

IRON SHIPS.

No. 12006 Survey held at Penang Date, First Survey 9th Aug 1871 Last Survey 6th Jan 1873

On the S.S. "YANKIN"

Master Richard McRabb

Tonnage under Deck	2202.38	ONE, OR TWO DECKED, SPAR, OR AWNING-DECKED VESSELS.	Half moulded breadth....	18.3	Built at	Newcastle
Ratio of Third Spar, or Awning Deck			Total Depth if three or more Decks	27.8	When built	1872 Launched 23 July 72
Ratio of Poop, or Raised 2 ^d Dk.	132.27	Half moulded breadth....	Total Girth of Half Mid-ship Frame	40.2	By whom built	C Mitchell & Co
Ratio of Houses on Deck	43.82	Depth from upper part of Keel to top of Upper Deck Beams	3 rd Number	79.1	Owners	Watts Milburn & Co
Ditto of Forecastle	44.46	Girth of Half Midship Frame (as per Rule)	Length	328	Port belonging to	London
Gross Tonnage	2422.93	1 st Number	4 th Number	28240.8	Destined Voyage	China
Crew Space, as per Rule	72.40	Length	Breadths to Length	8.9	If Surveyed while Building, Afloat, or in Dry Dock.	While building
Register Tonnage, out of Beam	520.66	2 nd Number				
Engine Room		Depths to Length				
Register Tonnage, as a Steamer, out of Beam	1029.87	Length				

Length on deck as per Rule, 330 - Moulded Breadth, 36 6 Depths from top of Floors to Upper and Main Deck Beams, as per Rule, 25 6 Power of Engines, 300 No. of Decks with flat laid TWO No. of Tiers of Beams THREE

Inches in Ship.			Inches required per Rule.			Inches in Ship.			Inches required per Rule.		
In Ship.	In Ship.	16ths In Ship.	Inches.	Inches.	16ths per Rule.	In Ship.	In Ship.	16ths In Ship.	Inches.	Inches.	16ths per Rule.
Dimensions of Ship per Register, length, 330.6 breadth, 36.8 depth, 25.7											
Keel, if bar iron, depth and thickness	8 1/2	3 1/2	10	2 3/4	10	2 3/4	10	2 3/4	10	2 3/4	10
Do. if centre through plate, depth and thickness	10	2 3/4	10	2 3/4	10	2 3/4	10	2 3/4	10	2 3/4	10
Stem, if bar iron, moulding and thickness	10	2 3/4	10	2 3/4	10	2 3/4	10	2 3/4	10	2 3/4	10
Stern-post for Rudder do.	10	2 3/4	10	2 3/4	10	2 3/4	10	2 3/4	10	2 3/4	10
Stern-post for Propeller do.	10	2 3/4	10	2 3/4	10	2 3/4	10	2 3/4	10	2 3/4	10
Distance of Frames from moulding edge to moulding edge, all fore and aft	24		(Class 100A)								
Frames, size of Angle Iron, for 1/2 length amidships	4 1/2	3	8	4 1/2	3 1/2	8 1/6	4 1/2	3	8	4 1/2	3 1/2
Do. for 1/2 at each end	4 1/2	3	7	4 1/2	3 1/2	7 1/6	4 1/2	3	7	4 1/2	3 1/2
Reversed Frames, size of Angle Iron	3	3	7	3	3	7 1/6	3	3	7	3	3
Floors, depth and thickness of Floor Plate at mid line for half the length amidships	25	9	22 1/2	9 1/6			25	9	22 1/2	9 1/6	
Do. at the ends	25	9	22 1/2	9 1/6			25	9	22 1/2	9 1/6	
Do. do. do. at Bilge Keelson	12	9		9 1/6			12	9		9 1/6	
Do. height extended at the Bilges	4 1/2		3	feet 9 in			4 1/2		3	feet 9 in	
Beams, Upper, Spar, or Awning Deck (No. 64) single or double Angle Iron, Plate or Tee Bulb Iron	7 1/2	7	7 1/2	7 1/6			7 1/2	7	7 1/2	7 1/6	
Single or double Angle Iron on Upper edge	2 3/4	2 3/4	5	3	2 1/2	5 1/6	2 3/4	2 3/4	5	3	2 1/2
Average space	4	0	4	feet			4	0	4	feet	
Beams, Main or Middle Deck (No. 61) single, or double Angle Iron, Plate or Tee Bulb Iron	8 1/2	8	8 1/2	8 1/6			8 1/2	8	8 1/2	8 1/6	
Single or double Angle Iron, on Upper Edge	3 1/2	3	6	3	3	6 1/6	3 1/2	3	6	3	3
Average space	4	0	4	feet			4	0	4	feet	
Beams, Lower Deck, Hold or Orlop (No. 6) single or double Angle Iron, Plate or Tee Bulb Iron	8 1/2	8	8 1/2	8 1/6			8 1/2	8	8 1/2	8 1/6	
Single or double Angle Iron on Upper Edge	3 1/2	3 1/2	8	3	3	6 1/6	3 1/2	3 1/2	8	3	3
Average space	8 1/2		14	feet			8 1/2		14	feet	
Keelson Centre line, single or double plate, box or intercostal, size of Plates	31	9	31	9 1/6			31	9	31	9 1/6	
Do. Bulb Plate to Intercostal Keelson	12	10	12	10 1/6			12	10	12	10 1/6	
Do. Size of Angle Irons	6	4	9	6	4	9 1/6	6	4	9	6	4
Do. Side Intercostal Keelson, size of Plates	22	9		9 1/6			22	9		9 1/6	
Do. Angle Irons on tops of Floors	6	4	9	6	4	9 1/6	6	4	9	6	4
Do. Bilge Keelson, Bulb Iron	8 1/2	8	8 1/2	8 1/6			8 1/2	8	8 1/2	8 1/6	
Do. do. Intercostal plates riveted to plating for 1/2 length		9		9 1/6				9		9 1/6	
Do. do. Angle Irons	6	4	9	6	4	9 1/6	6	4	9	6	4
Side Stringers (No. 1) size of Angle Irons	6	4	9	6	4	9 1/6	6	4	9	6	4
Do. Intercostal plates riveted to plating for 3/5 length		9		9 1/6				9		9 1/6	

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

Knight-heads iron Hawse Timbers iron

Windlass Harfield's pl. Pall Bitt

The Frames extend in one length from keel to gunwale Riveted through plates with (1/2 in.) Rivets, about 8" apart.

