

IRON SHIP.

Commenced 1st June 1872
Rev 28/4/73

No. 3471 Survey held at Whitby Date, First Survey 6th Aug 1872 Last Survey 3rd April 1873

On the Steamer "Douglas" Yard Number 32 Master Luty

TONNAGE under Deck 826.68
 Ditto of Third, Spar, or Awning Deck. 82.91
 Ditto of Poop, or Raised Qr. Dk. 81.98
 Ditto of Houses on Deck 24.07
 Ditto of Forecastle 905.64
 Gross Tonnage 46.52
 Less Crew Space 939.12
 Less Engine Room 147.52
 Register Tonnage as cut on Beam 741.60

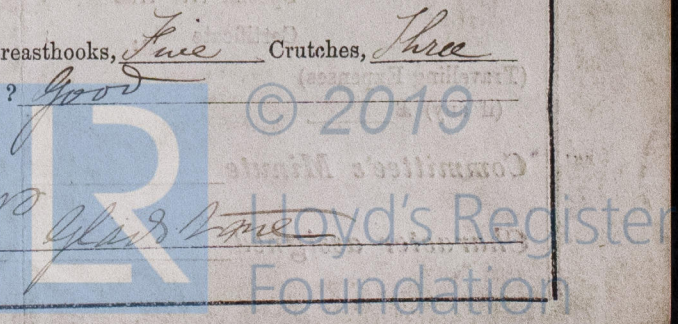
ONE, OR TWO DECKED, THREE DECKED VESSEL.
 SPAR, OR AWNING-DECKED VESSEL.
HALF BREADTH (moulded)... 14.11
DEPTH from upper part of Keel to top of Upper Deck Beams 10.6
GIRTH of Half Midship Frame (as per Rule) 30.0
1st NUMBER 63.5
1st NUMBER, if a THREE-DECKED VESSEL
 deduct 7 feet 223.4
LENGTH 141.61
2nd NUMBER 13
PROPORTIONS—Breadths to Length within
 Depths to Length—Upper Deck to Keel within
 Main Deck ditto within

Built at Whitby
 When built 1873 Launched 15th March
 By whom built Thos. Lambull & Son
 Owners G. Pym & Co.
 Port belonging to West Hartlepool
 Destined Voyage Mediterranean
 If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 223 Feet. 4 Inches. **BREADTH** Moulded... 29 Feet. 10 Inches. **DEPTH** top of Floors to Upper Deck Beams 17 Feet. 1 Inches. **Power of Engines** 99 Horse. **No. of Decks with flat laid** One **No. of Tiers of Beams** Two

