

IRON SHIP.

No. 11081 Survey held at London Date, First Survey 25 Aug 1871 Last Survey 19 Dec 1872On the Steamship "Triton" Yard Number 1114 Master MarshallTONNAGE under Tonnage Deck 868.47 ONE OR TWO DECKED, THREE DECKED VESSEL.Ditto of Third, Spar, or Awning Deck. 105.68 SPAR, OR AWNING-DECKED VESSEL.Ditto of Poop, or Raised Qr. Dk. 8.27 HALF BREADTH (moulded) 15.0 Feet.Ditto of Houses on Deck 50.50 DEPTH from upper part of Keel to top of Upper Deck Beams 19.66Ditto of Forecastle 1032.92 GIRTH of Half Midship Frame (as per Rule) 31.00Gross Tonnage 1032.92 1st NUMBER 25.66Less Crew Space 792.33 1st NUMBER if a THREE-DECKED VESSEL deduct 7 feet 233.66Less Engine Room 259.42 LENGTH 137.21Register Tonnage as cut on Beam 259.42 PROPORTIONS Breadths to Length 4.7Depths to Length—Upper Deck to Keel 11.9Main Deck ditto 3Built at London BlackwallWhen built 1871/72 Launched 8th May 1872By whom built GeneralOwners Steam Navigation Co.Port belonging to LondonDestined Voyage Hamburg

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

On the Building Slip afloatLENGTH on deck as per Rule 233.8 Feet. Inches. BREADTH Moulded 30.0 Feet. Inches. DEPTH top of Floors to Upper Deck Beams 18.12 Feet. Inches. Power of Engines 100 Horse. No. of Decks with flat laid Two No. of Tiers of Beams TwoDimensions of Ship per Register, length 233.8 breadth 30.0 depth 17.9KEEL, depth and thickness 8x23 Inches in Ship. Inches per Rule.STEM, moulding and thickness 8x23 Inches in Ship. Inches per Rule.STERN-POST for Rudder do. do. 9x44 Inches in Ship. Inches per Rule.for Propeller 9x44 Inches in Ship. Inches per Rule.Distance of Frames from moulding edge to moulding edge, all fore and aft 23 (Class 1007)FRAMES, Angle Iron, for $\frac{1}{2}$ length amidships 4x3 Inches in Ship. Inches per Rule.Do. for $\frac{1}{4}$ at each end 4x3 Inches in Ship. Inches per Rule.REVERSED FRAMES, Angle Iron 3x3 Inches in Ship. Inches per Rule.FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 18x23 Inches in Ship. Inches per Rule.thickness at the ends of vessel 7x14 Inches in Ship. Inches per Rule.depth at $\frac{1}{4}$ the half-bath, as per Rule 14 Inches in Ship. Inches per Rule.height extended at the Bilges 23 Inches in Ship. Inches per Rule.BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 7x76 Inches in Ship. Inches per Rule.Single or double Angle Iron on Upper edge 3x22 Inches in Ship. Inches per Rule.Average space 40 inchesBEAMS, Main or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 7x76 Inches in Ship. Inches per Rule.Single or double Angle Iron, on Upper Edge 3x22 Inches in Ship. Inches per Rule.Average space 40 inchesBEAMS, Lower Deck, Hold or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 7x76 Inches in Ship. Inches per Rule.Single or double Angle Iron on Upper Edge 3x22 Inches in Ship. Inches per Rule.Average space 40 inchesKEELSONS Centre line, single or double plate, box, or Intercoastal, Plates 14x46 Inches in Ship. Inches per Rule.Rider Plate 8x96 Inches in Ship. Inches per Rule.Bulb Plate to Intercoastal Keelson 5x32 Inches in Ship. Inches per Rule.Angle Irons 5x32 Inches in Ship. Inches per Rule.Double Angle Iron Side Keelson 5x32 Inches in Ship. Inches per Rule.Side-Intercoastal Plate 5x32 Inches in Ship. Inches per Rule.do. Angle Irons 5x32 Inches in Ship. Inches per Rule.Attached to outside plating with angle iron 5x32 Inches in Ship. Inches per Rule.BILGE Angle Irons 5x32 Inches in Ship. Inches per Rule.do. Bulb Iron 7x76 Inches in Ship. Inches per Rule.do. Intercoastal plates riveted to same plating for $\frac{1}{2}$ length 7x76 Inches in Ship. Inches per Rule.BILGE STRINGER Angle Irons 5x32 Inches in Ship. Inches per Rule.Intercoastal plates riveted to plating for length 5x32 Inches in Ship. Inches per Rule.SIDE STRINGER Angle Irons 5x32 Inches in Ship. Inches per Rule.Transoms, material. Knight-heads. Hawse Timbers. Wrought iron and PlateWindlass iron Pall Bitt ironThe FRAMES extend in one length from Keel to Gunwale Riveted through plates with 24 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 alternatelyKEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? YesPLATING. Garboard, double riveted to Keel, with rivets 16 in. diameter, averaging 5 ins. from centre to centre.Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets 3 in. diameter, averaging 4 ins. from centre to centre.Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3 in. diameter averaging 3 ins. from centre to centre.Butts of 3 Strakes at Bilge for half length, treble riveted with Butt Straps 40 in. thicker than the plates they connect.Edges from bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets 3 in. diameter, averaging 3 ins. from cr. to cr.Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3 in. diameter, averaging 3 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 42 in. Breadth of laps of plating in single riveting 23 in.Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? treble and doubleWaterway, how secured to Beams with bolt and screw (Explain by Sketch, if necessary.)Beams of the various Decks, how secured to the sides? they are forced out of the frames No. of Breasthooks, 2 Crutches, 2What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Stockton W.T. ironManufacturer's name or trade mark. Shelton Bar Iron Co.

