

IRON SHIPS.

No. 11024 Survey held at Newcastle Date, First Survey 14 November 71 Last Survey 25 May 1872

On the S.S. "MAZEPPA" Master G. J. Martin

Tonnage under Tonnage Deck 1046.26
Ditto of Third Spar or Awning Deck
Ditto of Raig or Raised Qr. Dk. 101.80
Ditto of House on Deck 45.48
Ditto of Forecastle 37.47
Gross Tonnage 1231.01
Crew Space, as per Rule 61.52
Engine Room 247.42
Registered Tonnage, as a Steamer, out on Beam 922.07

ONE, OR TWO DECKED, SPAR, OR AWNING-DECKED VESSELS.
Half moulded breadth 14.9
Depth from upper part of Keel to top of Upper Deck Beams 14.1
Girth of Half Midship Frame (as per Rule) 30.9
1st Number 64.9 Length 255
2nd Number 16549
Depths to Length 14.3

Built at Newcastle
When built 1872 Launched 27 April 1872
By whom built Palmer & Shipley
Owners John Fenwick
Port belonging to London
Destined Voyage Sinusmunds.
If Surveyed while Building, Afloat, or in Dry Dock. While building

Length on deck as per Rule, 255 Feet. 0 Inches. Moulded Breadth, 29 Feet. 9 3/4 Inches. Depths from top of Floors to Upper and Main Deck Beams as per Rule 17 Feet. 7 Inches. Power of Engines, 190 Horse. No. of Decks with flat laid ONE No. of Tiers of Beams TWO

	Inches in Ship.	Inches required per Rule.		Inches in Ship.	Inches required per Rule.
Keel if bar iron, depth and thickness	9 x 2 1/2	8 1/2 x 2 1/2	Flat Keel Plates, breadth and thickness	36	11
Do. if centre through plate, depth and thickness	8 x 2 1/2	8 x 2 1/2	Plates in Garboard Strakes, breadth and thickness	-	10
Stem, if bar iron, moulding and thickness	8 x 2 1/2	8 x 2 1/2	Do. from Garboard to upper part of Bilges	-	10
Stern-post for Rudder do. do.	8 x 2 1/2	8 x 2 1/2	Do. of doubling at Bilge, or increased thickness, and length applied	-	12
Stern-post for Propeller	9 x 4 1/2	8 x 5	Do. fm up. part of Bilge to lr. edge of Sh'rstrake	-	9
Distance of Frames from moulding edge to moulding edge, all fore and aft	23	23	Do. Main Sheerstrake, breadth and thickness	36	12
			Do. of d'bling at Sh'rstrake, & length applied	-	9
			Do. from Mn. to Up. or Spar Dk. Sh'rstrake	-	9
			Do. Up. or Spar Dk. Sh'rstrake, breadth & thickness	9 1/2	9 1/2
Frames, size of Angle Iron, for 1/2 length amidships	4 x 3	4 x 3	Butt Straps to outside plating, breadth & thickness	9 1/2	9 1/2
Do. for 1/3 at each end	4 x 3	4 x 3	Lengths of Plating	9	7
Reversed Frames, size of Angle Iron	3 x 3	3 x 3	Shifts of Plating, and Stringers	3	10
Floors, depth and thickness of Floor Plate at mid line for half the length amidships	19 1/2	18	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	52	9
Do. at the ends	19	7 1/2	Angle Iron on ditto	5 x 3 1/2	9
Do. do. do. at Bilge Keelson	19	8 1/2	Tie Plates (fore and aft), outside Hatchways	14	9
Do. height extended at the Bilges	3 feet	3 feet	Diagonal Tie Plates on Beams (No. of Pairs, 4)	14	9
Beams, Upper, Spar, or Awning Deck (No. 63) single or double Angle Iron, Plate or Tee Bulb Iron	7 1/2	7 1/2	Planksheer material and scantling	Butter	
Single or double Angle Iron on Upper edge	3 x 2 1/2	3 x 2 1/2	Waterways do. do.	4 by 4	4
Average space	3	10	Flat of Upper Deck do. do.	sorts	Beets and nuts
Beams, Main or Middle Deck (No.) single, or double Angle Iron, Plate or Tee Bulb Iron	7 1/2	7 1/2	How fastened to Beams		
Single, or double Angle Iron, on Upper Edge	3 x 2 1/2	3 x 2 1/2	Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness		
Average space	3	10	(Is the Stringer Plate attached to the outside plating?)		
Beams, Lower Deck, Hold or Orlop (No. 41) single or double Angle Iron, Plate or Tee Bulb Iron	7 1/2	7 1/2	Angle Irons on ditto (No.)	4 x 4	9
Single or double Angle Iron on Upper Edge	3 x 2 1/2	3 x 2 1/2	Tie Plates, outside Hatchways	5 x 3 1/2	9 1/2
Average space	3	10	Diagonal Tie Plates on Beams (No. of pairs,)	5 x 3 1/2	9 1/2
Keelson Centre line, single or double plate, box, or Intercoastal, size of Plates	26	26	Waterways materials and scantlings		
Do. Bulb Plate to Intercoastal Keelson	14	14	Flat of Middle Deck do. do.		
Do. Size of Angle Irons	5 x 3 1/2	5 x 3 1/2	How fastened to Beams		
Do. Side Intercoastal Keelson, size of Plates	5 x 3 1/2	5 x 3 1/2	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	32	8
Do. Angle Irons on tops of Floors	7 1/2	7 1/2	(Is the Stringer Plate attached to the outside plating?)		
Do. Bilge Keelson, Bulb Iron	7 1/2	7 1/2	Angle Irons on ditto (No. 2)	4 x 4	9
Do. do. Intercoastal plates riveted to plating for length	5 x 3 1/2	5 x 3 1/2	Stringer or Tie Plates, outside Hatchways	5 x 3 1/2	9 1/2
Do. do. Angle Irons	5 x 3 1/2	5 x 3 1/2	Flat of Lower Deck		
Side Stringers (No.) size of Angle Irons	5 x 3 1/2	5 x 3 1/2	Ceiling betwixt Decks, thickness and material	3 1/2	2 1/2
Do. Intercoastal plates riveted to plating for length	5 x 3 1/2	5 x 3 1/2	Do. in hold do. do.	5 3/4	5 3/4

