

IRON 456-0213

## IRON SHIP.

Rev 2/2/77

No. 12392

Survey held at Newcastle

Date, First Survey 13 February

Last Survey 22 January 74

On the S.S. "Hankow"

Yard Number 290

Master - J. H. Wainwright

Tonnage under 3153.04 ONE OR TWO DECKED, THREE DECKED VESSEL.

Built at Newcastle

When built 1893 Launched 6.10.93

By whom built Messrs. C. H. Wainwright &amp; Co.

Owners C. H. Wainwright

Port belonging to London

Destined Voyage London

Surveyed while Building, Afloat, or in Dry Dock

Less Engine Room 1150.12

Register Tonnage 2331.75

as out on Beam

LENGTH 389 BREADTH 42.0 DEPTH 20.8

on deck as per Rule 377.6

Moulded 42.0

Feet. Inches. 29 11 21 4 1/2

Power of Engines 450

Nº. of Decks with flat laid two

Nº. of Tiers of Beams three

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

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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? FAIRLY SO

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 few.

Masts, Bowsprit, Yards, &c., are now 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 92' 6" long, 27" diameter

Mainmast 79' 6" " 27" "

These are two plate masts 1/16 and 1/8 thick, edges double riveted, and the butts double riveted, but triple riveted in way of decks. & the plates are from the Stockton Malleable Iron Co.

NUMBER for EQUIPMENT 18005		Fathoms.	Inches.	Test per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight.	Test per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
SAILS.												
No.	Fore Sails,	Chain ...	300	2 1/16	76 5/8	300 9/16	Bowers ...	3	39.2.14.35.10.0.7	40.0.0.0.35		
	Fore Top Sails,	(Machine where tested, date, and name of Superintendent.)										
	Fore Topmast Stay Sails	Hamper Stream	90	1 3/16		13 1/16	Stream ...	7	15.0.7		15.0.0	
	Main Sails,	Cable ...	90	1 3/16		12	Kedges ...	2	7.2.7		7.2.0	
	Main Top Sails,	Hawser ...	90	1 3/16		8						
	and	Towlines ...	90	1 3/16								
		Warp ...	90	1 3/16								
		quality <u>good</u>										

Standing and Running Rigging hemp sufficient in size and good in quality. She has 2 life Boats and 5 others.

The Windlass is good Capstan good and Rudder good Pumps good & sufficient

Engine Room Skylights. How constructed? Solid oak shutters & halldays How secured in ordinary weather? tied down

What arrangements for deadlights in bad weather? solid platters.

Coal Bunker Openings. How constructed? Cast iron coverings How are lids secured? battened down Height above deck? 9"

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? seven ports on each side

Cargo Hatchways. How formed? iron coverings & headledges riveted together

State size Main Hatch 20' 10" x 12' 0" Fore hatch 12' 10" x 9' 6" Quarter hatch 16' 0" x 12' 0"

If of extraordinary size, state how framed and secured? primary sizes

What arrangement for shifting beams? two shifting beams of bulk and double iron

Hatches, If strong and efficient? YES.

Order for Special Survey No. <u>922</u>	DATES of Surveys held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	<u>Spilt under Special Survey</u>
Date <u>20 Dec 1872</u>		2nd. On the plating during the process of riveting	<u>1872 Feb 13. 1874 March 4. 13. 19. 25.</u>
Order for Ordinary Survey No. <u>290</u>		3rd. When the beams were in and fastened, and before the decks were laid	<u>April 2. 7. 10. 18. May 2. 7. 12. 28. 30.</u>
Date <u>1874</u>		4th. When the ship was complete, and before the plating was finally coated or cemented	<u>June 7. 10. 30. 24. July 1. 10. 18. 23.</u>
No. <u>290</u> in builder's yard.		5th. After the ship was launched and equipped	<u>29. Aug 18. 15. 27. 28. Sep 4. 11. 19. Oct 3. 10. 23. Nov 5. 12. 20. Dec 3. 12. 18. 31. 1874 Aug 10. 18. 22.</u>

General Remarks,

This is a three decked vessel with a poop 96 feet, and a fore-castle 52 feet long. The main frames under the engines are doubled out to the bilges. The engine and boiler are together 100 feet in length, crossing which are two lumber bulkheads & 4 other three semi-box beams, and two formed of bulwain 10 x 8 and double angles 4 x 4 x 9/16, and the main deck in way of engine room is plated with 6/16 plating between the stringer and lee plates. She is fitted with semi-box beams in fore and after hold, in some cases spaced eight and some ten spaces of frames apart, angle iron being fitted on inner edge of stringer plates where required by the Rules, and in addition to three painting beams of bulwain and double angles in the fore peak, she has two ordinary bulwain beams in the range of the lower deck abaft the bulkhead. She has no waterballast tanks.

State if one, two or three decked vessel, or if spar 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 by cement & paint Outside by paint & compositions.

I am of opinion this Vessel should be Classed 100A. I.

The amount of the Entry Fee ... is received by me,

Special Certificate ...

(Travelling Expenses) (if any) £

Committee's Minute 4.10.74

assigned 100A. I. 3 decks

It is hoped that the very slight and accidental deficiency in the weight of anchors of such size, will not be allowed to be the cause for delaying the vessel's departure. Lloyd's Register