

IRON SHIP.

No. 2845 Survey held at Whitehaven Date, First Survey 21 July 1871 Last Survey 8 January 1873

On the Screw Steamer "Asiatic" Yard Number 41 Master Coxwell

TONNAGE under Tonnage Deck 1788.11 ONE, OR TWO DECKED, THREE DECKED VESSEL.

Ditto of Third, Spar, or Awning Deck. 171.71 SPAR, OR AWNING DECKED VESSEL.

Ditto of Poop, or Raised Or Dk. 22.00 HALF BREADTH (moulded) 14.03

Ditto of Houses on Deck 44.30 DEPTH from upper part of Keel to top of Upper Deck Beams 25.55

Ditto of Forecastle 2066.20 GIRTH of Half Midship Frame (as per Rule) 38.5

Less Crew Space 430.90 1st NUMBER 81.08

Less Engine Room 1635.30 1st NUMBER, if a THREE-DECKED VESSEL 67.08

Register Tonnage 1635.30 LENGTH 298

PROPORTIONS Breadths to Length 8.74

Depths to Length—Upper Deck to Keel 11.663

Main Deck to top of floors 18.006

Built at Whitehaven

When built 1871-2 Launched 19 Sept 1872

By whom built Whitehaven Shipbuilding Co. Ltd.

Owners Union Steamship Company

Port belonging to Southampton

Destined Voyage Southampton & Africa

If Surveyed while Building, Afloat, or in Dry Dock.

While Building S.S. No. 192

LENGTH deck as Rule 298 BREADTH—Moulded 34 3/4 DEPTH top of Floors to Upper Deck Beams 23 6 1/2 Power of Engines 200 No. of Decks with flat laid Two No. of Tiers of Beams Three

Dimensions of Ship per Register, length 299.95 breadth 34.2 depth 23.3

EL, depth and thickness 10 x 2 1/2 M, moulding and thickness 9 1/2 x 2 1/2 STERN POST for Rudder do. do. 10 x 5 for Propeller 10 x 5 Distance of Frames from moulding edge to moulding edge, all fore and aft 24

FRAMES, Angle Iron, for 3/4 length amidships Do. for 1/2 at each end 4 3 1/2

REVERSED FRAMES, Angle Iron 4 3 1/2

ORS, depth and thickness of Floor Plate at mid line for half length amidships 24

thickness at the ends of vessel 14

derth at 3/4 the half-bdth. as per Rule 48

ut extended at the Bilges 48

S, Upper, Spar, or Awning Deck 6 1/2

or d'ble Ang. Iron, Plate or Tee Bulb Iron 2 1/2

or double Angle Iron on Upper edge 2 1/2

age space 4 feet

S, Main or Middle Deck 8 1/2

or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 3 1/2

or double Angle Iron, on Upper Edge 3 3 1/2

age space 16 feet

MS, Lower Deck, Hold or Orlop 8 1/2

or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 3 1/2

or double Angle Iron on Upper Edge 3 3 1/2

verage space 16 feet

ELSONS Centre line, single or double plate, 11

box, or Intercoastal, Plates 9

er Plate 9

Plate to Intercoastal Keelson 9

ngle Irons 6 4 9

Double Angle Iron Side Keelson 5 1/2 4 9

Intercoastal Plate 5 1/2 4 9

do. Angle Irons 5 1/2 4 9

Attached to outside plating with angle iron 3 3 1/2 9

ILGE Angle Irons 5 1/2 4 9

do. Bulb Iron 5 1/2 4 9

do. Intercoastal plates riveted to plating for 3/4 length 8 9

BILGE STRINGER Angle Irons 5 1/2 4 9

Intercoastal plates riveted to plating for 1/2 length 8 9

IDE STRINGER Angle Irons 3 3 1/2 9

Fransoms, material. Knight-heads. Hawse Timbers. Seak Chocks

Windlass Iron Pall Bitt Iron

The FRAMES extend in one length from Keel to Gunwale

The REVERSED ANGLE IRONS on floors and frames extend from middle line to above the Main Stringer angle and to up Deck stringer alternately

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? yes And butts properly shifted? yes

PLATING. Garboard, double riveted to Keel, with rivets 1 1/8 in. diameter, averaging 5 1/2 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 4 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 4 ins. from centre to centre.

