

## IRON SHIPS.

No. 11440 Survey held at Sunderland Date, First Survey 19<sup>th</sup> Jan'y Last Survey October 15 1872On the Screw Steamer "Ulleswater" Master H. H. Gowdy

Length under Main Deck	668.34	ONE OR TWO DECKED, SPAR, OR ANYTHING- DECKED VESSELS.	Half Moulded Breadth....	Built at <u>Sunderland</u>
of Third Spar, Awning Deck.	25.25	Half moulded breadth .... 14.29	Total Depth if three or more Decks .....	When built <u>1872</u> Launched <u>22 Aug<sup>st</sup> /72</u>
of Poop, or Qr. Dk.	66.05	Depth from upper part of Keel to top of Upper Deck Beams .....	Total Girth of Half Mid- ship Frame .....	By whom built <u>Messrs Day &amp; Co</u>
of Houses	2.36	Girth of Half Midship Frame (as per Rule) ... 28.5	3rd Number .....	Owners <u>H. Strachan &amp; Co</u>
Forecastle	2.50	1st Number .....	Length .....	Port belonging to <u>London</u>
Tonnage	764.50	Length .....	4th Number ....	Destined Voyage <u>Malta</u>
Space, Rule	33.92	2nd Number .... 12.094	Breadths to Length .....	If Surveyed while Building, Afloat, or in Dry Dock.
Tonnage, Room	238.88	Depths to Length. 110		
Tonnage, as a mer, cut on Beam	491.7			

Keel  
 Moulded Breadth, 28.10  
 Depths from top of Floors to Upper  
 and Main Deck Beams, as per  
 Rule .....

Power of Engines, 18.0  
 N<sup>o</sup>. of Decks with flat laid  
 N<sup>o</sup>. of Tiers of Beams, two  
 Dimensions of Ship per Register, length, 199. breadth, 28.9 depth, 16.1

Flat Keel Plates, breadth and thickness .....  
 Plates in Garboard Strakes, breadth and thickness .....  
 Do. from Garboard to upper part of Bilges ..  
 Do. of doubling at Bilge, or increased thick-  
 ness, and length applied .....  
 Do. fm up. part of Bilge to lr. edge of Sh'rstrake  
 Do. Main Sheerstrake, breadth and thickness  
 Do. of d'bling at Sh'rstrake, & length applied  
 Do. from Mn. to Up. or Spar Dk. Sh'rstrake.  
 Do. Up. or Spar Dk Sh'rstrake, brdth & thickn  
 Butt Straps to outside plating, breadth & thickness  
 Lengths of Plating .....  
 Shifts of Plating, and Stringers .....  
 Gunwale Plate on ends of Awning Spar, or  
 Upper Deck Beams, breadth and thickness...  
 Angle Iron on ditto .....  
 Tie Plates (fore and aft), outside Hatchways...  
 Diagonal Tie Plates on Beams (No. of Pairs, ..)  
 Planksheer material and scantling .....  
 Waterways do. do. ....  
 Flat of Upper Deck do. do. ....  
 How fastened to Beams .....  
 Stringer Plate on ends of Main or Middle Deck  
 Beams, breadth and thickness .....  
 (Is the Stringer Plate attached to the outside plating?)

Angle Irons on ditto (No. ....)  
 Tie Plates, outside Hatchways .....  
 Diagonal Tie Plates on Beams (No. of pairs, ..)  
 Waterways materials and scantlings .....  
 Flat of Middle Deck do. do. ....  
 How fastened to Beams .....  
 Stringer Plates on ends of Lower Deck, Hold or  
 Orlop Beams .....  
 (Is the Stringer Plate attached to the outside plating?)  
 Angle Irons on ditto (No. 293) .....  
 Stringer or Tie Plates, outside Hatchways ....  
 Flat of Lower Deck .....  
 Ceiling betwixt Decks, thickness and material ..  
 Do. in hold do. do. ....  
 Main piece of Rudder, diameter at head .....  
 Do. do. at heel .....  
 (Can the Rudder be unshipped afloat? Yes)  
 Bulkheads No. 4 Thickness of 6.5.4  
 Do. Height up to 1st Deck after one to cabin sole, and  
 Do. How secured to the sides of the ship double frames  
 Do. Size of Vertical Angle Irons, 3x2 1/2 and their distance apart, 24.6  
 Do. Are the outside Plates doubled two spaces of Frames in length? Yes

Transoms, material Plate or, if none, in what manner compensated for.  
 Knight-heads .....  
 Windlass Greenheart Pall Bit Greenheart  
 The Frames extend in one length from Keel to gunwale  
 The Reverse Angle Irons on the floors and frames extend to the middle line to the turn of bilge 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 Riveted to Keel, double or at upper edge, with Rivets (1 1/2 in.) diameter, averaging (17 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 ins.) from centre to centre.  
 Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes (5/16) thick, double or single Riveted; with Rivets (3/4 in.) diameter averaging (3 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 lands  
 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? Runned down ends No. of Breasthooks, 4 Crutches, 34 transoms  
 What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. Plating by Hawks, Crawshaw & Co.  
 Manufacturer's name or trade mark, Bulbs by Oswald & Co. & Plates by Oswald & Co., Consett, and Rease & Hutchinson & Co.

