

IRON SHIP.

No. Survey held at London Date, First Survey 25 Aug 1871 Last Survey 19 Dec 1872

On the Steamship "Trio" Yard Number 1114 Master Marshall

TONNAGE under Tonnage Deck } 868.47
 Ditto of Third, Spar, or Awning Deck }
 Ditto of Poop, or Raised Qr. Dk. } 105.68
 Ditto of Houses on Deck } 8.27
 Ditto of Forecastle } 50.50
 Gross Tonnage } 1032.92
 Less Crew Space }
 Less Engine Room } 792.30
 Register Tonnage as cut on Beam } 259.42

ONE OR TWO DECKED, THREE DECKED VESSEL.
 SPAR, OR AWNING-DECKED VESSEL.
 HALF BREADTH (moulded) 15.0 Feet.
 DEPTH from upper part of Keel to top of Upper Deck Beams 19.66
 GIRTH of Half Midship Frame (as per Rule) 31.00
 1st NUMBER 65.66
 1st NUMBER if a THREE-DECKED VESSEL deduct 7 feet 233.66
 LENGTH 233.66
 2nd NUMBER 157421
 PROPORTIONS—Breathths to Length 4.7
 Depths to Length—Upper Deck to Keel 11.9
 Main Deck ditto 3

Built at London Blackwall
 When built 1872 Launched 1872
 By whom built General
 Owners Steam Navigation Co
 Port belonging to London
 Destined Voyage Hamburg
 If Surveyed while Building, Afloat, or in Dry Dock.
On the Building Slip afloat

Official Number

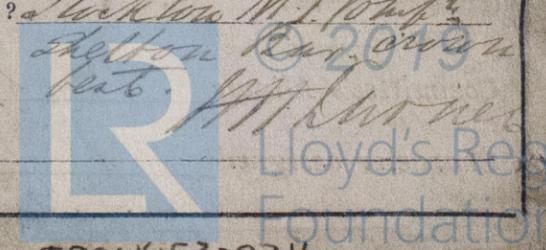
LENGTH on deck as per Rule 233 Feet. 8 Inches. BREADTH Moulded 30 Feet. Inches. DEPTH top of Floors to Upper Deck Beams 18 Feet. 1 1/2 Inches. Do. do. Main Deck Beams Feet. Inches. Power of Engines Horse. No. of Decks with flat laid No. of Tiers of Beams

