

IRON SHIPS.

Rec 18/11/72

No. 3026 Survey held at West Hartlepool Date, First Survey 24th July 1871 Last Survey 15th Jan 1872

On the Steamer "Maud" Master Britton

Age under main Deck } 1003.41	ONE, OR TWO DECKED, SPAR, OR AWNING- DECKED VESSELS	THREE DECKED VESSELS.	Built at <u>West Hartlepool</u>
of Third Spar, Awning Deck } 257.16	Half moulded breadth ...	Half Moulded Breadth... ..	When built <u>1871</u> Launched <u>9th Dec 1871</u>
of Poop, or used Cr. Dk. } 2.77	Depth from upper part of Keel to top of Upper Deck Beams ... 32-2	Total Depth if three or more Decks	By whom built <u>Denton Gray & Co.</u>
of Houses Deck ... } 31.54	Girth of Half Frame (as a rule) ...	Total Girth of Half Mid- ship Frame	Owners <u>Sho Marwood & Sons</u>
of Forecastle	1st Number ... 18778	3rd Number	Port belonging to <u>Whitley</u>
Tonnage	Length ... 233-2	Length	Destined Voyage <u>Calcutta</u>
Space, as per Rule } 1204.00	2nd Number ...	4th Number ...	If Surveyed while Building, Afloat, or in Dry Dock.
Register Tonnage, as per Rule } 1257.43	Depths to Length. <u>With 13</u>	Breadths to Length. <u>With 8</u>	
Room } 414.36			
Register Tonnage, as a Steamer (on Beam) } 843.07			

Length on deck as per Rule, 233 Feet. 2 Inches. Moulded Breadth, 31 Feet. 10 Inches. Depths from top of Floors to Upper and Main Deck Beams, as per Rule, 17 Feet. 10 Inches. Horse, 120. No. of Decks with flat laid One. No. of Tiers of Beams Two.

