

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. T. Martin

Tonnage under Tonnage Deck 1046.26
 Ditto of Third Spar or Lower Deck 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 2447.42
 Register 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 19.1
 Girth of Half Midship Frame (as per Rule) 30.9
 1st Number 64.9
 Length 255
 2nd Number 16549
 Depths to Length 14.3

THREE DECKED VESSELS.

Half Moulded Breadth 17.7
 Total Depth if three or more Decks 17.7
 Total Girth of Half Midship Frame 30.9
 3rd Number 64.9
 Length 255
 4th Number 16549
 Breadths to Length 14.3

Built at Newcastle

When built 1872 Launched 27 April 1872

By whom built Palmer & Shipley Iron Co

Owners John Fenwick & Son

Port belonging to London

Destined Voyage Swinscombe

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. Horse. 190 No. of Decks with flat laid ONE No. of Tiers of Beams TWO

Dimensions of Ship per Register, length, 255.7 breadth, 30.1 depth, 17.5

Keel if bar iron, depth and thickness 9 x 2 1/2 Inches in Ship. 8 1/2 x 2 1/2 Inches required per Rule.
 Do. if centre through plate, depth and thickness 8 x 2 1/2 Inches in Ship. 8 x 2 1/2 Inches required per Rule.
 Stem, if bar iron, moulding and thickness 8 x 2 1/2 Inches in Ship. 8 x 2 1/2 Inches required per Rule.
 Stern-post for Rudder do. do. 9 x 4 1/2 Inches in Ship. 8 x 5 Inches required per Rule.
 Stern-post for Propeller do. do. 23 (Class 100A)
 Distance of Frames from moulding edge to moulding edge, all fore and aft 23
 Frames, size of Angle Iron, for 1/2 length amidships 4 3 7 4 3 7 1/4
 Do. for 1/2 at each end 4 3 7 4 3 7 1/4
 Reversed Frames, size of Angle Iron 3 3 7 3 3 7 1/4
 Floors, depth and thickness of Floor Plate at mid line for half the length amidships 19 1/2 8 18 x 8 1/4
 Do. at the ends 19 7 7 1/4
 Do. do. do. at Bilge Keelson 8 1/4
 Do. height extended at the Bilges 3 feet. 3 3 feet.
 Beams, Upper, Spar, or Awning Deck (No. 63) single or double Angle Iron, Plate or Tee Bulb Iron 7 1/2 7 7 1/2 x 7 1/6
 Single or double Angle Iron on Upper edge 3 2 1/2 6 3 2 1/2 5 1/2
 Average space 3 10 3 feet. 10 in.
 Beams, Main or Middle Deck (No. 41) single, or double Angle Iron, Plate or Tee Bulb Iron 7 1/2 7 7 1/2 x 7 1/6
 Single or double Angle Iron on Upper Edge 3 2 1/2 6 3 2 1/2 5 1/2
 Average space 3 10 3 feet. 10 in.
 Beams, Lower Deck, Hold or Orlop (No. 41) single or double Angle Iron, Plate or Tee Bulb Iron 7 1/2 7 7 1/2 x 7 1/6
 Single or double Angle Iron on Upper Edge 3 2 1/2 6 3 2 1/2 5 1/2
 Average space 3 10 3 feet. 10 in.
 Keelson Centre line, single or double plate, box, or Intercoastal, size of Plates 26 9 26 x 8 1/4
 Do. Bulb Plate to Intercoastal Keelson 14 6 14 x 6 1/4
 Do. Size of Angle Irons 5 3 1/2 9 5 3 1/2 9 1/4
 Do. Side Intercoastal Keelson, size of Plates 7 1/2 7 1/6
 Do. Angle Irons on tops of Floors 7 1/2 7 1/6
 Do. Bilge Keelson, Bulb Iron 7 1/2 7 1/6
 Do. do. Intercoastal plates riveted to plating for length 5 3 1/2 9 1/6 5 3 1/2 9 1/6
 Do. do. Angle Irons 5 3 1/2 9 5 3 1/2 9 1/6
 Side Stringers (No. 1) size of Angle Irons 5 3 1/2 9 5 3 1/2 9 1/6
 Do. Intercoastal plates riveted to plating for length

