

# IRON SHIPS.

No. 10418 Survey held at Sunderland Date, First Survey 2<sup>nd</sup> January Last Survey 22<sup>nd</sup> August 1872

On the Screw Steamer "Benton" Master N. Lovett

Tonnage under Tonnage Deck} <u>662.81</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>24.54</u>	Half moulded breadth .... <u>14.25</u>	Half Moulded Breadth....	When built <u>1842</u> Launched <u>20 July 1872</u>
Ditto of <u>Raised Or. Dk.</u> } <u>69.66</u>	Depth from upper part of Keel to top of Upper Deck Beams .... <u>18.0</u>	Total Depth if three or more Decks .....	By whom built <u>Wm. Dugford &amp; Sons</u>
Ditto of <u>House</u> } <u>2.13</u>	Girth of Half Midship Frame (as per Rule) ... <u>28.5</u>	Total Girth of Half Midship Frame .....	Owners <u>Hindhaugh &amp; Co.</u>
Gross Tonnage <u>759.14</u>	1st Number ..... <u>60.49</u>	3rd Number .....	Port belonging to <u>London</u>
Crew Space, as per Rule} <u>37.98</u>	Length ..... <u>129</u>	Length .....	Destined Voyage <u>Coasting</u>
Register Tonnage, out on Beam ... <u>242.92</u>	2nd Number .... <u>12.094</u>	4th Number ....	If Surveyed while Building, Afloat, or in Dry Dock.
Register Tonnage, as a <u>489.03</u>	Depths to Length. <u>11.2</u>	Breadths to Length ..... <u>6.6</u>	
Register Tonnage, as a <u>484.84</u>			

Length on deck as per Rule, 199 Feet. Inches. Moulded Breadth, 28.4 Feet. Inches. Depths from top of Floors to Upper and Main Deck Beams, as per Rule ..... 18 Feet. Inches. Horse. 90 N<sup>o</sup>. of Decks with flat laid one N<sup>o</sup>. of Tiers of Beams two

