3/4		8 x 2 3/8			
Do. if centre through plate, depth and thickness	7 x 2 3/4		8 x 2 3/8			
Stern-post do. do. do.	9 x 4 1/2		9 x 4 1/8			
Distance of Frames from moulding edge to moulding edge, all fore and aft	21 ins					
Frames, size of Angle Iron, for 1/2 length amidships	4 3	7 4	4 3	7 4		
Do. for 1/3 at each end	4 3	7 4	4 3	7 4		
Reversed Frames, size of Angle Iron	3 2 3/4	6 3	3 3	7 4		
Floors, depth and thickness of Floor Plate at mid line for half the length amidships	19 1/2 full - 18 3/4 5					
Do. at the ends	9 7			7 4		
Do. do. do. at Bilge Keelson	9 1/2	7 full			8	
Do. height extended at the Bilges						
Beams, Three Decked, Spar, or Awning Decked (No.) single or double Angle Iron, Plate or Tee Bulb Iron						
Single or double Angle Iron on Upper edge						
Average space						
Beams, Upper or Middle Deck (No.) single or double Angle Iron, Plate or Tee Bulb Iron	7 7		7 7			
Single or double Angle Iron on Upper Edge	2 1/2 2 3/4	5 2 1/2	2 3/4 5			
Average space	alternate framed					
Beams, Lower Deck (No.) single or double Angle Iron, Plate or Tee Bulb Iron	7 7		7 7			
Single or double Angle Iron on Upper Edge	3 2 3/4	6 2 1/2	2 3/4 5			
Average space	4th framed alternately					
Keelson Centre line, single or double plate, bar, or Intercoastal Keelson	13 10		13 10			
Do. Bulb Plate to Intercoastal Keelson						
Do. Size of Angle Irons <u>double tang</u>	4 1/2 3 1/2	7 4 1/2	3 1/2 7			
Do. Side Intercoastal Keelson, size of Plates						
Do. Angle Irons on tops of Floors	4 1/2 3 1/2	7 4 1/2	3 1/2 7			
Do. Bilge Keelson, Bulb Iron						
Do. do. Angle Irons <u>double</u>	4 1/2 3 1/2	7 4 1/2	3 1/2 7			
Do. Side Stringers (No.) size of Angle Irons						

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

Knight-heads Hawse Timbers

Windlass Pall Bitt

The Frames extend in one length from to

The Reverse Angle Irons on the floors extend across the middle line

On all the Frames and to

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

Plates, Garboard, double or Riveted to Keel, double or at upper edge, with Rivets (in.) diameter, averaging (ins.) from centre to centre.

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

Do. Butts from Keel to turn of Bilge, worked carvel with butt straps () thick, treble, double or single Riveted; with Rivets (in.) diameter averaging (ins.) from centre to centre.

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

Do. Butts from Bilge to Planksheers, worked carvel with Butt Straps () thick, double or single Riveted; with Rivets (in.) diameter, averaging (ins.) from centre to centre. Breadth of laps in double Riveting () Breadth of laps in single Riveting ()

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

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

Waterway Planksheer and to the Beams, if necessary.

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

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

Manufacturer's name or trade mark,

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

Owner's Signature, Surveyor's Signature,



IRON 447-0016

Workmanship. Are the butts of plating planed or otherwise fitted? _____
 Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? _____
 Do the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? _____
 Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? _____ and are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? _____
 Are there any rivets which either break into or have been put through the seams or butts of the plating? _____

Her Masts, Bowsprit, Yards, &c., are in _____ 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 riveting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit 8216 Lm

N ^o .	Number for equipment	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 req'd per Rule.
							Bowers	Stream					
	SAILS.												
	Fore Sails,												
	Fore Top Sails,												
	Fore Topmast Stay Sails												
	Main Sails,												
	Main Top Sails,												
	and												
	CABLES, &c.												
	Chain												
	Hempen Stream Cable												
	Hawser												
	Towlines												
	Warp												
	All of _____ quality.												

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Her Standing and Running Rigging _____ sufficient in size and _____ in quality. She has _____ Long Boat and _____
 The present state of the Windlass is _____ Capstan _____ and Rudder _____ Pumps _____

Engine Room Skylights.—How constructed? _____ How secured in ordinary weather? _____

What arrangements are there for deadlights in such for bad weather? _____

Coal Bunker Openings.—How constructed? _____ How are lids secured? _____ How high above deck? _____

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board? _____

Cargo Hatchways.—How formed? _____ State size _____

If of extraordinary size, state how framed and secured? _____

What arrangement for shifting beams? _____

Hatches, themselves, whether strong and efficient? _____ **Main Hatchways.**—State size _____

Order for Special Survey No.	DATES of	1st.	2nd.	3rd.	4th.	5th.
Date _____	Surveys held	On the several parts of the frame, when in place, and before the plating was wrought	On the plating during the progress of riveting	When the beams were in and fastened, and before the decks were laid	When the ship was complete, and before the plating was finally coated or cemented	After the ship was launched and equipped
Order for Ordinary Survey No.	while building					
Date _____	as per					
No. _____	in builder's yard.					

General Remarks,
 This vessel having put into dry dock for the purpose of cleaning the bottom, & recoating with paint, I felt it my duty to remind the Owner, that although the original report upon her had been forwarded to London, no character has been assigned, owing to the non payment of the fee. Finding on a subsequent interview with him that he would prefer having the vessel classed under the new iron rules, I measured her as required by the rule, & on the other side by to forward a comparison of her scantlings as set forth in the original report, with the requirements of the amended rules for the 90 A scale, & as she is similar in almost every respect to the S.S. "Solent" report No. 9926, I would respectfully submit whether
 In what manner are the surfaces preserved from oxidation? Inside _____ Outside _____
 She is not entitled to a similar character Dist. 90 A, I
 I am of opinion this Vessel should be Classed _____

The amount of the Entry Fee£ : : } is received by me,
 Travelling Expenses (if any)£ : : } See annexed Report
 Special£ : : }
 Certificate : : }
Committee's Minute 26th August 70
Character assigned 90 A
 JAMES SIMON
 Lloyd's Register