

IRON SHIP.

Rec 30/4/74

No. 12428 Survey held at North Shields Date, First Survey 13th Oct^r 73 Last Survey 14th April 1874

On the S.S. JOHN O. SCOTT Yard Number 65 Master Robert Revley

Official Number 1021

Tonnage under Deck 734.14
 Ditto of Third Spar, or Awning Deck 12.00
 Ditto of ~~Rear~~ Raised Qr. Dk. 64.94
 Ditto of Houses on Deck 72.01
 Ditto of Forecastle 22.96
 Gross Tonnage 906.13
 Less Crew Space 40.89
 Less Engine Room 209.96
 Register Tonnage as out on Beam 575.28

ONE, OR TWO DECKED, THREE DECKED VESSEL.
 SPAR, OR AWNING-DECKED VESSEL.
 HALF BREADTH (moulded) 14.25 Feet.
 DEPTH from upper part of Keel to top of Upper Deck Beams 17.0
 GIRTH of Half Midship Frame (as per Rule) 28.2
 1st NUMBER 59.45
~~1st NUMBER of THREE DECKED VESSEL~~
 deduct 7 feet
 LENGTH 215
 2nd NUMBER 12.781
 PROPORTIONS—Breadths to Length UNDER 1. 8
 Depths to Length—Upper Deck to Keel 13
 Main Deck ditto —

Built at North Shields
 When built 1874 Launched 18 Feb^r 74
 By whom built Thos. & Co. Smith
 Owners John O. Scott & Co.
 Port belonging to Newcastle
 Destined Voyage Hamburg
 If Surveyed while Building, Afloat, or in Dry Dock. while Building

LENGTH on deck as per Rule 215 Feet. Inches. BREADTH—Moulded 28 6 Feet. Inches. DEPTH top of Floors to Upper Deck Beams 15 6 Feet. Inches. Power of Engines 115 Horse. N^o. of Decks with flat laid ONE N^o. of Tiers of Beams ONE