The Reverse Angle Irons on the floors and frames extend sewn 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 (1/2 in.) diameter, averaging (5 3/4 ins.) from centre to centre.

Do. Edges from Garboards to upper part of Bilge, worked Clencher, double or single Riveted; with Rivets (7/8 in.) diameter, averaging (3 3/4 ins.) from centre to centre.

Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes (1 1/2) thick, double or single Riveted; with Rivets (7/8 in.) diameter averaging (3 3/4 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 Iron Strakes at Bilge for half length, treble riveted with Butt Straps 1/16 thicker than their plates.

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 1/4 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 1/16) thick, double or single Riveted; with Rivets (3/4 in) diameter, averaging (3 1/4 ins) from centre to centre.

Do. Butts of Main Sheerstrake, double or single Riveted. Butts of Upper or Spar Sheerstrake, and Upper Deck Stringer Plate, double or treble Riveted for half length amidships. Breadth of laps of plating in double Riveting (4 1/4 - 5) Breadth of laps of plating in single Riveting (2 3/8)

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

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? Nuts welded or riveted to frames No. of Breasthooks, 5 Crutches, 4

What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?

Manufacturer's name or trade mark, Angley by Josh Wilson & Co. Plates by Bolton & Co. and Consett Iron Co.

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

Owner's Signature, For C. Mitchell & Co. Surveyor's Signature, James Hunter

Workmanship. Are the butts of plating planed or otherwise fitted? planed where practicable
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 in Butts only

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 Iron masts 85x25 Main 76x25 tm plates in the round 7/16 to 5/8 no angles seams double and Butts double and Seals at bedding -

(10959 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 .	SAILS.	CABLES, &c.	150	1 1/8	67 1/2	1 1/4	63 5/20		37.1.22	34 2/20	34	31 1/2	
	Fore Sails,	Chain	150	1 1/8	67 1/2	1 1/4	63 5/20	Bowers	3	36.2.0	33 5/20	34	31 1/2
	Fore Top Sails,	(State Machine where Tested, and name of Superintendent).	Doyle's Line J.H. R. B. Smith & Co. Ltd.				(State Machine where Tested, and name of Superintendent).		31.2.24	29 15/20	28.3.17	27 1/2	
	Fore Topmast Stay Sails	Hempen Stream Cable	90	1 1/8		1 1/8	Stream	1	14.2.0		13.2.0		
	Main Sails,	Hawser	90	10		11			7.1.14		6.3.0		
	Main Top Sails,	Towlines	90	8		7 1/2	Kedges	2	3.2.12		3.1.0		
and		Warp	90	7									
		All of good quality.	80	6									

Her Standing and Running Rigging Wire Hemp sufficient in size and good in quality. She has 2 Life Long Boats and five others

The present state of the Windlass is Shufeldt's Capstan 21 and Rudder good Pumps four

Engine Room Skylights.—How constructed? Iron coming off above deck How secured in ordinary weather? Bolted down

What arrangements are there for deadlights in such for bad weather? Deadlights in each hatch

Coal Bunker Openings.—How constructed? Cas Iron frames How are lids secured? Bar across How high above deck? Quakers

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? True square ports on each side

Cargo Hatchways.—How formed? Iron coming off State size 24x12 16x10-6 12x8

If of extraordinary size, state how framed and secured? Framed with Bag Beams and Iron coming off

What arrangement for shifting beams? Built iron and angles

Hatches, themselves, whether strong and efficient? yes Main Hatchways.—State size See above

Order for Special Survey No. 825 DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought Built
Date 2 May 1871 Surveys held 2nd. On the plating during the progress of riveting under special
Order for Ordinary Survey No. — while building 3rd. When the beams were in and fastened, and before the decks were laid —
Date — as per 4th. When the ship was complete, and before the plating was finally coated or cemented —
2 in builder's yard. Section 18. 5th. After the ship was launched and equipped Survey

General Remarks, The dimensions of this vessel having been altered while under construction. The fore and aft flange of the frame are half an inch less than required by the Rules — as Compensation for such deficiency. Double angle stringers of 4x4x9/16 fitted in the trans decks for Bag Length of vessel. See secret stamp letter and midship section —

she is fitted with a double bottom in after hold for 74 feet also under Engines & Boilers for 56 feet — total length 130 feet —

Plating of Inner Bottom 8/16 side plates 7/16

Length of poop 74 feet. Length of foremast 40 feet —

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

In what manner are the surfaces preserved from oxidation? Inside Lead in Bottom Outside Paint

I am of opinion this Vessel should be Classed 100 A.S.

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

on 2000 tons Special paid £ 80: 15: ..

Certificate

(Travelling Expenses)

(if any) £ ..

Committee's Minute 14th Jan'y 1873

Character assigned 100 A. 1 A & C

Three decks

M.C.

This ship is eligible for the class 100 A.S.

as recommended

1873

13/1/73

Lloyd's Register

Foundation