

See previous report No. 8689

IRON SHIPS.

IRON 448-0243

No. Survey held at Sunderland Date, first Survey Last Survey 18
on the Screw Steamer "Jubilee" Master S. Bergen

Tonnage under Tonnage Deck } <u>668.55</u>	ONE, OR TWO DECKED VESSELS.	THREE DECKED VESSELS.	Built at <u>Sunderland</u>
Ditto of Spar Deck, or Awning Deck. }	Half moulded breadth <u>14.5</u>	Half Moulded Breadth. . . .	When built <u> </u> Launched <u> </u>
Ditto of Poop, or Raised Qr. Dk. }	Depth from upper part of Keel to top of Upper Deck Beams <u>18.3</u>	Total Depth if three or more Decks	By whom built <u> </u>
Ditto of Houses on Deck. . . . }	Girth of Half Midship Frame <u>30.0</u>	Total Girth of Half Midship Frame	Owners <u> </u>
Ditto of Forecastle	1st Number <u>62.8</u>	3rd Number <u> </u>	Port belonging to <u> </u>
Gross Tonnage	Length <u>189.5</u>	Length <u> </u>	Destined Voyage <u> </u>
Crew Space, as per Rule }	2nd Number <u>11.900</u>	4th Number <u> </u>	If Surveyed while Building, Afloat, or in Dry Dock <u> </u>
Register Tonnage, cut on Beam. }	Depths to Length <u>11</u>	Breadths to Length <u>6</u>	
Engine Room			
Register Tonnage, as a Steamer, cut on the Beam }			

Length on deck as per Rule, 189 6 Moulded Breadth, 29 1 Depth from top of Keel to Deck Beam, as per Rule .. 18 3 Power of Engines, 40 Horse. N^o. of Decks, One N^o. of Tiers of Beams Two