Dimensions of Ship per Register, length 216.0 breadth 32.7 depth 15.4

	Inches in Ship	Inches per Rule		Inches in Ship	Inches per Rule		Inches in Ship	Inches per Rule
KEEL, depth and thickness	8 x 2 3/8	8 x 2 3/8	PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges	36 x 9/16	36 x 9/16	Flat Keel Plates, breadth and thickness	—	—
STEM, moulding and thickness	8 x 2 1/2	7 x 2 3/8	of doubling at Bilge, or increased thickness, and length applied	2 strakes of 3/16" plates	7/16 - 8/16	PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges	36 x 9/16	36 x 9/16
STERN-POST for Rudder do. do. for Propeller	9 x 3 3/4	7 x 4 3/4	fin up. part of Bilge to lr. edge of Sh'rstrake	7/16 - 8/16	7/16 - 8/16	of doubling at Bilge, or increased thickness, and length applied	2 strakes of 3/16" plates	7/16 - 8/16
Distance of Frames from moulding edge to moulding edge, all fore and aft	22 in	22	Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Main to Upr. or Spar Dk. Sh'rstrake.	36 x 1 1/16	36 x 1 1/16	Up. or Spar Dk. Sh'rstrake, breadth & thickness	19 gal x 30 x 7/16	—
FRAMES, Angle Iron, for 2/3 length amidships Do. for 1/2 at each end	3 1/2 x 3 x 7/16	3 1/2 x 3 x 7/16	Butt Straps to outside plating, breadth & thickness	10 1/4 x 1 1/2 x 1 3/4	9 3/4 x 1 1/2 x 1 3/4	Lengths of Plating	FIVE SPACES	FIVE SPACES
REVERSED FRAMES, Angle Iron	3 x 2 1/2 x 4/16	3 x 2 1/2 x 4/16	Shifts of Plating, and Stringers	TWO SPACES	TWO SPACES	Gunwale Plate on ends of Awning Spar, or Upper Deck Beams, breadth and thickness	43 x 9/16	43 x 9/16
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships thickness at the ends of vessel depth at 3/4 the half-bdth. as per Rule height extended at the Bilges	18 x 7/16	17 1/2 x 7/16	Angle Iron on ditto	4 1/2 x 3/4 x 7/16	4 1/2 x 3/4 x 9/16	Tie Plates fore and aft, outside Hatchways	10 x 8/16	10 x 8/16
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper edge Average space	7 x 7/16	7 x 7/16	Diagonal Tie Plates on Beams No. of Pairs	—	—	Planksheer material and scantling	—	—
BEAMS, Main or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge Average space	2 1/2 x 2 1/2 x 5/16	2 1/2 x 2 1/2 x 5/16	Waterways do. do.	—	—	Flat of Upper Deck do. do.	3 1/2 x 7/8	3 1/2
BEAMS, Lower Deck, Hold or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge Average space	7 x 7/16	7 x 7/16	How fastened to Beams	Lower	—	Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	23 x 7/16	23 x 7/16
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates Rider Plate Bolt Plate to Intercostal Keelson Angle Irons Double Angle Iron Side Keelson Side Intercostal Plate do. Angle Irons Attached to outside plating with angle iron	33 x 7/16	x 7/16	Is the Stringer Plate attached to the outside plating?	YES	YES	Angle Irons on ditto, No. 3/4" 2 aft	3 1/2 x 3/4 x 7/16	3 1/2 x 3/4 x 7/16
BILGE Angle Irons do. Bulb Iron do. Intercostal plates riveted to plating for 173 length	3 1/2 x 3/4 x 7/16	3 1/2 x 3/4 x 7/16	Diagonal Tie Plates on Beams No. of Pairs	—	—	Waterways materials and scantling	—	—
BILGE STRINGER Angle Irons Intercostal plates riveted to plating for length	4 1/2 x 3/4 x 7/16	4 1/2 x 3/4 x 7/16	Flat of Middle Deck do. do.	—	—	How fastened to Beams	—	—
SIDE STRINGER Angle Irons	4 1/2 x 3/4 x 7/16	4 1/2 x 3/4 x 7/16	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	—	—	Is the Stringer Plate attached to the outside plating?	—	—
Transoms, material. Knight-heads. Hawse Timbers.	Iron plates & angles	—	Angle Irons on ditto, No.	—	—	Stringer or Tie Plates, outside Hatchways	—	—
Windlass	Iron patent	—	Flat of Lower Deck	—	—	How fastened to Beams	—	—
	Pall Bitt	Iron	Ceiling betwixt Decks, thickness and material in hold	2 1/2 fir	2 1/2	Main piece of Rudder, diameter at head do. at heel	5 3	5 3

The FRAMES extend in one length from Keel to gunwale Riveted through plates with 3/4 in. Rivets, about 6 apart.

The REVERSED ANGLE IRONS on floors and frames extend across middle line to above head 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 1/2 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 3/4 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3/4 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 3/4 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 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 — length amidships.

Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for — length.

Breadth of laps of plating in double riveting 4 1/4 Breadth of laps of plating in single riveting 2 1/4

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? single and double as per rule

Waterway, how secured to Beams Gutter (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? Beams are 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.? angles "Wasp's" Plates

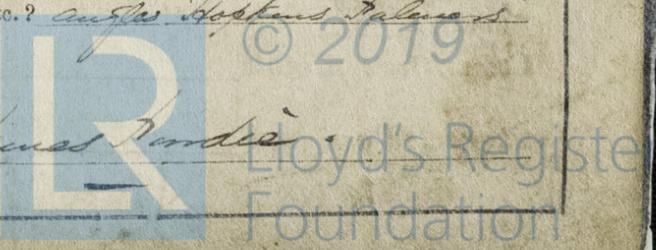
Manufacturer's name or trade mark, Plates "Wasp's"

The above is a correct description.