Dimensions of Ship per Register, length, <u>234-0</u> breadth, <u>32-0</u> depth, <u>17-0</u>	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	9 x 2 1/2	9 x 2 1/2	8 x 2 1/2	8 x 2 1/2		
Do. if centre through plate, depth and thickness	8 x 2 5/8	8 x 2 1/2	8 x 1 5/8	8 x 1 5/8		
Stem, if bar iron, moulding and thickness	9 x 4 1/2	9 x 4 1/2	9 x 4 1/2	9 x 4 1/2		
Stern-post for Rudder do. do.	9 x 4 1/2	9 x 4 1/2	9 x 4 1/2	9 x 4 1/2		
Stern-post for Propeller	9 x 4 1/2	9 x 4 1/2	9 x 4 1/2	9 x 4 1/2		
Distance of Frames from moulding edge to moulding edge, all fore and aft	23	23	23	23		
Frames, size of Angle Iron, for 2/3 length amidships	4 x 3	4 x 3	4 x 3	4 x 3		
Do. for 1/3 at each end	4 x 3	4 x 3	4 x 3	4 x 3		
Reversed Frames, size of Angle Iron	3 x 3	3 x 3	3 x 3	3 x 3		
Floors, depth and thickness of Floor Plate at mid line for half the length amidships	21 x 1/2	21 x 1/2	20 1/2 x 1/2	20 1/2 x 1/2		
Do. at the ends	21 x 1/2	21 x 1/2	20 1/2 x 1/2	20 1/2 x 1/2		
Do. do. do. at Bilge Keelson	16	16	16	16		
Do. height extended at the Bilges	42	42	42	42		
Beams, Upper, Spar, or Awning-Deck (No. 50) single or double Angle Iron, Plate or Tee Bulb Iron	7 1/2 x 3	7 1/2 x 3	7 1/2 x 3	7 1/2 x 3		
Single or double Angle Iron on Upper edge	46	46	46	46		
Average space	46	46	46	46		
Beams, Main or Middle Deck (No.) single, or double Angle Iron, Plate or Tee Bulb Iron	7 1/2 x 3	7 1/2 x 3	7 1/2 x 3	7 1/2 x 3		
Single, or double Angle Iron, on Upper Edge	46	46	46	46		
Average space	46	46	46	46		
Beams, Lower Deck, Hold or Orlop (No. 33) single or double Ang. Iron, Plate or Tee Bulb Iron	7 1/2 x 3	7 1/2 x 3	7 1/2 x 3	7 1/2 x 3		
Single or double Angle Iron on Upper Edge	46	46	46	46		
Average space	46	46	46	46		
Keelson Centre line, single or double plate, box, or Intercoastal, size of Plates	14 1/2 x 12 1/2	14 1/2 x 12 1/2	14 1/2 x 12 1/2	14 1/2 x 12 1/2		
Do. Bulb Plate to Intercoastal Keelson	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2		
Do. Size of Angle Irons	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2		
Do. Side Intercoastal Keelson, size of Plates	25 x 3 1/2	25 x 3 1/2	25 x 3 1/2	25 x 3 1/2		
Do. Angle Irons on tops of Floors	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2		
Do. Bilge Keelson, Bulb Iron	7 1/2 x 3	7 1/2 x 3	7 1/2 x 3	7 1/2 x 3		
Do. do. Intercoastal plates riveted to plating for length	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2		
Do. do. Angle Irons	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2		
Side Stringers (No. one) size of Angle Irons	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2		
Do. Intercoastal plates riveted to plating for length	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2		
Transoms, material <u>Plate</u> or, if none, in what manner compensated for.						
Knight-heads <u>Plate</u> Hawse Timbers <u>Plate</u>						
Windlass <u>Emerson</u> No. Pall Bitt						
The Frames extend in one length from <u>Keel</u> to <u>Gunnwale</u> Riveted through plates with (3/4 in.) Rivets, about 1/2 apart.						
The Reverse Angle Irons on the floors and frames extend across the middle line to the top of hold beams and to <u>Gunnwale</u> alternately						
Keelsons. Are the various lengths of Plates and Angle Irons properly connected? <u>Yes</u> And are their butts properly shifted? <u>Yes</u>						
Plates, Garboard, double or Riveted to Keel, double or at upper edge, with Rivets (1/10 in.) diameter, averaging (1 1/2 ins.) from centre to centre.						
Do. Edges from Garboards to upper part of Bilge, worked Clencher, double or single Riveted; with Rivets (3/4 in.) diameter, averaging (3/4 ins.) from centre to centre.						
Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes (10 x 10) thick, double or single Riveted; with Rivets (3/4 in.) diameter averaging (3/4 ins.) from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below? <u>No</u>						
Do. Three Strakes at Bilge for <u>half</u> length, treble riveted with Butt Straps 1/16 thicker than their plates. <u>Rivet butts were capped & better riveted.</u>						
Do. Edges from bilge to Main Sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single riveted; with rivets (3/4 in.) diameter, averaging (3/4 ins.) from centre to centre.						
Do. Edges of Sheerstrake, Main, double or single Riveted. Upper, double or single Riveted. At upper edge <u>Single</u> At lower edge <u>Double</u>						
Do. Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps (10 x 10) thick, double or single Riveted; with Rivets (3/4 in.) diameter, averaging (3/4 ins.) from centre to centre.						
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 <u>half</u> length amidships. Breadth of laps of plating in double Riveting (4 3/4) Breadth of laps of plating in single Riveting (2 3/4)						
Do. Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? <u>Double & Treble</u>						
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? <u>Quid turned & pieces welded</u> No. of Breasthooks, <u>Five</u> Crutches, <u>Three</u>						
What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? <u>Good</u>						
Manufacturer's name or trade mark, <u>Thorne Iron Works, Hartlepool</u>						

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

Builder's Signature, Rob. Gray Surveyor's Signature, J. P. Gladstone

6510-057021

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 in the length
 Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes 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 in butts

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 Main Mast 6 1/2 ft. Diameter 20 in Fore Mast 6 9/16 Diameter

