

IRON SHIP.

No. 12920 Survey held at South Shields Date, First Survey 12th February Last Survey 14 July 1897

On the S.S. "Virginia Schilippi" Yard Number 85 Master J. Anderson

TONNAGE under 1040.37 ONE, OR TWO DECKED, THREE DECKED VESSEL.

112.50 SPAR, OR AWNING DECKED VESSEL.

23.61 HALF BREADTH (moulded) 16.0

45.56 DEPTH from upper part of Keel to top of Upper Deck Beams 19.4

1290.04 GIRTH of Half Midship Frame (as per Rule) 31.9

55.95 1st NUMBER 67.3

412.81 1st NUMBER, if a THREE DECKED VESSEL

821.28 deduct 7 feet

LENGTH 254

2nd NUMBER 17094

PROPORTIONS—Breadths to Length 7.9

Depths to Length—Upper Deck to Keel 12.9

Main Deck ditto

Built at South Shields

When built 1897 Launched Nov 1897

By whom built Messrs. Hancock & Co.

Owners Messrs. H. C. Hartman & Co.

Port belonging to London

Destined Voyage Alexandria

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

while building & afloat.

LENGTH on deck as per Rule ... 254 Breadth—Moulded ... 32 DEPTH top of Floors to Upper Deck Beams ... 18 Power of Engines ... 150 No. of Decks with flat laid ... 2 No. of Tiers of Beams ... 2

Dimensions of Ship per Register, length, 254 breadth, 32 depth, 17.8

KEEL, depth and thickness ... 9 x 2 1/2 STEEL, moulding and thickness ... 8 1/2 x 2 1/2 STERN-POST for Rudder do. do. ... 8 1/2 x 5 for Propeller ... 24 Distance of Frames from moulding edge to moulding edge, all fore and aft ... (Class 100A)

FRAMES, Angle Iron, for 1/2 length amidships ... 4 x 3 1/2 Do. for 1/4 at each end ... 4 x 3 1/2 REVERSED FRAMES, Angle Iron ... 3 x 3 1/2 FLOORS, depth and thickness of Floor Plate at mid line for half length amidships ... 19 x 8 thickness at the ends of vessel ... 7 depth at 1/4 the half-bdth. as per Rule ... 9 1/2 height extended at the Bilges ... 30

BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron ... 8 x 8 Single or double Angle Iron on Upper edge ... 3 x 3 1/2 Average space ... on alternate frames

BEAMS, Main or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron ... 8 x 8 Single or double Angle Iron on Upper Edge ... 3 x 3 1/2 Average space ... on alternate frames

BEAMS, Lower Deck, Hold or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron ... 8 x 8 Single or double Angle Iron on Upper Edge ... 3 x 3 1/2 Average space ... on alternate frames

KEELSONS Centre line, single or double plate, box, or intercostal, Plates ... 16 x 12 Rider Plate ... 9 x 10 Bulb Plate to Intercostal Keelson ... 5 x 4 1/2 Angle Irons ... 5 x 4 1/2 Double Angle Iron Side Keelson ... 23 x 8 Side Intercostal Plate ... 5 x 4 1/2 do. Angle Irons ... 5 x 4 1/2 Attached to outside plating with angle iron ... 3 1/2 x 3 1/2

BILGE Angle Irons ... 5 x 4 1/2 do. Bulb Iron ... 8 x 8 do. Intercostal plates riveted to plating for length ... 5 x 4 1/2

BILGE STRINGER Angle Irons ... 5 x 4 1/2 Intercostal plates riveted to plating for length ... 5 x 4 1/2

SIDE STRINGER Angle Irons ... 5 x 4 1/2

Transoms, material. Knight-heads. Hawse Timbers. Iron

Windlass Iron Patent Pall Bitt Iron

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

The REVERSED ANGLE IRONS on floors and frames extend across middle line to H.B.S.A.I. and to gunwale 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 in. diameter, averaging 5 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 1/2 ins. from centre to centre.

Butts of 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/6 thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 3 1/4 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 1/4 ins. from cr. to cr.

Edges of Main Sheerstrake, double & single riveted. Upper Sheerstrake, double or single riveted.

Butts of Main Sheerstrake, treble riveted for 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.