Dimensions of Ship per Register, length, breadth, depth,	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	16ths in Ship.	16ths required per Rule.
Keel, if bar iron, depth and thickness	<u>7 1/2 x 2 1/2</u>	<u>8 x 2 3/8</u>						
Do. if centre through plate, depth and thickness	<u>7 1/2 x 2 1/2</u>	<u>7 x 2 3/8</u>						
Stem, if bar iron, moulding and thickness	<u>7 1/2 x 2 1/2</u>	<u>7 x 2 3/8</u>						
Stern-post do. do. do.	<u>8 1/4 x 4 1/2</u>	<u>7 x 4 3/4</u>						
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>21 ins</u>	<u>22 ins</u>						
Frames, size of Angle Iron, for 2/3 length amidships	<u>4 3 7</u>	<u>4 3 7</u>						
Do. for 1/2 at each end	<u>4 3 7</u>	<u>4 3 6</u>						
Reversed Frames, size of Angle Iron	<u>3 2 1/2 6</u>	<u>3 3 7</u>						
Floors, depth and thickness of Floor Plate at mid line for half the length amidships.	<u>18 7</u>	<u>18 8</u>						
Do. at the ends	<u>9 7</u>	<u>8 8</u>						
Do. do. do. at Bilge Keelson	<u>twice depth of floor</u>							
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. <u>57</u>) single, or double Angle Iron, Plate or Tee Bulb Iron }	<u>7 7</u>	<u>7 7</u>						
Single, or double Angle Iron, on Upper Edge . .	<u>3 3 6</u>	<u>2 3/4 2 1/2 5</u>						
Average space.	<u>42 ins</u>	<u>44 ins</u>						
Beams, Lower Deck or Orlop (No. <u>13</u>) single, or double Angle Iron, Plate or Tee Bulb Iron }	<u>7 7</u>	<u>Semi Box</u>						
Single or double Angle Iron on Upper Edge. . .	<u>3 3 6</u>	<u>2 3/4 2 1/2 5</u>						
Average space.	<u>Please see original report on vessel</u>							
Keelson Centre line, single or double plate, box, or intercostal, size of Plates.	<u>26 8</u>	<u>7</u>						
Do. Bulb Plate to Intercostal Keelson								
Do. Size of Angle Irons <u>double</u>	<u>4 1/4 4 7</u>	<u>4 1/2 3 1/2 7</u>						
Do. Side Intercostal Keelson, size of Plates. .								
Do. Angle Irons on tops of Floors	<u>4 1/4 4 7</u>	<u>4 1/2 3 1/2 7</u>						
Do. Bilge Keelson, Bulb Iron								
Do. do. Angle Irons <u>double</u>	<u>5 1/4 3 7</u>	<u>4 1/2 3 1/2 7</u>						
Do. Side Stringers (No. <u>1</u>) size of Angle Irons	<u>5 1/2 3 7</u>	<u>4 1/2 3 1/2 7</u>						
Transoms, material <u> </u> or, if none, in what manner compensated for.								
Knight-heads <u> </u> Hawse Timbers								
Windlass <u> </u> Pall Bitt								
The Frames extend in one length from <u> </u> to <u> </u> Riveted through plates with (<u> </u> in.) Rivets, about <u> </u> apart.								
The Reverse Angle Irons on the floors extend across the middle line <u> </u>								
On all the Frames and to <u> </u>								
Keelsons. Are the various lengths of Plates and Angle Irons properly connected? <u> </u> And are their butts properly shifted? <u> </u>								
Plates, Garboard, double or <u> </u> Riveted to Keel, double or <u> </u> at upper edge, with Rivets (<u> </u> in.) diameter, averaging (<u> </u> ins.) from centre to centre.								
Do. Edges from Garboards to upper part of Bilge, worked Clencher, double or single Riveted; with Rivets (<u> </u> in.) diameter, averaging (<u> </u> ins.) from centre to centre.								
Do. Butts from Keel to turn of Bilge, worked carvel with butt straps (<u> </u>) thick, treble, double or single Riveted; with Rivets (<u> </u> in.) diameter averaging (<u> </u> ins.) from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below? <u> </u>								
Do. Edges of Sheerstrake, double or single Riveted. At upper edge <u> </u> At lower edge <u> </u>								
Do. Butts from Bilge to Planksheers, worked Carvel with Butt Straps (<u> </u>) thick, double or single Riveted; with Rivets (<u> </u> in.) diameter, averaging (<u> </u> ins.) from centre to centre. Breadth of laps in double Riveting (<u> </u>) Breadth of laps in single Riveting (<u> </u>)								
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? <u> </u>								
Planksheer, how secured to the plating of the sides, (<u> </u>) Explain by Sketch, (<u> </u>)								
Waterway " " planksheer and to the Beams, (<u> </u>) if necessary. (<u> </u>)								
Beams of the various Decks, how secured to the sides? <u> </u> No. of Breasthooks, <u> </u> Crutches, <u> </u>								
What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? <u> </u>								
Manufacturer's name or trade mark, <u> </u>								

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

Builder's Signature, Surveyor's Signature,



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? _____ *8890 Iron*

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 _____

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.
N ^o .	SAILS.	CABLES, &c.					Bowers					
	Fore Sails,	Chain					(State Machine where Tested, and name of Superintendent).					
	Fore Top Sails,	(State Machine where Tested, and name of Superintendent).					Stream					
	Fore Topmast Stay Sails	Hempen Stream Cable					Kedges					
	Main Sails,	Hawser										
	Main Top Sails,	Towlines ...										
	and	Warp										
		All of _____ quality.										

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 _____
 Date _____ Surveys held _____
 Order for Ordinary Survey No. _____ while building _____
 Date _____ as per _____
 No. _____ in builder's yard. Section 18. _____

- 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 riveting _____
- 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 or cemented _____
- 5th. After the ship was launched and equipped _____

General Remarks,

I have compared the scantlings of this vessel with the requirements for 90 A grade; It will be seen that the reverse bars are rather small, but, the main frame angles at the ends are in excess of the rules; The floor plates are 1/16 of an inch thin, & she has a double bottom extending over more than half the length; The deck Beams, & Stringer plates are in excess of the rules; The shell plating is quite equal to the rules, and is double rivetted throughout

James Brown

In what manner are the surfaces preserved from oxidation? Inside _____ Outside _____

I am of opinion this Vessel should be Classed _____

The amount of the Entry Fee£ : : is received by me,
 Travelling Expenses (if any)£ : :
 Special£ : :
 Certificate : :

Committee's Minute _____ 18 _____

Character assigned _____



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