Butts of two Strakes at Bilge for 3 1/2 length, treble riveted with Butt Straps 1 1/8 thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 4 3/4 ins. from cr. to cr.

Flat Keel Plates, breadth and thickness 35

PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges 11

of doubling at Bilge, or increased thickness, and length applied 3 1/2

fm up. part of Bilge to lr. edge of Sh'rstrake 10

Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied 42

from Mn. to Up. or Spar Dk. Sh'rstrake. 11

Up. or Spar Dk Sh'rstrake, brdth & thickness 48

Butt Straps to outside plating, breadth & thickness 12 1/2

Lengths of Plating 12 feet 3 inches

Shifts of Plating, and Stringers 48

Gunwale Plate on ends of Awning Spar, or Upper Deck Beams, breadth and thickness 49 1/2

Angle Iron on ditto 4 x 4

Tie Plates fore and aft, outside Hatchways 16 1/2

Diagonal Tie Plates on Beams No. of Pairs, 5 16 1/2

Planksheer material and scantling 48

Waterways do. do. 48

Flat of Upper Deck do. do. 48

How fastened to Beams 12 inch

Stringer Plate on ends of Main or Middle Deck 49 1/2

Beams, breadth and thickness 49 1/2

Is the Stringer Plate attached to the outside plating? yes

Angle Irons on ditto, No. 2 4 x 4

Tie Plates, outside Hatchways 16 1/2

Diagonal Tie Plates on Beams, No. of pairs 16 1/2

Waterways materials and scantlings 48

Flat of Middle Deck do. do. 48

How fastened to Beams 12 inch

Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 36

Is the Stringer Plate attached to the outside plating? yes

Angle Irons on ditto, No. 3 4 x 4

Stringer or Tie Plates, outside Hatchways 4 x 4

Flat of Lower Deck none

Ceiling betwixt Decks, thickness and material 2 1/2

in hold do. do. 3 1/2

Main piece of Rudder, diameter at head 4 1/2

do. at heel 4 1/2

Can the Rudder be unshipped afloat? yes

Bulkheads No. 4 Thickness of 6 1/8

Height up to Main upper deck as per rule 4 1/8

How secured to sides of ship double frames

Size of Vertical Angle Irons 3 x 3 x 1/2 and distance apart 24 ins.

Are the outside Plates doubled two spaces of Frames in length? yes

The above is a correct description.

Builder's Signature, Whitehaven Shipbuilding Co. Ltd. Surveyor's Signature, J. W. Miles

James Watterson

Mmaga

IRON 453-0056

Workmanship. Are the butts of plating planed or otherwise fitted? they are planed 10949 Iron
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
Are the fillings between the ribs and plates solid single pieces? solid pieces
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? yes
Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? yes
Do any rivets break into or through the seams or butts of the plating? a few in the butts

Masts, Bowsprit, Yards, &c., are in good condition, and sufficient in size and length. If of Iron or Steel give
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 The Foremast Main Mast and lower Yards
are constructed of Iron, - Sketch and dimensions herewith.

