

IRON SHIP.

No. 12347 Survey held at Newcastle-on-Tyne Date, First Survey 5 February Last Survey 3 February 1874

On the S.S. "YHAMPOA" Yard Number 300 Master Mr. C. Jaynes

TONNAGE under
Tonnage Deck } 3308.37
Do of Third, Spar,
or Awning Deck }
Ditto of Poop, or
Raised Qr. Dk. } 252.89
Ditto of Houses
on Deck } 197.11
Ditto of Forecastle } 76.32
Gross Tonnage 3834.69
Less Crew Space 120.30

Less Engine Room 227.10 1347.40
Register Tonnage
as cut on Beam } 2487.29

ONE, OR TWO DECKED, THREE DECKED VESSEL.
SPAR, OR AWNING DECKED VESSEL.
HALF BREADTH (moulded) 21.0 Feet.
DEPTH from upper part of Keel to top of Upper Deck Beams 30.5
GIRTH of Half Midship Frame (as per Rule) 46.3
1st NUMBER 97.8
1st NUMBER, if a THREE-DECKED VESSEL
deduct 7 feet 90.8
LENGTH 384.
2nd NUMBER 34.867.
PROPORTIONS—Breadths to Length 9-10
Depths to Length—Upper Deck to Keel 12-13
Main Deck ditto 16-17

Built at Newcastle-on-Tyne
When built 1873 Launched 22nd/73
By whom built Palmer Ship Building and Iron Co. Ltd.
Owners E. H. Watts
Port belonging to London
Destined Voyage India
If Surveyed while Building, Afloat, or in Dry Dock.
While Building.

LENGTH on deck as per Rule ... 384 Feet. Inches. BREADTH—Moulded ... 42 Feet. Inches. DEPTH top of Floors to Upper Deck Beams ... 28 Feet. Inches. Do. do. Main Deck Beams ... 20 Feet. Inches. Power of Engines ... 400 Horse. N° of Decks with flat laid TYO N° of Tiers of Beams THREE

