

IRON SHIPS.

No. 2341 Survey held at Birkenhead Date, First Survey Sept-6 Last Survey Sept-17 1892
 On the S.S. "Seagull" Master J.W. Thatcher
 Built at Rutherglen
 When built 1872 Launched Not known
 By whom built J.B. Leath & Co.
 Owners Lane, Crawford & Co.
 Port belonging to London
 Destined Voyage Hong Kong
 If Surveyed while Building, Afloat, or in Dry Dock. Afloat in graving dock

Tonnage under Tonnage Deck <u>40.02</u> Ditto of Third Spar, or Awning Deck. <u>—</u> Ditto of Prop, or Raised Dk. <u>—</u> Ditto of Houses on Deck <u>50</u> Ditto of Forecastle <u>—</u> Gross Tonnage <u>40.62</u> Crew Space, per Rule <u>9.52</u> Register Tonnage, on Beam <u>—</u> Register Room <u>35.53</u> Register Tonnage, as a Steamer, on Beam <u>3.57</u>	ONE, OR TWO DECKED, SPAR, OR AWNING-DECKED VESSELS. Half moulded breadth <u>4.7</u> Depth from upper part of Keel to top of Upper Deck Beams <u>4.9</u> Girth of Half Midship Frame (as per Rule) <u>11.8</u> 1st Number <u>27.4</u> Length <u>79.75</u> 2nd Number <u>2185150</u> Depths to Length <u>10 to 11</u>	THREE DECKED VESSELS. Half Moulded Breadth <u>—</u> Total Depth if three or more Decks <u>—</u> Total Girth of Half Midship Frame <u>—</u> 3rd Number <u>—</u> Length <u>—</u> 4th Number <u>—</u> Breadths to Length <u>5-6-11</u>
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Length on deck <u>79</u> Feet. <u>9</u> Inches. Breadth <u>14</u> Feet. <u>4</u> Inches. Depth from top of Floors to Upper and Main Deck Beams, as per Rule <u>7</u> Feet. <u>1</u> Inches. Power of Engines <u>20</u> Horse. No. of Decks with flat laid <u>1</u> No. of Tiers of Beams <u>1</u>	Dimensions of Ship per Register, length, <u>80.6</u> breadth, <u>14.15</u> depth, <u>7.15</u> Keel, if bar iron, depth and thickness <u>4 x 3/4</u> Do. if centre through plate, depth and thickness <u>4 x 3/4</u> Stern-post for Rudder do. do. <u>4 x 1</u> Stern-post for Propeller <u>5 x 1 1/4</u> Distance of Frames from moulding edge to moulding edge, all fore and aft <u>24</u> Frames, size of Angle Iron, for 2/3 length amidships <u>2 1/2</u> Do. for 1/3 at each end <u>2 1/2</u> Reversed Frames, size of Angle Iron <u>2</u> Floors, depth and thickness of Floor Plate at mid line for half the length amidships <u>9</u> Do. at the ends <u>—</u> Do. do. do. at Bilge Keelson <u>—</u> Do. height extended at the Bilges <u>—</u> Beams, Upper, Spar, or Awning Deck (No.) <u>2 1/2</u> single or double Angle Iron, Plate or Tee Bulb Iron <u>2 1/2</u> Angle or double Angle Iron on Upper edge <u>24</u> Average space <u>—</u> Beams, Main or Middle Deck (No.) <u>—</u> single or double Angle Iron, Plate or Tee Bulb Iron <u>—</u> Angle or double Angle Iron, on Upper Edge <u>—</u> Average space <u>—</u> Beams, Lower Deck, Hold or Orlop (No.) <u>—</u> single or double Angle Iron, Plate or Tee Bulb Iron <u>—</u> Angle or double Angle Iron on Upper Edge <u>—</u> Average space <u>—</u> Keelson Centre line, single or double plate, box, or Intercoastal, size of Plates <u>2 1/2</u> Do. Bulb Plate to Intercoastal Keelson <u>—</u> Do. Size of Angle Irons <u>—</u> Do. Side Intercoastal Keelson, size of Plates <u>—</u> Do. Angle Irons on tops of Floors <u>—</u> Do. Bilge Keelson, Bulb Iron <u>2 1/2</u> Do. do. Intercoastal plates riveted to plating for length <u>—</u> Do. do. Angle Irons <u>—</u> Do. Stringers (No.) size of Angle Irons <u>—</u> Do. Intercoastal plates riveted to plating for length <u>—</u> Gunwales, material <u>Iron</u> or, if none, in what manner compensated for. <u>—</u> Light-heads <u>plates</u> Hawse Timbers <u>plates</u> Adlass <u>Iron</u> Pall Bitt <u>—</u> Frames extend in one length from <u>Keel</u> to <u>Gunwale</u> Reverse Angle Irons on the floors and frames extend from the middle line <u>to bilge</u> to <u>gunwale</u> Keelsons. Are the various lengths of Plates and Angle Irons properly connected? <u>Yes where seen</u> And are their butts properly shifted? <u>Yes where seen</u> Plates, Garboard, double or <u>single</u> Riveted to Keel, double or <u>single</u> at upper edge, with Rivets (3/4 in.) diameter, averaging (2 1/2 ins.) from centre to centre. Do. Edges from Garboards to upper part of Bilge, worked Clencher, double or <u>single</u> Riveted; with Rivets (3/4 in.) diameter, averaging (1 1/4 ins.) from centre to centre. Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes (4 x 5/16) thick, double or <u>single</u> Riveted; with Rivets (5/8 in.) diameter averaging (2 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. of <u>—</u> Strakes at Bilge for <u>—</u> length, treble riveted with Butt Straps <u>—</u> thicker than their plates. Do. Edges from bilge to Main Sheerstrake, worked carvel with a lining piece (<u>—</u>) thick, or clencher, double or <u>single</u> riveted; with rivets (10/16 in.) diameter, averaging (1 1/4 ins.) from centre to centre. Do. Edges of Sheerstrake, Main, double or <u>single</u> Riveted. Upper, double or <u>single</u> Riveted. At upper edge <u>to bulwark</u> At lower edge <u>single</u> Do. Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps (4 x 5/16) thick, double or <u>single</u> Riveted; with Rivets (10/16 in.) diameter, averaging (2 ins.) from centre to centre. Do. Butts of Main Sheerstrake, double or <u>treble</u> Riveted. Butts of Upper or Spar Sheerstrake, and Upper Deck Stringer Plate, double or treble Riveted for <u>—</u> length amidships. Breadth of laps of plating in double Riveting (<u>—</u>) Breadth of laps of plating in single Riveting (<u>2 1/2</u>) Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? <u>All double where seen</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>By plate knees</u> No. of Breasthooks, <u>—</u> Crutches, <u>—</u> What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? <u>—</u> Manufacturer's name or trade mark, <u>Not ascertained</u> We certify that the above is a correct description of the several particulars therein given. Builder's Signature, <u>—</u> Surveyor's Signature, <u>—</u>	Flat Keel Plates, breadth and thickness <u>20</u> 5" Plates in Garboard Strakes, breadth and thickness <u>—</u> 4" Do. from Garboard to upper part of Bilges <u>—</u> 4" Do. of doubling at Bilge, or increased thickness, and length applied <u>—</u> 4" Do. fm up. part of Bilge to lr. edge of Sh'rstrake <u>—</u> 5" Do. Main Sheerstrake, breadth and thickness <u>30</u> 5" Do. of d'bling at Sh'rstrake, & length applied <u>—</u> 5" Do. from Mn. to Upr. or Spar Dk. Sh'rstrake <u>—</u> 5" Do. Up. or Spar Dk Sh'rstrake, brdth & thickness <u>—</u> 5" Butt Straps to outside plating, breadth & thickness <u>6</u> same thickness as plates. Lengths of Plating <u>10</u> 4" Shifts of Plating, and Stringers <u>—</u> 4" Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness <u>9</u> 4" Angle Iron on ditto <u>2 1/2</u> 2 1/2 5" Tie Plates (fore and aft), outside Hatchways <u>none</u> Diagonal Tie Plates on Beams (No. of Pairs,) <u>8</u> Planksheer material and scantling <u>Iron gutter way</u> Waterways do. do. <u>2 1/2</u> 4" Flat of Upper Deck do. do. <u>wood screw bolts</u> How fastened to Beams <u>—</u> Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness <u>—</u> (Is the Stringer Plate attached to the outside plating?) <u>—</u> Angle Irons on ditto (No.) <u>—</u> Tie Plates, outside Hatchways <u>—</u> Diagonal Tie Plates on Beams (No. of pairs,) <u>—</u> Waterways materials and scantlings <u>—</u> Flat of Middle Deck do. do. <u>—</u> How fastened to Beams <u>—</u> Stringer Plates on ends of Lower Deck, Hold or Orlop Beams <u>—</u> (Is the Stringer Plate attached to the outside plating?) <u>—</u> Angle Irons on ditto (No.) <u>—</u> Stringer or Tie Plates, outside Hatchways <u>—</u> Flat of Lower Deck <u>—</u> Ceiling betwixt Decks, thickness and material <u>—</u> Do. in hold do. do. <u>—</u> Main piece of Rudder, diameter at head <u>2 1/2</u> Do. do. at heel <u>2</u> (Can the Rudder be unshipped afloat?) <u>No</u> Bulkheads No. <u>3</u> Thickness of <u>plates</u> Do. Height up <u>to upper deck</u> Do. How secured to the sides of the ship <u>By single frame</u> Do. Size of Vertical Angle Irons <u>2 1/2</u> 2 1/2 and their distance apart, <u>30</u> Do. Are the outside Plates doubled two spaces of Frames in length? <u>—</u>
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2410-2540

