

IRON SHIP.

No. 11178 Survey held at Northfleet Date, First Survey 24 Feb 1872 Last Survey 15 March 1873
On the Generalm "Lap Tek" Yard Number 103 Master Clarke

TONNAGE under
Tonnage Deck 374.88
Ditto of Third Spar, or
Awning Deck. 19.23
Ditto of Poop, or
Raised Qr. Dk. 72.11
Ditto of Houses
on Deck 37.20
Ditto of Forecastle 696.91
Gross Tonnage 224.92
Less Crew Space 461.99
Less Engine Room
Register Tonnage, as
cut on Beam

ONE OR TWO DECKED, THREE DECKED VESSEL.
SPAR, OR AWNING-DECKED VESSEL.
HALF BREADTH (moulded) 12.41
DEPTH from upper part of Keel to top of Upper Deck Beams 14.00
GIRTH of Half Midship Frame (as per Rule) 24.68
1st NUMBER 50.99
1st NUMBER, if a THREE-DECKED VESSEL
deduct 7 feet 180.5
LENGTH 92.04.77
2nd NUMBER 7.2
PROPORTIONS—Breadths to Length 7.2
Depths to Length—Upper Deck to Keel 12.8
Main Deck ditto 12.8

Built at Northfleet
When built 1872 Launched 17 October
By whom built Blake & Co
Owners Carruth
Port belonging to London
Destined Voyage Yokohama
Surveyed while Building, Afloat, or in Dry Dock.