Flat Keel Plates, breadth and thickness 36 11 36 x 1 1/6
 Plates in Garboard Strakes, breadth and thickness 10
 Do. from Garboard to upper part of Bilges 12 12 10
 Do. of doubling at Bilge, or increased thickness, and length applied 9 9 9
 Do. fm up. part of Bilge to lr. edge of Sh'rstrake 36 12 36 x 12 1/6
 Do. Main Sheerstrake, breadth and thickness 9 9 9
 Do. of d'bling at Sh'rstrake, & length applied 9 9 9
 Do. from Mn. to Up. or Spar Dk. Sh'rstrake 9 9 9
 Do. Up. or Spar Dk. Sh'rstrake, breadth & thickness 9 1/2 9 1/2 9 1/2 x 9 1/2
 Butt Straps to outside plating, breadth & thickness 9 1/2 9 1/2 9 1/2 x 9 1/2
 Lengths of Plating 9 7 9 feet. 7 in.
 Shifts of Plating, and Stringers 3 10 3 10
 Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness 52 9 52 x 9 1/6
 Angle Iron on ditto 5 3 1/2 9 5 3 1/2 9 1/6
 Tie Plates (fore and aft), outside Hatchways 14 9 14 x 9 1/6
 Diagonal Tie Plates on Beams (No. of Pairs, 4) 14 9 14 x 9 1/6
 Plank-sheer material and scantling 4 4 4
 Waterways do. do. 4 4 4
 Flat of Upper Deck do. do. 4 4 4
 How fastened to Beams series of bolts and nuts
 Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness 32 8 32 x 8 1/6
 (Is the Stringer Plate attached to the outside plating?) Yes
 Angle Irons on ditto (No. 2) 4 4 4
 Tie Plates, outside Hatchways 5 3 1/2 9 1/6 5 3 1/2 9 1/6
 Diagonal Tie Plates on Beams (No. of pairs, 4) 5 3 1/2 9 1/6 5 3 1/2 9 1/6
 Waterways materials and scantlings 3 2 1/2 3 2 1/2
 Flat of Middle Deck do. do. 3 2 1/2 3 2 1/2
 How fastened to Beams 3 2 1/2 3 2 1/2
 Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 32 8 32 x 8 1/6
 (Is the Stringer Plate attached to the outside plating?) Yes
 Angle Irons on ditto (No. 2) 4 4 4
 Stringer or Tie Plates, outside Hatchways 5 3 1/2 9 1/6 5 3 1/2 9 1/6
 Flat of Lower Deck 3 2 1/2 3 2 1/2
 Ceiling betwixt Decks, thickness and material 3 2 1/2 3 2 1/2
 Do. in hold do. do. 3 2 1/2 3 2 1/2
 Main piece of Rudder, diameter at head 5 3/4 5 3/4
 Do. do. at heel 3 3
 (Can the Rudder be unshipped afloat?) Yes
 Bulkheads No. 4 Thickness of 4 1/6
 Do. Height up Main deck
 Do. How secured to the sides of the ship Double frames
 Do. Size of Vertical Angle Irons, 3 x 3, and their distance apart, 36
 Do. Are the outside Plates doubled two spaces of Frames in length? Yes

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

Knight-heads Iron Hawse Timbers Iron

Windlass Iron Patent Pell Butt

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 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 (3/4 in.) diameter, averaging (3 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 1/6) 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 1/6 thicker than their plates.

Do. Edges from bilge to Main Sheerstrake, worked carvel with a lining piece (1 1/6) 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 1/6) thick, double or single Riveted; with Rivets (3/4 in.) diameter, averaging (3 1/2 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 1/2)

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

Plank-sheer, how secured to the plating of the sides. Waterway, how secured to the plank-sheer 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 Iron Co

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

Signature, G. Oldridge Surveyor's Signature, G. T. Martin

Jan 10/95

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 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 21 1/4 dia Main 72.6 x 21 1/4 dia Mizzen 54 x 19 1/4

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

Number for equipment 18.203		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.
N ^o .	SAILS.	CABLES, &c.	300	19 1/16	44.	19 1/16	44 5/16	3	23.2.19	23 13/20	23.2.0	23 13/20
	Fore Sails,	Chain	Snyds Type J.H.P. Remell. Supt.				Bowers	3	23.2.12	23 9/20	23.2.0	23 13/20
	Fore Top Sails,	(State Machine where Tested, and name of Superintendent).					(State Machine where Tested, and name of Superintendent).		20.0.12	20 7/20	19.3.25	20 14/20
	Fore Topmast Stay Sails	Hempen Stream Cable	90	1		1	Stream	1	10.0.0		10.0.0	
	Main Sails,	Hawser	90	10		9 1/2	Kedges	2	5.0.14		5.0.0	
	Main Top Sails,	Towlines	90	7		6						
	and	Warp	90	5								
		All of good quality.	140	4								

Her Standing and Running Rigging More than enough 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? Dead lights 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? Two 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? Two 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 Ceprack and Paint Outside Paint.

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

The amount of the Entry Fee£ 5 : : : is received by me,
Special£ 54 : 4 : 6
Certificate " : " : "

(Travelling Expenses)
(if any) £ —

Committee's Minute 11th Jan 1872

Character assigned 100 A.S.

(A & C)
M. C.
double bottom

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I concur in the opinion that this Lloyd's Register Classed as recommended
100 A.S.
Foundation