Dimensions of Ship per Register, length, 399.5 breadth, 42.2 depth, 28.4

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	11 x 3	11 x 3	PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied	36 x 13/16	36 x 13/16
STEM, moulding and thickness	11 x 3	11 x 3	fin up. part of Bilge to Ir. edge of Sh'rstrake	12/16	12/16
STERN-POST for Rudder do. do.	11 x 6	3 11 x 6	Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake.	40 x 13/16	40 x 13/16
Distance of Frames from moulding edge to moulding edge, all fore and aft	24 in	(Class 100 A)	Up. or Spar Dk Sh'rstrake, brdth & thckns	40 x 13/16	40 x 13/16
FRAMES, Angle Iron, for 2/3 length amidships Do. for 1/3 at each end	5 x 3 1/2 x 8/16	5 x 3 1/2 x 8/16	Butt Straps to outside plating, breadth & thickness	11 1/2 x 7 1/2	11 1/4 x 6 1/2
REVERSED FRAMES, Angle Iron	5 x 3 1/2 x 7/16	5 x 3 1/2 x 7/16	Lengths of Plating	FIVE SPACES	FIVE SPACES
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	25 1/2 x 10/16	25 1/2 x 10/16	Shifts of Plating, and Stringers	TWO SPACES	TWO SPACES
thickness at the ends of vessel	x 8/16	x 8/16	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness ...	55 1/2 x 9/16	55 x 9/16
depth at 3/4 the half-bdth. as per Rule	AS PER SECTION.	—	Angle Iron on ditto	4 x 4 x 9/16	4 x 4 x 9/16
height extended at the Bilges	TWICE DEPTH TWICE DEPTH.	—	Tie Plates fore and aft, outside Hatchways ...	18 x 8/16	18 x 8/16
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	8 x 8/16	8 x 8/16	Diagonal Tie Plates on Beams No. of Pairs, 5	18 x 8/16	18 x 8/16
Single or double Angle Iron on Upper edge ...	3 x 3 x 4/16	3 x 3 x 4/16	Planksheer material and scantling	3 CUTTER	CUTTER
Average space	48 in	48 in	Waterways do. do.	3 CUTTER	CUTTER
BEAMS, Main or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	10 x 10/16	10 x 10/16	Flat of Upper Deck do. do.	3 1/2 bat	3 1/2 bat
Single or double Angle Iron, on Upper Edge ...	3 1/2 x 3 1/2 x 7/16	3 1/2 x 3 1/2 x 7/16	How fastened to Beams	SEVEN BOLTS AND NUTS.	AND NUTS.
Average space	48 in	48 in	Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	77 x 10/16	76 3/4 x 10/16
BEAMS, Lower Deck, Hold or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	10 x 9/16	10 x 9/16	Is the Stringer Plate attached to the outside plating?	YES	YES
Single or double Angle Iron on Upper Edge ...	3 x 3 x 4/16	3 x 3 x 4/16	Angle Irons on ditto, No. 2	4 x 4 x 9/16	4 x 4 x 9/16
Average space	14 1/2 feet	14 1/2 feet	Tie Plates, outside Hatchways	18 x 10/16	18 x 10/16
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	25 1/2 x 10/16	25 1/2 x 10/16	Diagonal Tie Plates on Beams, No. of pairs 5	18 x 10/16	18 x 10/16
" Rider Plate	9 x 10/16	9 x 10/16	Waterways materials and scantlings	3 1/2 CUTTER	3 1/2 bat
" Bulb Plate to Intercoastal Keelson	18 1/2 x 14/16	15 x 14/16	Flat of Middle Deck do. do.	3 1/2 CUTTER	3 1/2 bat
" Angle Irons	6 x 4 x 10/16	6 x 4 x 10/16	How fastened to Beams	SEVEN BOLTS AND NUTS	AND NUTS
" Double Angle Iron Side Keelson	24 x 10/16	x 10/16	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	44 1/2 x 9/16	41 1/4 x 9/16
" Side Intercoastal Plate	6 x 4 x 10/16	6 x 4 x 10/16	Is the Stringer Plate attached to the outside plating?	YES	YES
" do. Angle Irons	3 1/2 x 3 1/2 x 8/16	3 1/2 x 3 1/2 x 8/16	Angle Irons on ditto, No. 2 and 1/2	4 x 4 x 9/16	4 x 4 x 9/16
" Attached to outside plating with angle iron	6 x 4 x 10/16	6 x 4 x 10/16	Stringer or Tie Plates, outside Hatchways ...	SEMI BOX BEAMS	—
BILGE Angle Irons	6 x 4 x 10/16	6 x 4 x 10/16	Flat of Lower Deck	3	—
" do. Bulb Iron	10 x 10/16	10 x 10/16	Ceiling betwixt Decks, thickness and material in hold do. do.	BATTEN AND SPACE	—
" do. Intercoastal plates riveted to plating for half length	x 10/16	x 10/16	Main piece of Rudder, diameter at head do. at heel	2 1/2 fine 2 1/2	8 8
BILGE STRINGER Angle Irons	6 x 4 x 10/16	6 x 4 x 10/16	Can the Rudder be unshipped afloat? YES	—	—
Intercoastal plates riveted to plating for 3/5 length.	x 10/16	x 10/16	Bulkheads No. 5 Thickness of 7/16	—	7/16
SIDE STRINGER Angle Irons	x 10/16	x 10/16	Height up from main deck to upper part of	—	—

Transoms, material. Knight-heads. Hawse Timbers. Iron plates angled.
Windlass Starfield's patent Pall Bitt —

The FRAMES extend in one length from Keel to gunwale Riveted through plates with 7/8 in. Rivets, about 6 1/2 apart.
The REVERSED ANGLE IRONS on floors and frames extend across middle line to above main deck stringer 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 1/4 in. diameter, averaging 5 1/2 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3 3/4 ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 3/4 ins. from centre to centre.
Butts of Shore 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 7/8 in. diameter, averaging 3 3/4 ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 3/4 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 half length amidships.
Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for half length.
Breadth of laps of plating in double riveting 5 1/4 Breadth of laps of plating in single riveting —

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double and single as per rule
Waterway, how secured to Beams Gutter (Explain by Sketch, if necessary.)
Beams of the various Decks, how secured to the sides? Riveted to frames No. of Breasthooks, 5 Crutches, 3
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Plates and angles by
Manufacturer's name or trade mark, Palmer Ship Building and Iron Co. Limited

The above is a correct description.
Builder's Signature, John P. Milson Surveyor's Signature, James ...

IRON 456-0275

Workmanship.

Are the butts of plating planed or otherwise fitted?