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

Knight-heads Iron Hawse Timbers Iron

Windlass Iron Patent Pall Bitt

The Frames extend in one length from Keel to gunwale Riveted through plates with (3/4 in.) Rivets, about 6 1/2 apart.

The Reverse Angle Irons on the floors and frames extend across the middle line to the gunwale and to gunwale alternately

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

Plates, Garboard, double or single Riveted to Keel, double or single at upper edge, with Rivets (1/2 in.) diameter, averaging (5 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 1/2 ins.) from centre to centre.

Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes (10/16 thick, double or single Riveted; with Rivets (3/4 in.) diameter averaging (3 1/2 ins.) from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below? No

Do. of 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/16 thicker than their plates.

Do. Edges from bilge to Main Sheerstrake, worked carvel with a lining piece (1/16 thick, or clencher, double or single riveted; with rivets (3/4 in.) diameter, averaging (3 1/2 ins.) from centre to centre.

Do. Edges of Sheerstrake, Main, double or single Riveted. Upper, double or single Riveted. At upper edge Single At lower edge Double

Do. Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps (9/16 thick, double or single Riveted; with Rivets (3/4 in.) diameter, averaging (3 1/4 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 1/2 length amidships. Breadth of laps of plating in double Riveting (4 1/2) Breadth of laps of plating in single Riveting (2 5/8)

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double & treble as per rule

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? Turned down No. of Breasthooks, 4 Crutches, 3

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

Manufacturer's name or trade mark, Palmer Shipbuilding Co. Newcastle

Signature, G. J. Martin Surveyor's Signature, G. J. Martin

Jan 10 1895

Workmanship. Are the butts of plating plated or otherwise fitted? Plated
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 single pieces
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? Very 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 Fore 70 x 2 1/4 dia Main 72.6 x 2 1/4 dia Mizzen 54 x 1 9/16

The fore Main and Mizzen masts are of iron. Plates 5/16 thick. Edges double. Rusted. Butts double and neatly riveted.

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.	Weight req'd per Rule.	Test req'd per Rule.
N ^o .	SAILS.											
	CABLES, &c.	300	1 9/16	44.	1 9/16	44 5/16	Bowers	3	23.2.19	23 1/2	23.2.0	23 10/20
	Chain						(State Machine where Tested, and name of Superintendent).					
	Fore Sails, (State Machine where Tested, and name of Superintendent).											
	Fore Top Sails, Hempen Stream	90	1		1		Stream	1	10.0.0		10.0.0	
	Fore Topmast Cable	90	10		9 1/2							
	Stay Sails	90	7		6							
	Main Sails, Hawser	90	7									
	Main Top Sails, Towlines	90	5									
	Warp	90	4									
	All of <u>good</u> quality.	140										
							Kedges	2	2.2.7		2.2.0	

Her Standing and Running Rigging More than sufficient in size and good in quality. She has 2 Life Long Boats and two others.

The present state of the Windlass is good Capstan good and Rudder good Pumps good.

Engine Room Skylights.—How constructed? Iron Coamings How secured in ordinary weather? Boiled down

What arrangements are there for deadlights in such for bad weather? Deadlights in each hatch

Coal Bunker Openings.—How constructed? Iron plates How are lids secured? Bar across How high above deck? 6 ins.

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? Iron pits on each side.

Cargo Hatchways.—How formed? Iron coamings State size 16.9 x 9.0 and 14.9 x 9.0

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

What arrangement for shifting beams? Iron shifting beams.

Hatches, themselves, whether strong and efficient? Yes Main Hatchways.—State size 16.9 x 9.0

Order for Special Survey No. 842 DATES of

Date 26 June 1871 Surveys held

Order for Ordinary Survey No. — while building

Date — as per

No. 286 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,

There is a double bottom in the fore and after holds of the vessel. Length of 154 feet—The plates of inner bottom are 5/16 and the range plates 7/16 thick—The outfit completed under my survey—

James Purdie.

This is in all respects a similar vessel to the S.S. "Taneswa" Report No 11800.

Length of keelson 39 feet—Length of Raised Quarter deck 80 feet.

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

In what manner are the surfaces preserved from oxidation? Inside Asphalt and Paint Outside Paint.

I am of opinion this Vessel should be Classed 100 A.S. (A double bottom)

The amount of the Entry Fee £ 5 : 0 : 0 is received by me,

Special £ 54 : 4 : 6
Certificate " : " : "

(Travelling Expenses) (if any) £ —

Committee's Minute 11th June 1872

Character assigned 100 A.S.

(A & C) M. B. Double bottom



Fore Main & Mizzen masts are of iron, 94 feet