Workmanship. Are the butts of plating planed or otherwise fitted? *Not known*
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 where seen*
Do the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? *Single pieces*
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Yes where seen* and are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *Yes where seen*
Are there any rivets which either break into or have been put through the seams or butts of the plating? *Not any where seen*

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 *She has two Masts of Spruce.*

10565 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.	W'ght req'd per Rule.	Test req'd per Rule.
N ^o . <i>one</i>	SAILS.	CABLES, &c.										
	Fore Sails,	Chain										
	Fore Top Sails,	<i>(State Machine where Tested, and name of Superintendent).</i>										
	Fore Topmast Stay Sails	Hempen Stream Cable										
	Main Sails,	Hawser										
and	Main Top Sails,	Towlines										
		Warp										
		All of <i>good</i> quality.										

Her Standing and Running Rigging *Hemp* sufficient in size and *good* in quality. She has *one* Long Boat and *one other*
The present state of the Windlass is *Good* Capstan *—* and Rudder *Good* Pumps *in each Compartment*
Engine Room Skylights.—How constructed? *Wood framed* How secured in ordinary weather? *By bolts & lugs*
What arrangements are there for deadlights in such for bad weather? *—*

Coal Bunker Openings.—How constructed? *Circular* How are lids secured? *By cross bars* How high above deck? *Flush*

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?
She has scuppers, & low iron bulwarks.

Cargo Hatchways.—How formed? *Pine Comings* State size *about 4 ft square*

If of extraordinary size, state how framed and secured? *—*

What arrangement for shifting beams? *—*

Hatches, themselves, whether strong and efficient? *Yes* Main Hatchways.—State size *—*

Order for Special Survey No. _____ DATES of _____
Date _____ Surveys held _____
Order for Ordinary Survey No. _____ while building _____
Date _____ as per _____
No. _____ 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,

We have examined this vessel with a view to Classification & find her very well built. It will be seen that she is so small that we are unable to compare her scantlings with any requirements of the Rules under the numerals that represent her. We therefore submit for favorable consideration whether she is not eligible for 90 A. Should the Committee be pleased to accept her equipment for tug purposes only, & to be thus marked in the Register book.

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

In what manner are the surfaces preserved from oxidation? Inside *Cement & paint* Outside *Paint*

I am of opinion this Vessel should be Classed *90 A* for tug purposes only

The amount of the Entry Fee£ 1 : : " is received by me,

Special£ 5 : 5 : " *20/9/12*

Certificate : 2 : 6

(Travelling Expenses)

(if any) £ _____

Committee's Minute *Liverpool 20 September 1872*

Character assigned *90 A*

A & C. P. M. b. E. & J.