Planed where practicable

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies?

Are the fillings between the ribs and plates solid single pieces?

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces?

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

Masts, Bowsprit, Yards, &c., are all 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

Iron and main mast of Iron. Fore 89x29. Main 90x28. Three plates in the round 7/16 tapering to 4/16 - 3 angles 4x3x7/16 for full length of mast. Edges single and Butts. Donke and Sable - Bowsprit 44x24 plate. Two plates 7/16 to 4/16. Two angles 4x3x7/16. full length. x Shallow anchor "sunken patent."

NUMBER for EQUIPMENT 41.310

N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain ...	300	2 1/8	8 1/4	300.2 1/8	8 1/4	Bowers ...	3	42.2.14	37 1/2	42	37 1/2
	Fore Top Sails,	(State Machine where Tested, Date, & name of Superintendent.)						(State Machine where Tested, Date, and name of Superintendent.)					
	Fore Topmast Stay Sails	Iron S.H.R. Bm all sup.				11-16 sup.							
	Main Sails,	Hemp Strm Cbl	90	1 1/4		90. 1/4							
	Main Top Sails,	Hawser ...	90	12		12		Stream ...	1	17.2.27		17.0.0	
		Towlines ...	90	8 1/2		8				8.2.16		8.2.0	
		Warp ...	90	5				Kedges ...	2	4.1.2		4.1.0	
		quality good											

Standing and Running Rigging None Hemp sufficient in size and good in quality. She has 2 Life Long Boats and six others

The Windlass is Nonfields patent Capstan's Iron and Rudder good Pumps 5 deck pumps & 2 bottom pumps

Engine Room Skylights. How constructed? Iron coming to bridge deck How secured in ordinary weather? Bolted down

What arrangements for deadlights in bad weather? deadlights in each hatch

Coal Bunker Openings. How constructed? Cast Iron Frames How are lids secured? Locking lids Height above deck? 1 inch

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

Cargo Hatchways. How formed? Iron coming

State size Main Hatch 16x10 Fore hatch 12x10 Quarter hatch 12x10

If of extraordinary size, state how framed and secured? Shifting beams built iron and angles & bratches

What arrangement for shifting beams? of ordinary size

Hatches, If strong and efficient? yes.

Order for Special Survey No. 94.8

Date 21 Aug 1873

Order for Ordinary Survey No. 1

Date -

No. 300 in builder's yard

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
- 2nd. On the plating during the process of riveting
- 3rd. When the beams were in and fastened, and before the decks were laid...
- 4th. When the ship was complete, and before the plating was finally coated or cemented...
- 5th. After the ship was launched and equipped

Built under Special Approval
1873 Feb 5. 13. 17. 21. 24. 28. March 5. 19. 21. 31.
April 2. 8. 10. 17. 22. 24. 29. May 2. 8. 13. 20. 22. 27. 29.
June 5. 10. 12. 16. 20. 23. July 8. 10. 15. 24. 29. Aug
6. 8. 12. 18. 27. 28. Sep 4. 10. 15. 19. 23. 26. 30.
Oct 3. 6. 14. 17. 22. 27. 31. Nov 7. 10. 12. 14. 19. 20. 27.
Dec 2. 4. 11. 15. 17. 19. 26. 1874 Jan 6. 8. 14. 15. 19.
22. 28. 29. Feb 2. 3.

General Remarks,

Upper deck plated over with 4/16 plates for length of Engine & Boiler space and decked with Oak. - Midship deck house plated over with 4/16 plates also over Engine & Boiler space and decked with Oak.

Two strong Wood Beams fitted in Engine and Boiler space which space is subdivided by 2 cross Bunker-Bulkheads -

Length of poop 100 feet. Forecastle 50 ft. Midship deck house 90 ft.

This vessel is well built and worthy in my opinion of the class recommended below.

State if one, two or three decked vessel, or if spar or awning 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 Camellia in bottom. Outside Paint.

I am of opinion this Vessel should be Classed 100 A. 1. marked THREE DECKED.

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

Special Certificate ... £ 117 : 17 : - 12th May 1874.

(Travelling Expenses)

(if any) £ -

Committee's Minute 17th Feb 1874

Character assigned

100 A. 1

J.P. The Three Decked

This vessel appears to be eligible to be classed

100 A. 1. as recommended

Lloyd's Register Foundation