

IRON SHIPS.

No. 1104 Survey held at C. Shields Date, First Survey 10th March Last Survey 15th September 1871

in the U.S.S. "Holmside" Master W. Duden

Under Deck	737.63	ONE OR TWO DECKED, SPAR, OR AWNING DECKED VESSELS.	THREE DECKED VESSELS.	Built at <u>South Shields</u>
Third Spar, Wing Deck	21.84	Half moulded breadth ... 14.3	Half Moulded Breadth ...	When built <u>1871</u> Launched <u>29th July</u>
Prop. or Cr. Dk.	11.61	Depth from upper part of Keel to top of Upper Deck Beams ... 18.6	Total Depth if three or more Decks ...	By whom built <u>Messrs Readhead & Lofthy</u>
Louises		Girth of Half Midship Frame (as per Rule) ... 10.0	Girth of Half Midship Frame ...	Owners <u>A. P. Harrison & Co.</u>
Forecastle		1st Number ... 61.4	3rd Number ...	Port belonging to <u>London</u>
Image	771.08	Length ... 21.6	Length ...	Destined Voyage <u>London</u>
Space, Rule	27.94	6170	4th Number ...	If Surveyed while Building, Afloat, or in Dry Dock. <u>while building</u>
Engine Room	246.75	12957	Breadths to Length ... 7.3	
Register Tonnage, as a Steamer, out on Beam	496.39	Depths to Length. <u>11.3</u>		

PLANS CORRECT

Length of Deck as per Rule, 210 0 Moulded Breadth, 28 6 Depths from top of Floors to Upper and Main Deck Beams, as per Rule, 16 11 Power of Engines, 98 Horse. No. of Decks with flat laid one No. of Tiers of Beams two

Dimensions of Ship per Register, length, 211.0 breadth, 28.5 depth, 16.85

	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	16ths required per Rule.	16ths required per Rule.
Flat Keel Plates, breadth and thickness	30	9	30	9				
Plates in Garboard Strakes, breadth and thickness	30	8	30	8				
Do. from Garboard to upper part of Bilges								
Do. of doubling at Bilge, or increased thickness, and length applied <u>1/2 length</u>	-	9	-	9				
Do. from up. part of Bilge to l. edge of Sheerstrake	30	7	30	7				
Do. Main Sheerstrake, breadth and thickness	30	11	30	11				
Do. of doubling at Sheerstrake, & length applied								
Do. from Mn. to Up. or Spar Dk. Sheerstrake								
Do. Up. or Spar Dk. Sheerstrake, breadth & thickness								
Butt Straps to outside plating, breadth & thickness	<u>9 3/4</u>	<u>7 x 10</u>	<u>9 3/4</u>	<u>7 x 10</u>				
Lengths of Plating	126	-	110	-				
Shifts of Plating, and Stringers	42	-	42	-				
Gunwale Plate on ends of <u>Awning Spar, or Upper Deck Beams</u> , breadth and thickness	35	8	30	8				
Angle Iron on ditto	<u>4 1/2 x 3 1/2</u>	<u>9</u>	<u>4 1/2 x 3 1/2</u>	<u>9</u>				
Tie Plates (fore and aft), outside Hatchways	10 1/2	8	10	8				
Diagonal Tie Plates on Beams (No. of Pairs, <u>3</u>)	10 1/2	8	10	8				
Planksheer material and scantling								
Waterways do. do.								
Flat of Upper Deck do. do.								
How fastened to Beams								
Stringer Plate on ends of <u>Main or Middle Deck</u>								
Beams, breadth and thickness								
(Is the Stringer Plate attached to the outside plating?)								
Angle Irons on ditto (No. <u>2</u>)								
Tie Plates, outside Hatchways								
Diagonal Tie Plates on Beams (No. of pairs, <u>3</u>)								
Waterways materials and scantlings								
Flat of Middle Deck do. do.								
How fastened to Beams								
Stringer Plates on ends of <u>Lower Deck, Hold or Orlop Beams</u>	<u>26 1/2</u>	<u>8</u>	<u>26 1/2</u>	<u>7</u>				
(Is the Stringer Plate attached to the outside plating?)								
Angle Irons on ditto (No. <u>2</u>)	<u>3 1/2 x 3 1/2</u>	<u>7</u>	<u>3 1/2 x 3 1/2</u>	<u>7</u>				
Stringer or Tie Plates, outside Hatchways	<u>3 1/2 x 3 1/2</u>	<u>7</u>	<u>3 1/2 x 3 1/2</u>	<u>7</u>				
Flat of Lower Deck								
Ceiling betwixt Decks, thickness and material	<u>2</u>	<u>1/2</u>	<u>2</u>	<u>1/2</u>				
Do. in hold do. do.	<u>2 1/2</u>	<u>Red Pine</u>	<u>2 1/2</u>	<u>-</u>				
Main piece of Rudder, diameter at head	<u>6 3/4</u>	<u>-</u>	<u>5</u>	<u>-</u>				
Do. do. at heel	<u>3</u>	<u>-</u>	<u>3</u>	<u>-</u>				
(Can the Rudder be unshipped afloat?) <u>Yes</u>								
Bulkheads No. <u>4</u> Thickness of <u>6/16</u>								
Do. Height up <u>upper deck</u>								
Do. How secured to the sides of the ship <u>double frames</u>								
Do. Size of Vertical Angle Irons, <u>3 x 3 x 6/16</u> and their distance apart, <u>30 1/2</u>								
Do. Are the outside Plates doubled two spaces of Frames in length? <u>Yes</u>								