	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.
KEEL , depth and thickness	8+2 3/8	8+2 3/8	7 1/2+2 3/8	7 1/2+2 3/8	7 1/2+2 3/8	7 1/2+2 3/8	7 1/2+2 3/8	7 1/2+2 3/8
STEM , moulding and thickness	7 1/2+2 3/8	7 1/2+2 3/8	7 1/2+2 3/8	7 1/2+2 3/8	7 1/2+2 3/8	7 1/2+2 3/8	7 1/2+2 3/8	7 1/2+2 3/8
STERN-POST for Rudder do. do.	8+4 3/8	8+4 3/8	8+4 3/8	8+4 3/8	8+4 3/8	8+4 3/8	8+4 3/8	8+4 3/8
for Propeller	8+4 3/8	8+4 3/8	8+4 3/8	8+4 3/8	8+4 3/8	8+4 3/8	8+4 3/8	8+4 3/8
Distance of Frames from moulding edge to moulding edge, all fore and aft	23	23	23	23	23	23	23	23
FRAMES , Angle Iron, for 1/2 length amidships	4	3	4	3	4	3	4	3
Do. for 1/2 at each end	4	3	4	3	4	3	4	3
REVERSED FRAMES , Angle Iron	3	3	3	3	3	3	3	3
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	10	10	10	10	10	10	10	10
thickness at the ends of vessel	10	10	10	10	10	10	10	10
depth at 3/4 the half-bdth. as per Rule	10	10	10	10	10	10	10	10
height extended at the Bilges	36	36	36	36	36	36	36	36
BEAMS , Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	7 1/2	2 1/2	7 1/2	2 1/2	7 1/2	2 1/2	7 1/2	2 1/2
Single or double Angle Iron on Upper edge	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
Average space	46	46	46	46	46	46	46	46
BEAMS , Main or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	7 1/2	2 1/2	7 1/2	2 1/2	7 1/2	2 1/2	7 1/2	2 1/2
Single or double Angle Iron on Upper Edge	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
Average space	46	46	46	46	46	46	46	46
BEAMS , Lower Deck, Hold or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	7 1/2	2 1/2	7 1/2	2 1/2	7 1/2	2 1/2	7 1/2	2 1/2
Single or double Angle Iron on Upper Edge	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
Average space	46	46	46	46	46	46	46	46
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2
Rider Plate	9	9	9	9	9	9	9	9
Bulb Plate to Intercoastal Keelson	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
Angle Irons	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
Double Angle Iron Side Keelson	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
Side Intercoastal Plate	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
do. Angle Irons	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
Attached to outside plating with angle iron	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
BILGE Angle Irons	4	4	4	4	4	4	4	4
do. Bulb Iron	7	7	7	7	7	7	7	7
do. Intercoastal plates riveted to plating for length	7	7	7	7	7	7	7	7
BILGE STRINGER Angle Irons	5	5	5	5	5	5	5	5
Intercoastal plates riveted to plating for length	5	5	5	5	5	5	5	5
SIDE STRINGER Angle Irons	5	5	5	5	5	5	5	5
Transoms, material. Knight-heads. Hawse Timbers.	Plates	Plates	Plates	Plates	Plates	Plates	Plates	Plates
Windlass	Iron	Iron	Iron	Iron	Iron	Iron	Iron	Iron

The **FRAMES** extend in one length from Keel to gunwale Riveted through plates with 3/4 in. Rivets, about 6 in. apart.
 The **REVERSED ANGLE IRONS** on floors and frames extend above middle line to above hold beams 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 Two Strakes at Bilge for half length, treble riveted with Butt Straps 1/16 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 amidships.
 Breadth of laps of plating in double riveting 4 3/4 Breadth of laps of plating in single riveting 2 3/4
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double or Treble
 Waterway, how secured to Beams, Iron (Explain by Sketch, if necessary.)
 Beams of the various Decks, how secured to the sides? End turned & pieces welded No. of Breasthooks, Five Crutches, Three
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Good
 Manufacturer's name or trade mark, Stockton M. & Co. (Northbridge)
 The above is a correct description of the ship.
 Builder's Signature, Thos. Lambull & Son Surveyor's Signature, S. P. Glass & Son



Workmanship. Are the butts of plating planed or otherwise fitted? Planed

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? Solid pieces

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? All through

Do any rivets break into or through the seams or butts of the plating? A few in butts

Masts, Bowsprit, Yards, &c., are Pitch & Pine 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 Foremast 67 ft Diameter 18 in Main Mast 66 ft Diameter 18 in

11270 Iron

NUMBER for EQUIPMENT 1554

N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain	270	1 1/2	40-10-00	1 1/2	40-10-00	Bowers	3	21-2-14	22-1-1-14	21-0-0	21-12-00
	Fore Top Sails,	(Machine where Tested, date, and name of Superintendent.)						(Machine where Tested, date, and name of Superintendent.)					
	Fore Topmast Stay Sails	Hempen Stream											
	Main Sails,	Cable	60	1 1/2				Stream	1	9-1-0		9-0-0	
	Main Top Sails,	Hawser	80	1 1/2									
	and	Towlines	80	1 1/2									
		Warp	86	1 1/2				Kedges	2	4-2-13		4-2-0	
		quality	160	5						2-1-6		2-1-0	