We certify that the above is a correct description of the several particulars therein given.  
 Builder's Signature, William Oswald & Co. Surveyor's Signature, James Wilson



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  
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 wood, and 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

10671 Iron

	Number for equipment	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.	W'ght req'd per Rule.	Test req'd per Rule.
SAILS.	12750	270	1 5/16	34	1 5/16	34	&c.	1	17.0.0	18.5.00	16 3/4	18
Fore Sails,		one sample		tested to proof strain			Bowers ....	1	16.3.26	18.5.00	16 3/4	18
Fore Top Sails,		(State Machine where Tested, and name of Superintendent).		showing margin of 23% above Admiralty test for 1 5/16 chain			State Machine where Tested, and name of Superintendent).	1	14.3.7	16.7.3.7	14.0.27	15
Fore Topmast Stay Sails		Hempen Stream Cable	75	8 1/2			Stream ....	1	7.0.7	---	7.0.0	
Main Sails,		Hawser chain	90	7 1/8			Kedges ....	1	3.3.21	---	3.2.0	
Main Top Sails,		Towlines ....	75	6 1/2				1	1.3.7	---	1.3.0	
		Warp .....	75	5 1/2								
		All of quality.										

Her Standing and Running Rigging Wire & Hemp sufficient in size and good in quality. She has one Long Boat and two others  
The present state of the Windlass is good Capstan good and Rudder good Pumps 2 Metal & good  
Engine Room Skylights.—How constructed? Wood framing on Rudge How secured in ordinary weather? with screws  
What arrangements are there for deadlights in such for bad weather? Wood shutters with thick glass, circular  
Coal Bunker Openings.—How constructed? Cast Metal Scuttles How are lids secured? with studs How high above deck? 5 1/2 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? 5 Ports on each side

Cargo Hatchways.—How formed? Iron plate comings & Headleaves State size fore Hatch 6ft x 7ft 4ins x 34 in  
If of extraordinary size, state how framed and secured?  
What arrangement for shifting beams? Strong shifting carling in each Hatchway  
Hatches, themselves, whether strong and efficient? Yes Main Hatchways.—State size 18ft 2" x 9ft 2" x 32 in

Order for Special Survey No. 2333 DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought built under S.C. rule  
Date 25th Septem 71 Surveys held 2nd. On the plating during the progress of riveting Carried 1871 Jan 19 31 Feb 17 18 19 22 28 4th Feb 9 13 15 19 22 28  
Order for Ordinary Survey No. — while building 3rd. When the beams were in and fastened, and before the decks were laid Apr 5 9 12 14 17 23 26 30 May 3 8 10 14 17 22 24 27  
Date — as per 4th. When the ship was complete, and before the plating was finally coated or cemented 27 31 June 4 11 14 17 23 26 July 2 9  
No. 53 in builder's yard. Section 18. 5th. After the ship was launched and equipped 16 23 25 Aug 25 26 9 10 12 15 17 23 26 Sep 16 19 23 26 30 Oct 1 10 12 15

General Remarks, This vessel has been constructed with a raised quarter deck about 36 ft in length for cabin accommodation, for the Captain & Chief officer: She has a ballast tank fitted in the after hold about 47 ft in length, & one in the fore hold about 49 ft in length, fitted in the usual manner with longitudinal girders, & the flange plates secured to the frame with knees above, & below.

State if one, two or three decked vessel, or if spar or running 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 Portland cement to upper Outside 3 coats of paint  
I am of opinion this Vessel should be Classed GO A 1 Turn of Bilge & paint above

The amount of the Entry Fee .....£ 5 : " : " is received by me,  
Oct 1872 Special .....£ 36 : 10 : "  
Certificate .... " : " : "  
(Travelling Expenses)  
(if any) £  
Committee's Minute 18th October 1872  
Character assigned GO A 1  
ATEP  
JPW  
James Sibum  
This vessel appears to be eligible for the class GO A 1  
Lloyd's Register Foundation