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

Builder's Signature, Readhead Lofthy & Co Surveyor's Signature, A. P. Harrison

IRON 449-0447

Workmanship. Are the butts of plating planed or otherwise fitted? planed
 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 pieces
 Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? fairly so and are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? 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 riveting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit wood 9533 In

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.
14252	270	1 1/2	34.000	1 1/2	34.000						
Fore Sails,						Bowers	3	16.3.21	10.5.0.0	16.3.0	10.0.0.0
Fore Top Sails,						Stream	1	16.8.5	10.2.3.7	16.3.0	10.0.0.0
Fore Topmast Stay Sails	380	3/4		14/16		Kedges	2	14.3.21	16.10.0.0	14.0.27	15.0.0.0
Main Sails,	90	8		8				7.0.24		7.0.0	
Main Top Sails,	90	7/8		5				3.2.13		3.2.0	
	90	6						1.3.24		1.3.0	

Her Standing and Running Rigging hemp sufficient in size and good in quality. She has one life Long Boat and two others.
 The present state of the Windlass is good Capstan good and Rudder good Pumps good and sufficient
Engine Room Skylights.—How constructed? solid plating & bulkeys How secured in ordinary weather? bolted down
 What arrangements are there for deadlights in such for bad weather? Tarpaulins
Coal Bunker Openings.—How constructed? cast iron rivet How are lids secured? by screws How high above deck? 12 in
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? gun ports and mooring-pipes &c on each side
Cargo Hatchways.—How formed? of plate and angle iron State size Fore 10' 6" x 8' 0"
 If of extraordinary size, state how framed and secured? ordinary size After 21' x 10'
 What arrangement for shifting beams? one of plate and angle iron full depth of comings
Hatches, themselves, whether strong and efficient? yes **Main Hatchways.**—State size 21' x 10'

Order for Special Survey No. 815 DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought built
 Date March 1871 Surveys held 2nd. On the plating during the progress of riveting under
 Order for Ordinary Survey No. — while building 3rd. When the beams were in and fastened, and before the decks were laid special
 Date — as per 4th. When the ship was complete, and before the plating was finally coated or cemented survey.
 No. 73 in builder's yard. Section 18. 5th. After the ship was launched and equipped

General Remarks, This vessel is built in accordance with the section attached as now marked, and is a two decked vessel. She has a raised quarter deck 26 feet long, and a small monkey fore-castle. She is fitted with water-ballast tanks (top plating 9/16) before and abaft the engine room, each of them being connected to the engine room bulkheads — the fore one is 54 feet, and the after one 52' 6" in length.

State if one, two or three decked vessel, or if spar or awning decked, and lengths of poop, fore-castle or raised quarter deck, or of double or part double bottom.
 In what manner are the surfaces preserved from oxidation? Inside by cement & paint Outside by paint & composition
 I am of opinion this Vessel should be Classed GOA I

The amount of the Entry Fee£ 5: 0: 0 is received by me, A. R. Reed
 Special£ 37: 3: 0
 Certificate : : :
 (Travelling Expenses) (if any) £ —

Committee's Minute 21st Nov 71 1871
 Character assigned GOA I
Mc J. W.
 I concur in the opinion that this vessel should be classed GOA I.
 21/11/71
 Rule 1070
 Lloyd's Register Foundation

H. Mares, R. A. ...