

## IRON SHIP.

33279

No. 1087 Survey held at Northfleet Date, First Survey 5 Apr 1871 Last Survey Aug 14 1873  
 On the Tenon 2<sup>nd</sup> "Celestial" Yard Number 702 Master W. W. Webb at London

TONNAGE under 985.06  
 Tonnage Deck 12.58  
 Ditto of Third, Spar, or Awning Deck 9.87  
 Ditto of Poop, or Raised Or. Dk. 1.14  
 Ditto of Houses 1012.65  
 on Deck 47.89  
 Ditto of Forecastle 324.05  
 Gross Tonnage 640.71  
 Less Crew Space  
 Less Engine Room  
 Register Tonnage as set on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL.  
 SPAR, OR AWNING-DECKED VESSEL.  
 HALF BREADTH (moulded)... Main 13.80  
 DEPTH from upper part of Keel to top of Upper Deck Beams 16.10  
 GIRTH of Half Midship Frame (as per Rule) 27.75  
 1st NUMBER 57.65  
 1st NUMBER, if a THREE-DECKED VESSEL deduct 7 feet 200  
 LENGTH 115.30  
 2nd NUMBER 115.30  
 PROPORTIONS—Breadths to Length 1:2  
 Depths to Length—Upper Deck to Keel 1:4  
 Main Deck ditto 1:4

Built at Northfleet  
 When built 1873 Launched 25 March  
 By whom built Blake & Sons  
 Owners W. W. Webb & Co  
 Port belonging to London  
 Destined Voyage Singapore  
 If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 200 Feet. Inches. 200 Breadth—Moulded... 27.8 Feet. Inches. 27.8 DEPTH top of Floors 14.8 Feet. Inches. 14.8 Power of Engines 120 Horse. N° of Decks with flat laid 2 N° of Tiers of Beams 2

Dimensions of Ship per Register, length 205 ft breadth 27.7 depth 14.7 ft.

KEEL, depth and thickness 7 1/2 x 23  
 STEM, moulding and thickness... 7 1/2 x 23  
 STERN-POST for Rudder do. do. 7 1/2 x 23  
 for Propeller 7 1/2 x 23  
 Distance of Frames from moulding edge to moulding edge, all fore and aft 22  
 FRAMES, Angle Iron, for 1/2 length amidships 3 1/2 x 3  
 Do. for 1/2 at each end 3 1/2 x 3  
 REVERSED FRAMES, Angle Iron 3 1/2 x 3  
 FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 10 1/2 x 7 1/2  
 thickness at the ends of vessel 9 1/2  
 depth at 1/4 the half-bdth. as per Rule 2 1/2  
 height extended at the Bilges... 2 1/2  
 BEAMS, Upper Spar, or Awning Deck Single or double Ang. Iron, Plate or Tee Bulb Iron 4 1/2 x 3 x 7 1/2  
 Single or double Angle Iron on Upper edge 4 1/2 x 3 x 7 1/2  
 Average space... 44 in  
 BEAMS, Main or Middle Deck Single or double Ang. Iron, Plate or Tee Bulb Iron 7 x 7 1/2  
 Single or double Angle Iron on Upper Edge 2 1/2 x 2 1/2 x 5 1/2  
 Average space... 44 in  
 BEAMS, Lower Deck, Hold or Orlop Single or double Ang. Iron, Plate or Tee Bulb Iron 7 x 7 1/2  
 Single or double Angle Iron on Upper Edge 2 1/2 x 2 1/2 x 5 1/2  
 Average space... 44 in  
 KEELSONS, single or double plate, box or intercostal, Plates 13 x 1 1/2  
 Rider Plate 10 x 1 1/2  
 Bulb Plate to Intercostal Keelson 4 1/2 x 3 x 7 1/2  
 Angle Irons 4 1/2 x 3 x 7 1/2  
 Double Angle Iron Side Keelson 4 1/2 x 3 x 7 1/2  
 Side Intercostal Plate 4 1/2 x 3 x 7 1/2  
 do. Angle Irons 4 1/2 x 3 x 7 1/2  
 Attached to outside plating with angle iron 4 1/2 x 3 x 7 1/2  
 BILGE Angle Irons 4 x 3 x 9 1/2  
 do. Bulb Iron 7 x 7 1/2  
 do. Intercostal plates riveted to plating for length 7 x 7 1/2  
 BILGE STRINGER Angle Irons 4 x 3 x 9 1/2  
 Intercostal plates riveted to plating for length 7 x 7 1/2  
 SIDE STRINGER Angle Irons 4 x 3 x 9 1/2