Breadth of laps of plating in double riveting 4 1/2 & 5 1/4 Breadth of laps of plating in single riveting ...

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

Waterway, how secured to Beams in gutter (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? welded keels riveted No. of Breasthooks, 5 Crutches, 4

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

Manufacturer's name or trade mark, see back report

The above is a correct description.

Builder's Signature, Rea Head, Lofly & Co. Surveyor's Signature, R. P. ...

IRON 453-0155

Are the butts of plating planed or otherwise fitted? *planed*
to 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? *yes*
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *fairly so.*
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*

Masts, Bowsprit, Yards, &c., are *wood* 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

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
SAILS.												
No.												
1	Fore Sails,	270		47.10.0.0	1 1/16	47.10.0.0	Bowers	3	25.1.7	25.14.0.21	25.2.0	25.3.0.0
	Fore Top Sails,	110		11.0.0.0	1 1/16	11.0.0.0	(Machine where Tested, date, and name of Superintendent.)		25.2.16	25.8.0.14	25.2.0	25.3.0.0
	Fore Topmast Stay Sails	80		8.0.0.0	1 1/16	8.0.0.0	Lloyd's		21.0.0	21.14.0.14	21.2.0	21.2.0.0
	Main Sails,	90		9.0.0.0	1 1/16	9.0.0.0	with M	1	10.2.0		10.2.0	
	Main Top Sails,	80		8.0.0.0	1 1/16	8.0.0.0	Stream					
	and	60		6.0.0.0	1 1/16	6.0.0.0	with M	2	5.2.14		5.1.0.	
	CABLES, &c.						Kedges		2.3.4		2.3.0	
	Chain											
	(Machine where Tested, date, and name of Superintendent.)											
	Hempen Stream											
	Cable											
	Hawser											
	Towlines											
	Warp											
	quality											

Standing and Running Rigging *hemp* sufficient in size and *good* in quality. She has *2* Life Long Boats and *2* others.

The Windlass is *hemp* Capstan *good* and Rudder *good* Pumps *good and sufficient*

Engine Room Skylights.—How constructed? *Solid shutters & bulwarks* How secured in ordinary weather? *lotted down*

What arrangements for deadlights in bad weather? *Fair sails*

Coal Bunker Openings.—How constructed? *Cast iron pipes* How are lids secured? *By bolts* Height above deck? *12"*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Six ports and mooring pipes on each side*

Cargo Hatchways.—How formed? *deep iron crumple & headlages riveted together*

State size Main Hatch *20.0 x 10.0* Forehatch *8.0 x 8.0* Quarterhatch *16.0 x 10.0*

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

What arrangement for shifting beams? *one cross plate beam 25 x 7 1/16 with double angle top & bottom*

Hatches, If strong and efficient? *yes*

Order for Special Survey No. *871* DATES of

Date *22 Nov 1871* Surveys held

Order for Ordinary Survey No. *5* while building

Date *—* as per

No. *871* 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, *This is a two decked vessel, with a top gallant fore-castle 36 feet long, and a Raised Quarter deck 96 feet long, the stringer plate running through three spaces of frames with double angle iron in it going to seven spaces, whilst the sheet-plate is doubled here for two plates in length, and the bulwark plates are worked 1/6 thick. She is fitted with water ballast tanks, top plating 6/16 thick, before and aft abaft the engine room, the fore one being 68 feet long, and the after one 64 feet long.*

Manufacturers of Iron.

The frames from Messrs. Fraser, Roberts & Co.

The beams and stringer bars from J. Tappack & Co.

The middle line, & bulkheads from Messrs. Bolton, Vaughan & Co.

The shell plating from Messrs. Bolton, Vaughan & Co.; the Park Gate masts, and from the Northpool Malleable Iron Co.

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

How are the surfaces preserved from oxidation? Inside *by Parkgate cement & paint* Outside *by paint & cupellation*

I am of opinion this Vessel should be Classed *100 A.I. and marked "part double bottom," provided*

The amount of the Entry Fee ... *5* ... is received by me, *that the slight deficiency in the weight of the third bower anchor be deemed too trivial for delaying the figure I for it.*

Special ... *55* ...

Certificate ...

Date *4th Feby 1873*