Dimensions of Ship per Register, length 199.4 breadth 28.55 depth 16.1

	Inches in Ship.	16ths. in Ship.	Inches required per Rule.	16ths. required per Rule.
Keel, if bar iron, depth and thickness .....	<u>8 x 2 3/4</u>	<u>8 x 2 3/4</u>	<u>8 x 2 3/4</u>	<u>8 x 2 3/4</u>
Do. if centre through plate, depth and thickness .....	<u>8 x 2 3/4</u>	<u>8 x 2 3/4</u>	<u>8 x 2 3/4</u>	<u>8 x 2 3/4</u>
Stem, if bar iron, moulding and thickness ....	<u>4 x 4 1/2</u>	<u>4 x 4 1/2</u>	<u>4 x 4 1/2</u>	<u>4 x 4 1/2</u>
Stern-post for Rudder do. do. ....	<u>4 x 4 1/2</u>	<u>4 x 4 1/2</u>	<u>4 x 4 1/2</u>	<u>4 x 4 1/2</u>
Stern-post for Propeller .....	<u>4 x 4 1/2</u>	<u>4 x 4 1/2</u>	<u>4 x 4 1/2</u>	<u>4 x 4 1/2</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft .....	<u>90.1</u>	<u>90.1</u>	<u>90.1</u>	<u>90.1</u>
Frames, size of Angle Iron, for 1/2 length amidships	<u>3 1/2 x 3 1/2</u>	<u>3 1/2 x 3 1/2</u>	<u>3 1/2 x 3 1/2</u>	<u>3 1/2 x 3 1/2</u>
Do. for 1/2 at each end .....	<u>3 1/2 x 3 1/2</u>	<u>3 1/2 x 3 1/2</u>	<u>3 1/2 x 3 1/2</u>	<u>3 1/2 x 3 1/2</u>
Reversed Frames, size of Angle Iron .....	<u>3 1/2 x 3 1/2</u>	<u>3 1/2 x 3 1/2</u>	<u>3 1/2 x 3 1/2</u>	<u>3 1/2 x 3 1/2</u>
Floors, depth and thickness of Floor Plate at mid line for half the length amidships .....	<u>1 1/2 x 4</u>	<u>1 1/2 x 4</u>	<u>1 1/2 x 4</u>	<u>1 1/2 x 4</u>
Do. at the ends .....	<u>1 1/2 x 4</u>	<u>1 1/2 x 4</u>	<u>1 1/2 x 4</u>	<u>1 1/2 x 4</u>
Do. do. do. at Bilge Keelson	<u>9 x 7</u>	<u>9 x 7</u>	<u>9 x 7</u>	<u>9 x 7</u>
Do. height extended at the Bilges .....	<u>double</u>	<u>double</u>	<u>double</u>	<u>double</u>
Beams, Upper, Spar or Awning Deck (No. <u>42</u> ) single or double Angle Iron, Plate or Tee Bulb Iron .....	<u>4 x 4</u>	<u>4 x 4</u>	<u>4 x 4</u>	<u>4 x 4</u>
Single or double Angle Iron on Upper edge .....	<u>2 1/2 x 2 1/2</u>	<u>2 1/2 x 2 1/2</u>	<u>2 1/2 x 2 1/2</u>	<u>2 1/2 x 2 1/2</u>
Average space .....	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>
Beams, Main or Middle Deck (No. ) single, or double Angle Iron, Plate or Tee Bulb Iron	<u>4 x 4</u>	<u>4 x 4</u>	<u>4 x 4</u>	<u>4 x 4</u>
Single, or double Angle Iron, on Upper Edge .....	<u>2 1/2 x 2 1/2</u>	<u>2 1/2 x 2 1/2</u>	<u>2 1/2 x 2 1/2</u>	<u>2 1/2 x 2 1/2</u>
Average space .....	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>
Beams, Lower Deck, <u>Hold or Orlop</u> (No. ) single or double Angle Iron, Plate or Tee Bulb Iron	<u>4 x 4</u>	<u>4 x 4</u>	<u>4 x 4</u>	<u>4 x 4</u>
Single or double Angle Iron on Upper Edge .....	<u>2 1/2 x 2 1/2</u>	<u>2 1/2 x 2 1/2</u>	<u>2 1/2 x 2 1/2</u>	<u>2 1/2 x 2 1/2</u>
Average space .....	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>
Keelson Centre line, single or double plate, box or intercostal, size of Plates .....	<u>13 x 10</u>	<u>13 x 10</u>	<u>13 x 10</u>	<u>13 x 10</u>
Do. Bulb Plate to Intercostal Keelson .....	<u>8 x 8</u>	<u>8 x 8</u>	<u>8 x 8</u>	<u>8 x 8</u>
Do. Size of Angle Irons .....	<u>5 x 3</u>	<u>5 x 3</u>	<u>5 x 3</u>	<u>5 x 3</u>
Do. Side Intercostal Keelson, size of Plates .....	<u>5 x 3</u>	<u>5 x 3</u>	<u>5 x 3</u>	<u>5 x 3</u>
Do. Angle Irons on tops of Floors .....	<u>5 x 3</u>	<u>5 x 3</u>	<u>5 x 3</u>	<u>5 x 3</u>
Do. Bilge Keelson, Bulb Iron .....	<u>5 x 3</u>	<u>5 x 3</u>	<u>5 x 3</u>	<u>5 x 3</u>
Do. do. Intercostal plates riveted to plating for length .....	<u>5 x 3</u>	<u>5 x 3</u>	<u>5 x 3</u>	<u>5 x 3</u>
Do. do. Angle Irons .....	<u>5 x 3</u>	<u>5 x 3</u>	<u>5 x 3</u>	<u>5 x 3</u>
Side Stringers (No. <u>one</u> ) size of Angle Irons	<u>5 x 3</u>	<u>5 x 3</u>	<u>5 x 3</u>	<u>5 x 3</u>
Do. Intercostal plates riveted to plating for length .....	<u>5 x 3</u>	<u>5 x 3</u>	<u>5 x 3</u>	<u>5 x 3</u>

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

ht-heads Plate Hawse Timbers Plate

adlass Greenheart Pall Bit Greenheart

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

The Reverse Angle Irons on the floors and frames extend from 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 (6 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 (6 1/2 ins.) from centre to centre.

Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes (9 1/2) thick, double or single Riveted; with Rivets (3/4 in.) diameter averaging (6 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 2 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/16 thicker than their plates. 2 lams

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 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 (1/16) thick, double or single Riveted; with Rivets (3/4 in.) diameter, averaging (3 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 3/4) Breadth of laps of plating in single Riveting (3 1/4)

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

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? Moulded butts rivetted No. of Breasthooks, 4 Crutches, 39 Transoms

What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Plates by Corbitt, Pease, Hutchinson & Co. and Bolckow, Vaughan & Co.