9711 Iron

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.	Wght req'd per Rule.	Test req'd per Rule.
SAILES. CABLES, &c.	270	1 9/16	40-10-0-0	1 7/8	40-10-0-0	Bowers	3	21-1-0	21-10-0-0	21-0-0	21-12-0-0
Fore Sails, Chain	27	1 1/2	24-2-2	1 7/8	40-10-0-0	(State Machine where Tested, and name of Superintendent.)		21-0-13	21-11-1-14	21-0-0	21-12-0-0
Fore Top Sails, Fore Topmast Stay Sails	60	1 5/16	18-6-2-7			Stream	1	8-3-14	18-0-0	18-0-0	18-0-0
Main Sails, Main Top Sails	90	0 1/2				Kedges	2	4-2-2	4-2-0	4-2-0	4-2-0
	160	2 1/2						2-1-11	2-1-0	2-1-0	2-1-0

Her Standing and Running Rigging Wire sufficient in size and Good in quality. She has Five Long Boats and Good

The present state of the Windlass is Good Capstan 20 in and Rudder Good Pumps 2 of Metal 7 inch

Engine Room Skylights.—How constructed? 3 in. Oak 1/4 in. Glass How secured in ordinary weather? Bullseyes

What arrangements are there for deadlights in such for bad weather? 2 Bullseyes

Coal Bunker Openings.—How constructed? Iron How are lids secured? Locks 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? 20 in. Bulwark

Cargo Hatchways.—How formed? 7/16 Plate State size Fore Hatch 11 ft x 8 ft - 1/2 in height of beams 2

If of extraordinary size, state how framed and secured? 7/16 Plate in Centre the whole depth of beams

What arrangement for shifting beams? 7/16 Plate in Centre the whole depth of beams

Hatches, themselves, whether strong and efficient? Good Main Hatchways.—State size 2 3/4 x 12 ft - height of beams 3 1/2

Order for Special Survey No. 383 DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought Special Survey
 Date 25 Aug 1871 Surveys held 2nd. On the plating during the progress of riveting Seen twice each
 Order for Ordinary Survey No. _____ while building 3rd. When the beams were in and fastened, and before the decks were laid week during
 Date _____ as per 4th. When the ship was complete, and before the plating was finally coated or cemented building.
 No. 123 in builder's yard. Section 18. 5th. After the ship was launched and equipped

General Remarks, Is fitted with Pop. frames all to the top height, beams of single angles 5 x 3 1/2 x 9/16, Hatch beams 7 x 7/16 built with single angles in top edges 5 x 3 1/2 x 7/16. Stingers on ends of beams 2 5/8 x 7/16, Angles on top 3 1/2 x 1 3/8 x 7/16. Tie plates 8/16 x 7/16. Plating outside 6/16, Deck 3 1/2 Pop in Waterways 10 1/2 Pop in.
 Forecastle frames all to top height, beams of single angles 5 x 3 1/2 x 9/16. Three of them built 7 x 7/16 single angles in top edges 5 x 3 1/2 x 9/16. Stingers plates on ends of beams 2 0 x 6/16. Tie plates 9 x 9/16. Plating outside 5/16 Deck 3 in Pop in.
 Iron main deck fitted over Engine & boiler space length 42 ft: 6/16 plate riveted to beams.

Water ballast tanks fitted in fore & after hold, frames cut off connection inside with Price plates, side plates 7/16, angles on top 3 1/2 x 3 1/2 x 7/16, Web plates 6/16, angles on top 3 x 3 x 6/16. Top plating 4/16.

for J. Denton, Gray & Co
 Ld. Gray

Length 49 ft 6 in Length 20 ft 6 in

State if one, two or three decked vessel, or if spar or acunning 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 Cemented with Portland Cement Outside Other parts Paint

I am of opinion this Vessel should be Classed 100 A1

The amount of the Entry Fee £ 5 : 0 : 0 is received by me,
 Special £ 56 : 8 : 6
 Certificate : : -

(Travelling Expenses) (if any) £ _____

Committee's Minute 19th January 1872

Character assigned 100 A1

I concur in the recommendation to Class this vessel
100 A1
 1870 Rules
 18/1/72
 Lloyd's Register Foundation

See Secretary's Letter 6th May 1871