LENGTH	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of	Horse.	Nº. of Decks with flat laid	Nº. of Tiers of Beams
on deck as per Rule	180	6	Moulded	24	10	top of Floors to Upper Deck Beams	19	9	Engines	95	Two	Two
Do. do. Main Deck Beams							12	9 1/2				
Dimensions of Ship per Register, length, <u>189</u> breadth, <u>25ft.</u> depth, <u>19.7ft.</u>												
KEEL , depth and thickness	Inches in Ship. Inches per Rule.											
STEM , moulding and thickness	<u>6 3/4 x 2 1/2</u> <u>6 3/4 x 2 1/2</u>											
STERN-POST for Rudder do. do. for Propeller	<u>7 1/2 x 4</u> <u>6 3/4 x 4 1/4</u>											
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>21</u> (Class <u>90A</u>)											
FRAMES , Angle Iron, for 1/2 length amidships	Inches. In Ship.	Inches. In Ship.	Inches. In Ship.	Inches. In Ship.	Inches. In Ship.	Inches. In Ship.	Inches. In Ship.	Inches. In Ship.	Inches. In Ship.	Inches. In Ship.	Inches. In Ship.	Inches. In Ship.
Do. for 1/2 at each end	3	2 1/2	3	2 1/2	3	2 1/2	3	2 1/2	3	2 1/2	3	2 1/2
REVERSED FRAMES , Angle Iron	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	14 1/2	14 1/2	13 1/2	13 1/2	14 1/2	14 1/2	13 1/2	13 1/2	14 1/2	14 1/2	13 1/2	13 1/2
thickness at the ends of vessel	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
depth at 1/2 the half-bdth. as per Rule	14	14	13	13	14	14	13	13	14	14	13	13
height extended at the Bilges	30 ins.	30 ins.	27 ins.	27 ins.	30 ins.	30 ins.	27 ins.	27 ins.	30 ins.	30 ins.	27 ins.	27 ins.
BEAMS , Upper, Spar, or Awning Deck	4 x 3 x 1/2	4 x 3 x 1/2	4 x 3 x 1/2	4 x 3 x 1/2	4 x 3 x 1/2	4 x 3 x 1/2	4 x 3 x 1/2	4 x 3 x 1/2	4 x 3 x 1/2	4 x 3 x 1/2	4 x 3 x 1/2	4 x 3 x 1/2
Single or double Ang. Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper edge	4 1/2 ins.	4 1/2 ins.	4 1/2 ins.	4 1/2 ins.	4 1/2 ins.	4 1/2 ins.	4 1/2 ins.	4 1/2 ins.	4 1/2 ins.	4 1/2 ins.	4 1/2 ins.	4 1/2 ins.
Average space	42 ins.	42 ins.	42 ins.	42 ins.	42 ins.	42 ins.	42 ins.	42 ins.	42 ins.	42 ins.	42 ins.	42 ins.
BEAMS , Main or Middle Deck	6 1/2 x 1/2	6 1/2 x 1/2	6 1/2 x 1/2	6 1/2 x 1/2	6 1/2 x 1/2	6 1/2 x 1/2	6 1/2 x 1/2	6 1/2 x 1/2	6 1/2 x 1/2	6 1/2 x 1/2	6 1/2 x 1/2	6 1/2 x 1/2
Single or double Ang. Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper Edge	2 1/2 x 2 1/2 x 1/2	2 1/2 x 2 1/2 x 1/2	2 1/2 x 2 1/2 x 1/2	2 1/2 x 2 1/2 x 1/2	2 1/2 x 2 1/2 x 1/2	2 1/2 x 2 1/2 x 1/2	2 1/2 x 2 1/2 x 1/2	2 1/2 x 2 1/2 x 1/2	2 1/2 x 2 1/2 x 1/2	2 1/2 x 2 1/2 x 1/2	2 1/2 x 2 1/2 x 1/2	2 1/2 x 2 1/2 x 1/2
Average space	42 ins.	42 ins.	42 ins.	42 ins.	42 ins.	42 ins.	42 ins.	42 ins.	42 ins.	42 ins.	42 ins.	42 ins.
BEAMS , Lower Deck, Hold or Orlop												
Single or double Ang. Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper Edge												
Average space												
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	18 x 1/2	18 x 1/2	18 x 1/2	18 x 1/2	18 x 1/2	18 x 1/2	18 x 1/2	18 x 1/2	18 x 1/2	18 x 1/2	18 x 1/2	18 x 1/2
Rider Plate												
Bulb Plate to Intercoastal-Keelson	1 1/2 x 3 x 1/2	1 1/2 x 3 x 1/2	1 1/2 x 3 x 1/2	1 1/2 x 3 x 1/2	1 1/2 x 3 x 1/2	1 1/2 x 3 x 1/2	1 1/2 x 3 x 1/2	1 1/2 x 3 x 1/2	1 1/2 x 3 x 1/2	1 1/2 x 3 x 1/2	1 1/2 x 3 x 1/2	1 1/2 x 3 x 1/2
Angle Irons												
Double Angle Iron Side Keelson												
Side Intercoastal Plate												
do. Angle Irons												
Attached to outside plating with angle iron												
BILGE Angle Irons	3 1/2 x 3 x 1/2	4 x 3 x 1/2	3 1/2 x 3 x 1/2	4 x 3 x 1/2	3 1/2 x 3 x 1/2	4 x 3 x 1/2	3 1/2 x 3 x 1/2	4 x 3 x 1/2	3 1/2 x 3 x 1/2	4 x 3 x 1/2	3 1/2 x 3 x 1/2	4 x 3 x 1/2
do. Bulb Iron												
do. Intercoastal plates riveted to frames, plating for 1/2 length	6 1/2 x 1/2	6 1/2 x 1/2	6 1/2 x 1/2	6 1/2 x 1/2	6 1/2 x 1/2	6 1/2 x 1/2	6 1/2 x 1/2	6 1/2 x 1/2	6 1/2 x 1/2	6 1/2 x 1/2	6 1/2 x 1/2	6 1/2 x 1/2
BILGE STRINGER Angle Irons	3 1/2 x 3 x 1/2	4 x 3 x 1/2	3 1/2 x 3 x 1/2	4 x 3 x 1/2	3 1/2 x 3 x 1/2	4 x 3 x 1/2	3 1/2 x 3 x 1/2	4 x 3 x 1/2	3 1/2 x 3 x 1/2	4 x 3 x 1/2	3 1/2 x 3 x 1/2	4 x 3 x 1/2
Intercoastal plates riveted to plating for 1/2 length												
SIDE STRINGER Angle Irons	3 1/2 x 3 x 1/2	4 x 3 x 1/2	3 1/2 x 3 x 1/2	4 x 3 x 1/2	3 1/2 x 3 x 1/2	4 x 3 x 1/2	3 1/2 x 3 x 1/2	4 x 3 x 1/2	3 1/2 x 3 x 1/2	4 x 3 x 1/2	3 1/2 x 3 x 1/2	4 x 3 x 1/2
Transoms, material. Knight-heads. Hawse Timbers.												
Windlass												
Roll Bitt												