| | Inches in Ship. | Inches per Rule. | Inches in Ship. | Inches per Rule. | 16ths required | 16ths required |
|--|-------------------|-------------------|-------------------|-------------------|----------------|----------------|
| KEEL, depth and thickness | 8x23 | 8x23 | 8x23 | 8x23 | | |
| STEM, moulding and thickness | 8x23 | 7 1/2 x 23 | 8x23 | 7 1/2 x 23 | | |
| STERN-POST for Rudder do. do. | 9x4 1/2 | 7 1/2 x 4 1/2 | 9x4 1/2 | 7 1/2 x 4 1/2 | | |
| for Propeller | 9x4 1/2 | 7 1/2 x 4 1/2 | 9x4 1/2 | 7 1/2 x 4 1/2 | | |
| Distance of Frames from moulding edge to moulding edge, all fore and aft | 23 | 23 | 23 | 23 | | |
| FRAMES, Angle Iron, for 1/2 length amidships | 4x3 | 4x3 | 4x3 | 4x3 | | |
| Do. for 1/4 at each end | 4x3 | 4x3 | 4x3 | 4x3 | | |
| REVERSED FRAMES, Angle Iron | 3x3 | 3x3 | 3x3 | 3x3 | | |
| FLOORS, depth and thickness of Floor Plate at mid line for half length amidships | 18 1/2 x 9 1/2 | | |
| thickness at the ends of vessel | 7 1/2 | 7 1/2 | 7 1/2 | 7 1/2 | | |
| depth at 1/2 the half-bath, as per Rule | 7 1/2 | 7 1/2 | 7 1/2 | 7 1/2 | | |
| height extended at the Bilges | 3 1/2 | 3 1/2 | 3 1/2 | 3 1/2 | | |
| BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron | 7 1/2 x 7 1/2 | | |
| Single or double Angle Iron on Upper edge | 3 x 2 1/2 x 9 1/2 | | |
| Average space | 40 | 40 | 40 | 40 | | |
| BEAMS, Main or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron | 7 1/2 x 7 1/2 | | |
| Single or double Angle Iron, on Upper Edge | 3 x 2 1/2 x 9 1/2 | | |
| Average space | 40 | 40 | 40 | 40 | | |
| BEAMS, Lower Deck, Hold or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron | 7 1/2 x 7 1/2 | | |
| Single or double Angle Iron on Upper Edge | 3 x 2 1/2 x 9 1/2 | | |
| Average space | 40 | 40 | 40 | 40 | | |
| KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates | 14 x 4 1/2 | | |
| " Rider Plate | 8 x 9 1/2 | 7 x 9 1/2 | 8 x 9 1/2 | 7 x 9 1/2 | | |
| " Bulb Plate to Intercoastal Keelson | 5 1/2 x 9 1/2 | | |
| " Angle Irons | 5 1/2 x 9 1/2 | | |
| " Double Angle Iron Side Keelson | 5 1/2 x 9 1/2 | | |
| " Side-Intercoastal Plate | 5 1/2 x 9 1/2 | | |
| " do. Angle Irons | 5 1/2 x 9 1/2 | | |
| " Attached to outside plating with angle iron | 5 1/2 x 9 1/2 | | |
| BILGE Angle Irons | 5 1/2 x 9 1/2 | | |
| " do. Bulb Iron | 7 1/2 x 7 1/2 | | |
| " do. Intercoastal plates riveted to same plating for 1/2 length | 7 1/2 x 7 1/2 | | |
| BILGE STRINGER Angle Irons | 5 1/2 x 9 1/2 | | |
| Intercoastal plates riveted to plating for length | 5 1/2 x 9 1/2 | | |
| SIDE STRINGER Angle Irons | 5 1/2 x 9 1/2 | | |

Flat Keel Plates, breadth and thickness
 PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied (2 1/2 in. strake) fm up. part of Bilge to lr. edge of Sh'rstrake
 Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake.
 Up. or Spar Dk Sh'rstrake, brdth & thickness
 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? Yes
 Angle Irons on ditto, No. 2
 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? Yes
 Angle Irons on ditto, No. 2
 Stringer or Tie Plates, outside Hatchways
 Flat of Lower Deck
 Ceiling betwixt Decks, thickness and material
 in hold do. do.
 Main piece of Rudder, diameter at head
 do. at heel
 Can the Rudder be unshipped afloat? Yes
 Bulkheads No. 4 Thickness of 9 1/2 in
 Height up 3 1/2 feet above upper part of lower deck
 How secured to sides of ship by double frames
 Size of Vertical Angle Irons 3 1/2 x 9 1/2 and distance apart 20 ins.
 Are the outside Plates doubled two spaces of Frames in length? Yes

Transoms, material. Knight-heads. Hawse Timbers. wood frame and plate
 Windlass iron Pall Bitt
 The FRAMES extend in one 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 the middle line to upper part of hold 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 1/2 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 4 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 half length, treble riveted with Butt Straps 5/8 in. 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 1/2 ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from cr. to cr.
 Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.
 Butts of Main Sheerstrake, treble riveted for half length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.
 Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.
 Breadth of laps of plating in double riveting 4 1/2 in Breadth of laps of plating in single riveting 2 1/2 in
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? treble and double
 Waterway, how secured to Beams with butt and screw (Explain by Sketch, if necessary.)
 Beams of the various Decks, how secured to the sides? by being fixed out of the frames No. of Breasthooks, 2 Crutches, 2
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Stockton W.T. Iron
 Manufacturer's name or trade mark Sheelton Bar Iron

The above is a correct description.
 Builder's Signature, Lewis & Stockwell Surveyor's Signature,



Workmanship. Are the butts of plating planed or otherwise fitted? planed 11081 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? Yes
 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? Very few and in the butts only.