Manufacturer's name or trade mark, Wm. Corbitt & Co. "B & C"

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

Builder's Signature, Wm. Corbitt & Co. Surveyor's Signature, Wm. Corbitt & Co.

IRON 452-0011

104582m  
**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 with 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? 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

13306

N <sup>o</sup> .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N <sup>o</sup> .	Weight. Ex. Stock.	Test as per Certificate.	Wt req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain .....	270	1 1/2	34	270 1 1/2 - 34	34	marked W.T.C. Bowers P.H.S.	1	16.3.7	18.2.3.7	16 3/4	18
	Fore Top Sails,	(State Machine where Tested, and name of Superintendent).	One sample tested to breaking strain proved to be 50% over nominal proof for 1 1/2 chain. Marked P.H.S. & signed J. Hartness										
	Fore Topmast Stay Sails	Stream Cable	90	1 1/2				(State Machine where Tested, and name of Superintendent).	1	14.1.7	15.19.0.7	14.0.27	15 1/2
	Main Sails,	Hawser .....	80	8 1/2				Stream ....	1	7.1.14	7.0.0		
	Main Top Sails,	Towlines ....	80	5 1/2				Kedges ....	1	3.2.0	3.2.0		
	and	Warp .....	80	5 1/2					1	1.3.14	1.3.0		
		All of good quality.											

Her Standing and Running Rigging Wire & Hemp sufficient in size and good in quality. She has one Life Boat and 2 others.  
The present state of the Windlass is good Capstan — and Rudder good Pumps Port & good  
**Engine Room Skylights.**—How constructed? Wood on Bridge House How secured in ordinary weather? With screw bolts  
What arrangements are there for deadlights in such for bad weather? Solid wood shutters with thick circular glass  
**Coal Bunker Openings.**—How constructed? Iron framing on How are lids secured? Iron bar How high above deck? 2 feet  
**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? 5 Ports on each side  
**Cargo Hatchways.**—How formed? Iron plate coming 8 1/2 leaded State size Fore Hatch 22 ft X 10 ft X 34 ins high  
If of extraordinary size, state how framed and secured?  
What arrangement for shifting beams? One strong shifting casing in Fore & Main Hatchways  
**Hatches, themselves, whether strong and efficient?** Yes **Main Hatchways.**—State size 18 ft 6 ins X 9 ft X 34 ins high

Order for Special Survey No. 2332 DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought Build under 1 1/2" and  
Date 25<sup>th</sup> Oct 1911 Surveys held 2nd. On the plating during the progress of riveting Surveyed 10.12.10 Jan 2.19.11 Feb 2.19.11 14.12.10 22.12.10 28.12.10  
Order for Ordinary Survey No. — while building 3rd. When the beams were in and fastened, and before the decks were laid 14.12.10 19.12.10 25.12.10 31.12.10 6.1.11 12.1.11 19.1.11 25.1.11 31.1.11  
Date — as per 4th. When the ship was complete, and before the plating was finally coated or cemented May 3.11 14.11 22.11 29.11 5.12 12.12 19.12 26.12 31.12  
No. 52 in builder's yard. Section 18. 5th. After the ship was launched and equipped June 11.11 14.11 22.11 29.11 July 2.11 12.11 19.11 26.11 August 2.11 10.11 17.11 24.11

**General Remarks,**

This vessel has been constructed with a raised Quarter deck about 36 feet in length for Cabin accommodation for the Captain and Chief officer; She has a ballast tank fitted in the after hold about 47 feet in length, & one in the fore hold about 49 feet in length, fitted in the usual manner with longitudinal girders, & the flange plates secured with knees above & below.

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

In what manner are the surfaces preserved from oxidation? Inside Portland cement to upper Outside 3 coats of paint

I am of opinion this Vessel should be Classed GOAT turn of Ridges & paint above

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

Aug 1911

Special .....£ 36 : 11 :  
Certificate .... : : : "

(Travelling Expenses)  
(if any) £

Committee's Minute 27<sup>th</sup> August 1892

Character assigned GOAT

A.T.C.



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