The **FRAMES** extend in one length from Keel to Cumcrane Riveted through plates with 3/4 in. Rivets, about 6 in. apart.
The **REVERSED ANGLE IRONS** on floors and frames extend across middle line to from upper turn of bilge to upper turn of bilge
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 3/4 in. diameter, averaging 3 1/2 ins. from centre to centre.
Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets 5/8 in. diameter, averaging 3 1/2 ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 5/8 in. diameter averaging 3 1/2 ins. from centre to centre.
Butts of one Strakes at Bilge for half length, treble riveted with Butt Straps 8/16 thicker than the plates they connect.
Edges from bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets 5/8 in. diameter, averaging 2 1/2 ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 5/8 in. diameter, averaging 2 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 whole length amidships. Butts of Upper or Spar Sheerstrake, treble riveted — length amidships.
Butts of Main Stringer Plate, treble riveted for do length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for — length.
Breadth of laps of plating in double riveting 4 1/2 ins. Breadth of laps of plating in single riveting 2 1/2 ins.
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? treble and double riveted
Waterway, how secured to Beams Butt and screw (Explain by Sketch, if necessary.)
Beams of the various Decks, how secured to the sides? solid held by knees and by iron plates riveted to frames No. of Breasthooks, two Crutches, one
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Stockton
Manufacturer's name or trade mark, Stockton M.T. Comp.

The above is a correct description.
Builder's Signature, Blake & Co Surveyor's Signature, A.H. Turner
Lloyd's Register
Foundation
IRON 453-0320

Masts, Bowsprit, Yards, &c., are of Iron 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

11178 2

Standing and Running Riggings *9 in and 10 in* sufficient in size and *good* in quality. She has *Two* Long Boats and *three others*.
The Windlass is *Iron*. *Capstan* *2 in 2 ft* and Rudder *good*. Pumps *Two Main pumps of iron. Hand and*
Engine Room Skylights.—How constructed? *iron framing Peak top* How secured in ordinary weather? *by iron quadrants*
What arrangements for deadlights in bad weather? *Bulb's eyes properly fitted in top and strong tarpaulin*
Coal Bunker Openings.—How constructed? *iron frame and* How are lids secured? *lugs at under* Height above deck? *2 1/2 in*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Plate*
iron on each side, and ports at the main deck through the side.
Cargo Hatchways.—How formed? *Bulb-plate earlings and plate iron*
State size **Main Hatch** *14 ft 6 in x 9 ft* Forehatch *14 ft 6 in x 9 ft* Quarterhatch
If of extraordinary size, state how framed and secured? *3 Bulb-plate earlings 5 1/2 x 9/16 and plate iron*
What arrangement for shifting beams? *3 Wainings and head ledges 19 1/2 x 9/16* Hatches sufficient
Hatches, If strong and efficient? *Strong and efficient* with a fore and after *5 ft 1/2 in*

Order for Special Survey No. _____	DATES of	1st.	On the several parts of the frame, when in place, and before the plating was wrought	<i>Under Special Survey While Building</i>
Date _____	Surveys held	2nd.	On the plating during the progress of riveting _____	
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	
No. _____ in builder's yard.	Section 18.	5th.	After the ship was launched and equipped	

General Remarks.

General Remarks, This ironing-decked vessel is well built, a water-
-ballast tank is fitted in the fore hold, and one other in the
after hold, thirty-eight feet, and thirty six feet respectively
in length, and standing about twenty-two inches above
the floors. The plating of the crown or top, is $\frac{5}{16}$ thick. The side
plates $\frac{7}{16}$ thick, and they are secured home against the skin-
-plating, and attached thereto by short angle irons between
the frames, and with a continuous angle iron inside the frames
each of $3 \times 3 \times \frac{5}{16}$. They to call attention to some irregularities
in the shifts of the middle line keelson which have been com-
-pensated for in the following manner viz: - The butts of the
centre-plate keelson double strapped, triple riveted, also long
throat pieces have been introduced in the bosom of the
keelson angle irons thus rendering a perfect and very efficient
connection throughout. A side keel is fitted at each Bilge for about half
length and ships of double angle iron $3 \times 3 \times \frac{5}{16}$ with full plate $5 \times \frac{5}{16}$ between. In all
other respects she is in accordance with the Rules, and accompanying Appendix. State if one, two or three decked vessel, or if spar or ironing 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 Paint Outside Paint
I am of opinion this Vessel should be Classed * GSA and Thick Cement from
missole line to upper and Black Varnish
The amount of the Entry Fee £ 5 : - : - is received by me, turn of Ridge.
Special £ 35 : 15 : - W. H. Furness
Certificate : : : W. H. Furness

(Travelling Expenses)
(if any) £ 9-12

Committee's Minute 21st March 1873

Character assigned

TRW

Are B
Morning Duke

This vessel appears to be
depth the lower 90

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18m Aug 2 1961
 2070/53
 Lloyd's Register
 Foundation