Masts, ~~Bowsprit~~ ^{Yards}, &c., are of iron with Pole Heads 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 Wants 2 plates in the round, 68 ft and 63 ft respectively in length, diameter at Keel 14 1/2; Partners 18 in, and at Head 12 1/2 in. plates 9/16 and 7/8 thick and they are double both inside and outside in way of the partners with plates 6 ft long x 9/16 thick. Double riveted in the landing-edges, butts part double and part triple. Lapped edges and flush butts. Materials from Shelton Barrow Works.

The date of survey and of fitting

| 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. |
|----------------------|----------|---------|-----------------------|---------------------|----------------------|--------------|-----|--------------------|-----------------------|-----------------------|----------------------|
| | | | | | | | | | | | |
| | 270 | 12 | 40-10 | 1 1/2 | 40 1/2 tons | | | | | | |
| | | | | | | Bowers | 4 | 18-1-10 | 19-0-2 | 17-3-17 | 18-10-0 |
| | | | | | | Stream | | 20-1-20 | 21-12-2 | 21-0-0 | 21-12-0 |
| | | | | | | Stock | | 21-3-2 | 22-0-0 | 21-0-0 | 21-12-7 |
| | | | | | | Kedges | | 9-1-0 | | 9-0-0 | |
| | | | | | | | | 4-3-10 | | 4-2-0 | |
| | | | | | | | | 2-1-18 | | 2-1-0 | |

Standing and Running Rigging wire and hemp sufficient in size and good in quality. She has one Long Boat and four others
 The Windlass is of iron good. Capstan of iron and Rudder good. Pumps 2 Main pumps, 2 side and 1 from engine room
 Engine Room Skylights.—How constructed? iron frame and plate How secured in ordinary weather? by iron quadrants
 What arrangements for deadlights in bad weather? Wood iron guards and tarpaulins (Crown 15 feet glass)
 Coal Bunker Openings.—How constructed? iron frame and plate How are lids secured? by lugs at base Height above deck? flush
 Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? in addition to the scuppers—these are four hanging ports fitted to bulwarks on each side.
 Cargo Hatchways.—How formed? iron frame and plate
 State size Main Hatch 11 ft. 6 in x 8 ft Forehatch 5 ft. 11 in x 8 ft. 7 in Quarterhatch 6 ft. 4 in
 If of extraordinary size, state how framed and secured? —
 What arrangement for shifting beams? —
 Hatches, If strong and efficient? Strong and efficient

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

General Remarks, This vessel is well built and is fitted with a Poop and Forecastle 68 ft and 65 ft respectively in length. The beams are of angle iron 5 x 3 x 5/8 and 5 x 3 1/2 x 5/8 spaced at alternate frames. Masts and breast beams double. The beam under the windlass is of bulb-plate 7 1/2 x 7 1/2 with double angle irons on upper edge 3 x 2 1/2 x 5/8 the top of which and extending to the adjacent beams is covered with plates 7 1/2 x 8 in x 8 ft x 5/8. The stringer plates are 2 1/2 x 7 1/2 and tie plates 8 x 5/8. The rounded sides of the Poop is 7 1/2 thick, the remainder of the plating together with the fore-castle plating is 5/8.

A water-ballast tank is fitted in the after-hold extending from bulkhead on aft side of engine room to about 65 ft abaft same, plating of the crown 5/8 sides 7/8 and it is efficiently secured to the main skin of the vessel.

She is built in accordance with the Rules and accompanying approved Midship Section they therefore recommend that she be classed

State if one, two or three decked vessel, or if open or arcuate decked, 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 cement and Paint Outside Paint
 I am of opinion this Vessel should be Classed 100 A and Black Tarnish

The amount of the Entry Fee ... £ 5 : - : is received by me,
 Special ... £ 50 : 15 : 6 } C. J. 17. 2/13
 Certificate ...

(Travelling Expenses) (if any) £ 4
 Committee's Minute 3rd Jan'y 18 73
 Character assigned 100 A
T. B. Mc. A. & P.
 We concur in the opinion that this vessel should be classed 100 A. 1
 Lloyd's Register Foundation
 3/2/73