The above is a correct description.

Builder's Signature, Lewis & Stockwell Surveyor's Signature, Shelton Bar Iron Co.

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 Masts 2 plates in the round, 68ft and 63ft
respectively in length diameter at Keel 14 1/2; Partners 18in, and at Head 13 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 6ft 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

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
SAILS.												
Fore Sails,		270	12	40-10	1 1/2	40 1/2	Bowers	4	15-1-10	19-0-2	17-3-17	18-10-0
Fore Top Sails,							(Machine where Tested, date, and name of Superintendent.)					
Fore Topmast Stay Sails												
Main Sails,		90	10		10		Stream		9-1-0		9-0-0	
Main Top Sails,		180	8		5 1/2		Stock		4-3-10		4-2-0	
Warp		120	4				Kedges		2-1-18		2-1-0	
quality												

Standing and Running Rigging pine 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 hand and 1 from

Engine Room Skylights. How constructed? iron frame and plate How secured in ordinary weather? by iron quadrants

What arrangements for deadlights in bad weather? Strong iron guards and tarpaulins (Crown 15 feet above deck)

Coal Bunker Openings. How constructed? iron frame and plate How are lids secured? by lugs and pins Height above deck? 15 feet

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? in addition to the scuppers
there are four hanging ports fitted to valvemarks on each side.

Cargo Hatchways. How formed? iron frame and plate

State size Main Hatch 11ft. 6in x 8ft Forehatch 5 1/2 ft. 2in x 8ft. 7 1/2 in Quarterhatch 6ft. 4in

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 68ft and 65ft respectively in length.
The beams are of angle iron 5 x 3 x 9/16 and 5 x 3 1/2 x 9/16 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 3 1/2 x 9/16 the top of which and extending to the adjacent
beams is covered with plates 7 1/2 x 8 in x 8ft x 9/16. The stringer plates
are 25 x 7 1/2 and the plates 8 x 9/16. The rounded sides of the Poop is
7 1/2 thick. The remainder of the plating together with the forecastle
plating is 9/16.

A water ballast tank is fitted in the
after-hold extending from bulkhead on aft side of engine room
to about 65ft abaft same, plating of the crown 9/16 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
as named below.

State if one, two or three decked vessel, or if span or running decked, and lengths of poop, forecabin or raised quarter deck, or of double or part double bottom.

How are the surfaces preserved from oxidation? Inside sement and Paint Outside Paint

I am of opinion this Vessel should be Classed 100A1 and Black Tarnish

The amount of the Entry Fee ... £ 5 : - : is received by me, 17.2/13

Special ... £ 50 : 10 : 6

Certificate ...

(Travelling Expenses)

(if any) £ 4

Committee's Minute 3rd Jan'y 18 73

Character assigned 100A1

ITB M.C. A & P

We concur in the opinion
that this vessel should be
classed 100A.1

Lloyd's Register
Foundation
3/2/73