Flat Keel Plates, breadth and thickness 30 x 5/8  
 PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied 30 x 5/8  
 fin 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 Upper or Spar Dk. Sh'rstrake. 30 x 5/8  
 Up. or Spar Dk Sh'rstrake, brdth & thickness 30 x 5/8  
 Butt Straps to outside plating, breadth & thickness 30 x 5/8  
 Lengths of Plating 1 1/2  
 Shifts of Plating, and Stringers 44 in  
 Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness... 2 1/2 x 7 1/2  
 Angle Iron on ditto 3 1/2 x 3 x 7 1/2  
 Tie Plates fore and aft, outside Hatchways 3 1/2 x 7 1/2  
 Diagonal Tie Plates on Beams No. of Pairs 3 x 9  
 Planksheer material and scantling 3 1/2 x 5  
 Waterways do. do. 3 1/2 x 5  
 Flat of Upper Deck do. do. 3 1/2 x 5  
 How fastened to Beams 3 1/2 x 5  
 Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness 4 1/2 x 9 1/2  
 Is the Stringer Plate attached to the outside plating? Yes  
 Angle Irons on ditto, No. 3  
 Tie Plates, outside Hatchways 3 1/2 x 7 1/2  
 Diagonal Tie Plates on Beams, No. of pairs 3 x 9  
 Waterways materials and scantlings 3 1/2 x 5  
 Flat of Middle Deck do. do. 3 1/2 x 5  
 How fastened to Beams 3 1/2 x 5  
 Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 2 1/2 x 7 1/2  
 Is the Stringer Plate attached to the outside plating? Yes  
 Angle Irons on ditto, No. 3  
 Stringer on Tie Plates, outside Hatchways 3 1/2 x 7 1/2  
 Flat of Lower Deck do. do. 3 1/2 x 5  
 Ceiling betwixt Decks, thickness and material 3 1/2 x 5  
 in hold do. do. 3 1/2 x 5  
 Main piece of Rudder, diameter at head 4 1/2  
 do. at heel 3 1/2  
 Can the Rudder be unshipped afloat? Yes  
 Bulkheads No. 4 Thickness of 5/8  
 Height up to Main Deck  
 How secured to sides of ship by double and single plates  
 Size of Vertical Angle Irons 3 1/2 x 7 1/2 and distance apart 30 ins.  
 Are the outside Plates doubled two spaces of Frames in length? Yes

Transoms, material. Knight-heads. Hawse Timbers. iron frames  
 Windlass Harfield's Pall Bitt and plates  
 The FRAMES extend in one length from Keel to Gunnwale Riveted through plates with 3/4 in. Rivets, about 6 apart.  
 The REVERSED ANGLE IRONS on floors and frames extend across middle line to upper part of Bilge and to Gunnwale 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 5/8 in. diameter, averaging 5 ins. from centre to centre.  
 Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 5/8 in. diameter, averaging 5 ins. from centre to centre.  
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 5/8 in. diameter averaging 3 ins. from centre to centre.  
 Butts of two Strakes at Bilge for half length, treble riveted with Butt Straps 5/8 thicker than the plates they connect.  
 Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 5/8 in. diameter, averaging 3 ins. from cr. to cr.  
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 5/8 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 whole length amidships.  
 Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for whole length.  
 Breadth of laps of plating in double riveting 12 1/2 Breadth of laps of plating in single riveting 22 1/2

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? treble and double  
 Waterway, how secured to Beams with nut and screw (Explain by Sketch, if necessary.)  
 Beams of the various Decks, how secured to the sides? with iron plates riveted to frames  
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Stockton M. L. Co's  
 Manufacturer's name or trade mark, Stockton M. L. Co's  
 The above is a correct description.

Builder's Signature, Blake & Sons Surveyor's Signature, W. W. Webb



Workmanship. Are the butts of plating planed or otherwise fitted? Hammered 11705 Yes  
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? a very few and in the butts only

Masts, Bowsprit, Yards, &c., are of 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 Rigged as a Sloop Schooner, Masts Bowsprit and fore Yard of Pine.

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
No. of Sails found	SAILS.											
	Fore Sails,						Bowers	2	16.3-0	18.0-2-14	16.3-0	18.0-2-10
	Fore Top Sails,						(Machine where Tested, date, and name of Superintendent.)		16.0-7	17.5-2-21	16.3-27	16.4-20
	Fore Topmast Stay Sails	90	14 1/2	34	1 1/2	34	Stream	11	15.3-21	17 1/2	14.0-27	15 1/2-20
	Main Sails,	100	15	34	1 1/2	34						
	Main Top Sails,	100	15 1/2	34	1 1/2	34	Kedges	2	4.2-0		3-2-0	1-3-4
and												

Standing and Running Rigging Pine and Hemp sufficient in size and good in quality. She has 1 life Long Boat and 4 others

The Windlass is of Iron Hatfield's (Capstan 2 Winders and Rudder good Pumps Two Main pumps Sluice and Pumps

Engine Room Skylights. How constructed? CS Deck Iron Bars & Bolts How secured in ordinary weather? Iron Bars & Bolts

What arrangements for deadlights in bad weather? Iron Bars & Bolts & Bulls Eyes in Strong Hood frame

Coal Bunker Openings. How constructed? Iron How are lids secured? Bars & Screw Bolts Height above deck? 5 in

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? Four Scuppers on each side to each deck and two hanging ports on each side on the green deck

Cargo Hatchways. How formed? Plate iron 23 x 5/8 and angle iron 3 x 3 x 5/8

State size Main Hatch 14 ft x 10 ft Forehatch 11 ft x 10 ft Quarterhatch 7 ft x 10 ft

If of extraordinary size, state how framed and secured? ✓

What arrangement for shifting beams? ✓

Hatches, If 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  
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,

This Vessel is well and strongly built. is fitted with two water tight ballast tanks, one in the Main Hold and the other in the after hold. Their respective lengths are 35 ft and 42 ft. The crown or top of each is 9/16" thick and the flange plates 7/8" and they are securely riveted to the main skin of the vessel, and to each other. A flat or deck of Pine 2 1/2" thick is laid over the top of each and caulked.

She has been built in accordance with the Rules and accompanying Approved Midship Section, and being now fully equipped it is respectfully submitted that she be classed as named below.

State if one, two or three decked vessel, or if open or awning 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 Black Cement Outside Black Varnish

I am of opinion this Vessel should be Classed as a 1st Class

The amount of the Entry Fee ... £ 5 ... is received by me, W. H. Jones

Special ... £ 49:9 ...

Certificate ...

(Travelling Expenses)

(if any) £

Committee's Minute 28 August 1893

Character assigned GO A

Approved W. H. Jones

Foundation