

IRON SHIPS.

IRON 448-0415

No. 1039-41 Survey held at Sunderland Date, First Survey 1868 Last Survey 18On the SS Good Hope Master Bainton

Tonnage under Tonnage Deck	<u>1039-41</u>	ONE, OR TWO DECKED, SPAR, OR AWNING-DECKED VESSELS.	THREE DECKED VESSELS.	Built at <u>Sunderland</u>
Ditto of Third Spar, or Awning Deck.	<u>487-42</u>	Half moulded breadth ...	Half Moulded Breadth... <u>16</u>	When built <u>1868</u> Launched <u>June 1868</u>
Ditto of Poop, or Raised-Or. Dk.	<u>34-51</u>	Depth from upper part of Keel to top of Upper Deck Beams ...	Total Depth if three or more Decks ... <u>27</u>	By whom built <u>Jas Laing</u>
No of Houses Deck ...	<u>1561-40</u>	Girth of Half Midship Frame (as per Rule) ...	Total Girth of Half Midship Frame ... <u>38-2</u>	Owners <u>C. G. H. St. Shipping Co</u>
No of Forecastle	<u>37-05</u>	1st Number ...	1st Number <u>14-2</u> Length ... <u>268</u>	Port belonging to <u>London</u>
Space, per Rule	<u>1524-35</u>	2nd Number ...	2nd Number <u>19-8858</u>	Destined Voyage
Register Tonnage, cut on Beam ...	<u>284-95</u>	Depths to Length. Under <u>108-14</u>	Breadths to Length <u>a little over 8</u>	If Surveyed while Building, Afloat, or in Dry Dock.
Engine Room	<u>1239-40</u>			
Register Tonnage, as a Steamer, cut on Beam				

Length on deck as per Rule, Feet. Inches. Moulded Breadth, Feet. Inches. Depths from top of Floors to Upper and Main Deck Beams, as per Rule. Feet. Inches. Power of Engines, Horse. No. of Decks with flat laid No. of Tiers of Beams