Standing and Running Rigging Wire & Hemp sufficient in size and Good in quality. She has Four Long Boats and Good

The Windlass is Good Capstan Two Good and Rudder Good Pumps Two of 6 in. Good

Engine Room Skylights. How constructed? 3 in Pine & being to top of How secured in ordinary weather? Double Eyes

What arrangements for deadlights in bad weather? None

Coal Bunker Openings. How constructed? Iron How are lids secured? Bars Height above deck? 10 inches

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? Scuppers & Ports in bulwark

Cargo Hatchways. How formed? 7/16 Plates

State size Main Hatch 22 ft 9 in x 9 ft 11 in Fore Hatch 11 ft 11 in x 9 ft 11 in Quarter Hatch 19 ft 9 in x 9 ft 11 in

If of extraordinary size, state how framed and secured? None

What arrangement for shifting beams? 7/16 Plate in centre the whole depth of beams

Hatches, If strong and efficient? Strong & Good

Order for Special Survey No. 436 DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought Special Survey
Date 3rd July 1872 Surveys held 2nd. On the plating during the progress of riveting Seen in all
Order for Ordinary Survey No. while building 3rd. When the beams were in and fastened, and before the decks were laid Stages during
Date as per 4th. When the ship was complete, and before the plating was finally coated or cemented building
No. 32 in builder's yard. Section 18. 5th. After the ship was launched and equipped Aug. 6 - Sept. 4 - 19 Oct. 9 - 29 Nov. 15 - 22 Dec. 4 - 14 1872
Jan. 14 - 17 - 20 Feb. 6 - 19 March 3 - April 3 - 1873

General Remarks, Has a Raised Quarter Deck frames all to the top height beams built
6 1/2 x 6 1/2. Double angles on top edges 2 1/2 x 2 1/2 x 5/16. Stringers on ends 3 1/2 x 8 1/2. Angles on do. 4 x 3 x 5/16
Tie plates 9 x 8 1/2. Diagonal plates 9 x 8 1/2. Plating 7/16 x 4 1/2. Deck 3 1/2 in Pine fastened
with 8/16 nut bolts.

Forecastle frames all to the top height beams single angles 5 x 3 1/2 x 7/16. Three of bulb
7 in x 7/16 Double angles on top edges 2 1/2 x 2 1/2 x 5/16. Stringers on end of do. 1 1/2 x 5/16. Tie plates 7 x 5/16
Plating 5/16. Deck 3 in Pine.

Water ballast tanks fitted in fore & after hold, frames cut, connection
made with Pine plates, side plates 7/16. Angles on do. 3 1/2 x 3 1/2 x 5/16. Web plates
6/16, angles on do. 2 1/2 x 2 1/2 x 5/16. Top plating 6/16.

Additional strengthening at break of Raised Deck, Sheers truss doubled
with 8/16 plate for 20 feet in length, built treble riveted in strakes above
& below. Do. Main Deck Stringer plates of same shape as above break.
Raised Deck do. three frame shapes before break, Hold beam Stringers overlap each other 12 ft
length 2 1/2 in. Length 8 1/2 in.

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

How are the surfaces preserved from oxidation? Inside Plat cemented with Putty Outside other parts with paint

I am of opinion this Vessel should be Classed 90 A1

The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me,

Special ... £ 46 : 10 : 0

Certificate ... : : :

(Travelling Expenses)

(if any) £ 5.00 Dec. 1872

Committee's Minute 29th April 1873

Character assigned 90 A1

J.P.W.

Th.C.

part double bottom

bottom

bottom

See secretaries letter 29th June 1872

St. Turnbull & Co.
London
1873
See secretaries letter 29th June 1872
the vessel appears to
be eligible to be classed
as recommended by
the committee
29th April 1873
Two decks
part double bottom
bottom

Lloyd's Register
Foundation