| NUMBER for EQUIPMENT | | 26544 | Fathoms. | Inches. | Test per Certificate. | In. req'd per Rule. | Test req'd per Rule. | ANCHORS, &c. | N ^o . | Weight. Ex. Stock. | Test per Certificate. | Wght req'd per Rule. | Test req'd per Rule. |
|---------------------------------------|-------------------------|---|---|---------|-----------------------|---------------------|----------------------|--|------------------|--------------------|-----------------------|----------------------|----------------------|
| N ^o . Full sheet and | SAILS. | CABLES, &c. | 300 | 1 7/8 | 63.5.0.0 | 1 3/4 | 55.2.0.0 | Bowers ... | 3 | 30.3.22 | 29.6.2.2 | 30.0.0.0 | 28.12.0.0 |
| | Fore Sails, | Chain ... | Tested at Robertson 21 st Dec ^r 1872 by MK Reade | | | | | | | | | | |
| | Fore Top Sails, | (Machine where Tested, date, and name of Superintendent.) | | | | | | | | | | | |
| | Fore Topmast Stay Sails | Hempen Stream Cable | 90 | 1 1/2 | | 11 | | (Machine where Tested, date, and name of Superintendent.) | | | | | |
| | Main Sails, | Hawser chain | 90 | 1 1/2 | | | | Tested at Robertson 29 th July 1872 by MK Reade | | | | | |
| | Main Top Sails, | Towlines ... | 90 | 9/4 | | 11 | | Stream ... | 1 | 12.0.1 | | 12.0.0 | |
| | | Warp ... | 90 | | | 11 | | | | | | | |
| | quality | good | 90 | 1 1/2 | | | | Kedges ... | 2 | 6.0.1 | | 6.0.0 | |
| | | | 90 | 1 1/2 | | | | | | 3.0.20 | | 3.0.0 | |

Standing and Running Rigging wire & Hemp sufficient in size and good in quality. She has 2 Life Long Boats and 4 others
The Windlass is good & well secured Capstan Steam and Rudder good Pumps good
Engine Room Skylights. How constructed? Iron Coverings & Wood Sash frames How secured in ordinary weather? Leak top frame secured to Iron Covering
What arrangements for deadlights in bad weather? fitted with dead lights of wood and bulls eyes let in.
Coal Bunker Openings. How constructed? of Cast Iron How are lids secured? by turning in lid plates Height above deck? about 1 inch
Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? Scuppers made in the sides at the height of the upper deck stringer plate, & ports cut in bulwark above.
Cargo Hatchways. How formed? plate Iron Coverings Iron Carlings, and the hatches of wood
State size Main Hatch 15.10 x 10.0 Fore hatch 8.0 x 7.0 Quarter hatch 8.0 x 7.0
If of extraordinary size, state how framed and secured? with Carlings and half beams where required
What arrangement for shifting beams?
Hatches, If strong and efficient? They are

Order for Special Survey No. 192 DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought Built under
Date 29 April 1871 Surveys held 2nd. On the plating during the progress of riveting Special Survey between the
Order for Ordinary Survey No. while building 3rd. When the beams were in and fastened, and before the decks were laid 21st July 1871
Date as per 4th. When the ship was complete, and before the plating was finally coated or cemented and the
No. 4 in builder's yard. Section 18. 5th. After the ship was launched and equipped present date

General Remarks,
The Testing Certificates for the Anchors and Chain Cables have been produced from the Staffordshire Public Chain and Anchor Testing Company signed by MK Reade.

This vessel has been built from the same Model and Specification as (No. 2) the "Vigretia", the recommendations of the principal Surveyors in that Case, dated 29th March 1871, being also fully complied with in this, and the scantlings have accordingly been compared with them and the Rules in force at the time the vessel was commenced.

A full Poop 93 ft before Rudderpost, and topgallant Forecastle 46 ft long, have been added, the frames beams plating stringers waterways & deck in conformity with the Section submitted; the upper deck Sheerstrake is doubled for 24 ft at the Break of Poop, a clamp plate 12 1/2 x 8 1/2 x 29 ft is also fitted on the inside of the frames close under the upper deck beams, and a partial bulkhead has been fitted at the fore end of the Poop to give strength transversely, as recommended by the principal Surveyors.

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.

How are the surfaces preserved from oxidation? Inside Portland Cement to rigging & Paint Outside Oxide of Iron & other Paint

I am of opinion this Vessel should be Classed 100 A 1

The amount of the Entry Fee ... £ 5 : is received by me, from The Whitehaven Shipbuilding Company
Special ... £ 74 :
Certificate ... :
Jan 1873

(Travelling Expenses)
(if any) £ 4.10

Committee's Minute 10th Jan^y 1873

Character assigned 100 A 1
Three decks
M.C.