Dimensions of Ship per Register, length, 268-6 breadth, 32-1 depth, 17-65

	Inches in Ship.	Inches required per Rule.		Inches in Ship.	Inches required per Rule.
Keel, if bar iron, depth and thickness	<u>7 1/2 x 3</u>	<u>9 1/2 x 2 1/2</u>	Flat Keel Plates, breadth and thickness	—	—
Do. if centre through plate, depth and thickness	<u>7 1/2 x 3</u>	<u>9 x 2 1/2</u>	Plates in Garboard Strakes, breadth and thickness	<u>36</u>	<u>11</u>
Stern-post for Rudder do. do.	<u>10 x 4 1/2</u>	<u>9 x 5</u>	Do. from Garboard to upper part of Bilges	<u>—</u>	<u>10</u>
Stern-post for Propeller	<u>23</u>	<u>(Class 90A)</u>	Do. of doubling at Bilge, or increased thick-	<u>—</u>	<u>10</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>23</u>	<u>23</u>	ness, and length applied	<u>—</u>	<u>12</u>
Frames, size of Angle Iron, for 1/2 length amidships	<u>4 1/2 x 3</u>	<u>4 x 3</u>	Do. fm up. part of Bilge to l. edge of Sh'rstrake	<u>—</u>	<u>9</u>
Do. for 1/2 at each end	<u>—</u>	<u>—</u>	Do. Main Sheerstrake, breadth and thickness	<u>36</u>	<u>12</u>
Reversed Frames, size of Angle Iron	<u>3 x 3</u>	<u>3 x 3</u>	Do. of d'bling at Sh'rstrake, & length applied	<u>40 1/2</u>	<u>8</u>
Floors, depth and thickness of Floor Plate at mid line for half the length amidships	<u>23 1/2</u>	<u>21</u>	Do. from Mn. to Up. or Spar Dk. Sh'rstrake	<u>—</u>	<u>8</u>
Do. at the ends	<u>—</u>	<u>—</u>	Do. Up. or Spar Dk Sh'rstrake, brdth & thickns	<u>43</u>	<u>8</u>
Do. do. do. at Bilge Keelson	<u>—</u>	<u>—</u>	Butt Straps to outside plating, breadth & thickness	<u>5</u>	<u>—</u>
Do. height extended at the Bilges	<u>—</u>	<u>—</u>	Lengths of Plating	<u>5</u>	<u>—</u>
Beams, Upper, Spar, or Awning Deck (No.)	<u>6 1/2</u>	<u>6 1/2</u>	Shifts of Plating, and Stringers	<u>2 1/2</u>	<u>—</u>
Single or double Angle Iron, Plate or Tee Bulb Iron	<u>—</u>	<u>—</u>	Gunwale Plate on ends of Awning, Spar, or	<u>—</u>	<u>—</u>
Single or double Angle Iron on Upper edge	<u>2 1/2</u>	<u>2 1/2</u>	Upper Deck Beams, breadth and thickness	<u>30</u>	<u>7</u>
Average space	<u>46</u>	<u>46</u>	Angle Iron on ditto	<u>4 x 3 1/2</u>	<u>7</u>
Beams, Main or Middle Deck (No.)	<u>8</u>	<u>8</u>	Tie Plates (fore and aft), outside Hatchways	<u>9</u>	<u>7</u>
Single or double Angle Iron, Plate or Tee Bulb Iron	<u>—</u>	<u>—</u>	Diagonal Tie Plates on Beams (No. of Pairs,)	<u>9</u>	<u>7</u>
Single or double Angle Iron on Upper Edge	<u>3</u>	<u>3</u>	Planksheer material and scantling	<u>—</u>	<u>—</u>
Average space	<u>46</u>	<u>46</u>	Waterways do. do.	<u>—</u>	<u>—</u>
Beams, Lower Deck, Hold or Orlop (No.)	<u>8</u>	<u>8</u>	Flat of Upper Deck do. do.	<u>—</u>	<u>—</u>
Single or double Angle Iron, Plate or Tee Bulb Iron	<u>—</u>	<u>—</u>	How fastened to Beams	<u>—</u>	<u>—</u>
Single or double Angle Iron on Upper Edge	<u>3</u>	<u>3</u>	Stringer Plate on ends of Main or Middle Deck	<u>—</u>	<u>—</u>
Average space	<u>46</u>	<u>46</u>	Beams, breadth and thickness	<u>32</u>	<u>11</u>
Keelson Centre line, single or double plate,	<u>16</u>	<u>13</u>	(Is the Stringer Plate attached to the outside plating?)	<u>Yes</u>	<u>—</u>
Do. Bulb Plate to Intercoastal Keelson	<u>—</u>	<u>—</u>	Angle Irons on ditto (No. 2)	<u>5 x 4</u>	<u>8</u>
Do. Size of Angle Irons	<u>5 1/2 x 4 1/2</u>	<u>5 1/2 x 4</u>	Tie Plates, outside Hatchways	<u>12</u>	<u>9</u>
Do. Side Intercoastal Keelson, size of Plates	<u>—</u>	<u>—</u>	Diagonal Tie Plates on Beams (No. of pairs,)	<u>—</u>	<u>—</u>
Do. Angle Irons on tops of Floors	<u>5 1/2 x 4 1/2</u>	<u>5 1/2 x 4</u>	Waterways materials and scantlings	<u>—</u>	<u>—</u>
Do. Bilge Keelson, Bulb Iron	<u>8</u>	<u>8</u>	Flat of Middle Deck do. do.	<u>—</u>	<u>—</u>
Do. do. Intercoastal plates riveted to plating for 1/2 length	<u>5 1/2 x 4 1/2</u>	<u>5 1/2 x 4</u>	How fastened to Beams	<u>—</u>	<u>—</u>
Do. do. Angle Irons	<u>5 1/2 x 4 1/2</u>	<u>5 1/2 x 4</u>	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	<u>24</u>	<u>9</u>
Side Stringers (No. /) size of Angle Irons	<u>5 1/2 x 4 1/2</u>	<u>5 1/2 x 4</u>	(Is the Stringer Plate attached to the outside plating?)	<u>No</u>	<u>—</u>
Do. Intercoastal plates riveted to plating for length	<u>—</u>	<u>—</u>	Angle Irons on ditto (No. 1)	<u>5 x 4</u>	<u>8</u>

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 Riveted through plates with (in.) Rivets, about apart.
 The Reverse Angle Irons on the floors and frames extend the middle line to and to alternately
 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 to strakes (thick, double or single Riveted; with Rivets (in.) diameter averaging (ins.) from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below?
 Do. of Strakes at Bilge for length, double riveted with Butt Straps thicker than their plates. one Strake doubled
 Do. Edges from bilge to Main Sheerstrake, worked carvel with a lining piece (thick, or clencher, double or single riveted; with rivets (in.) diameter, averaging (ins.) from centre to centre.
 Do. Edges of Sheerstrake, Main, double or single Riveted. Upper, double or single Riveted. At upper edge At lower edge
 Do. Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps (thick, double or single Riveted; with Rivets (in) diameter, averaging (ins.) from centre to centre. one Strake 40 1/2 wide by 9/16 doubled in Top side
 Do. Butts of Main Sheerstrake, double or treble Riveted. Butts of Upper or Spar Sheerstrake, and Upper Deck Stringer Plate, double or treble Riveted for length amidships. Breadth of laps of plating in double Riveting (Breadth of laps of plating 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. Waterway, how secured to the planksheer and to the Beams. (Explain by Sketch, 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,

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

Builder's Signature, Surveyor's Signature,Lloyd's Register
Foundation

9066 *Ln*
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 _____

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, Hempen Stream						Stream					
	Fore Topmast Stay Sails Cable											
	Main Sails, Hawser											
	Main Top Sails, Towlines											
	Warp											
and	All of _____ quality.						Kedges					

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

General Remarks,

State if one, two or three decked vessel, or if spar or awning decked, and lengths of poop, forecastle or raised quarter deck, or of double or part double bottom.

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,
Special£ : :
Certificate : :

(Travelling Expenses)
(if any) £ _____

Committee's Minute _____ 18 _____

Character assigned _____



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