Builder's Signature, for Thos. & Co. Smith Surveyor's Signature, James Hardie

Wm. Revley

IRON-57-0038



Workmanship. Are the butts of plating planed or otherwise fitted? *Planed above machine*
 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? *Very few in Butts only.*

Masts, Bowsprit, Yards, &c., are *wood* 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 *✓*

125 86 Iron

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Lngh. & Size req'd pr 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.
SAILS.	CABLES, &c.	<i>240</i>	<i>1 1/16</i>	<i>37.14</i>	<i>240-1 1/16</i>	<i>3 7/320</i>	Bowers ...	<i>3</i>	<i>18.3.10</i>	<i>19.15.1.7</i>	<i>18.0.0</i>	<i>19.0.0</i>
	Chain ...	<i>Breaking strain</i>	<i>55 1/2</i>				(State Machine where Tested, Date, and name of Superintendent.)	<i>Lloyd's Regis J. H. R. Russell Capt.</i>	<i>18.1.14</i>	<i>19.6.2.4</i>	<i>18.0.0</i>	<i>19.0.0</i>
	Fore Sails,	<i>Days</i>	<i>Type P.H.</i>	<i>R. Russell Capt.</i>				<i>27 Port and 11 Star 1873.</i>				
	Fore Top Sails,											
	Fore Topmast Stay Sails	<i>Hemp</i>	<i>Strm Cbl</i>	<i>90</i>	<i>15 1/16</i>	<i>90-15 1/16</i>						
	Main Sails,	<i>Hawser</i>	<i>90</i>	<i>9</i>	<i>90-9</i>							
Main Top Sails,	<i>Towlines</i>	<i>90</i>	<i>5 1/2</i>	<i>90-5 1/2</i>			Stream ...	<i>1</i>	<i>8.2.14</i>	<i>✓</i>	<i>8.0.0</i>	<i>4.0.0</i>
	<i>Warp</i>	<i>90</i>	<i>4 1/2</i>	<i>90-4 1/2</i>			Kedges ...	<i>2</i>	<i>4.0.21</i>	<i>✓</i>	<i>2.0.0</i>	<i>2.0.0</i>
	<i>quality</i>	<i>90</i>	<i>3 1/2</i>									

Standing and Running Rigging *hemp* sufficient in size and *good* in quality. She has *1 Life Long Boat* and *2 others.*
 The Windlass is *New & good* Capstan *good* and Rudder *good*. Pumps *good and sufficient*
Engine Room Skylights. How constructed? *solid stutters & hallways* How secured in ordinary weather? *bolted down*
 What arrangements for deadlights in bad weather? *Tarpaulins*
Coal Bunker Openings.—How constructed? *cast iron coverings* How are lids secured? *by straps* Height above deck? *10 1/2*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *four square ports on each side*

Cargo Hatchways.—How formed? *deep iron coverings*
 State size **Main Hatch** *22 x 11* Forehatch *18 x 9* Quarterhatch *18 x 9*
 If of extraordinary size, state how framed and secured? *Framed with heavy beams and deep iron covering*
 What arrangement for shifting beams? *round iron cross bar to main hatchway*
Hatches, If strong and efficient? *Yes*

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No. 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
<i>9803</i>	<i>30 Sep 1873</i>			<i>65</i>		<i>Built under special Survey</i>	<i>1873 Oct 13. 17. 20. 27. 30. Nov. 13. 15.</i>	<i>21. 26. Dec. 9. 12. 18. 23. 1874 Jan 5.</i>	<i>12. 21. 27. Feb 7. 11. 18. 19. March 17. 24.</i>	<i>April 1. 14.</i>

General Remarks,
She is fitted with a double Bottom in the end after heads of the united lengths of 125 feet. side plates 1/16 - top plates 5/16 - the side plates of double Bottom extending thro. Engine Room and attached to outside plating with angles 3 1/2 x 3 1/2 x 7/16 -
Length of Raised Quarter deck 70 - Forecastle 21 feet.
She is well built and worthy in my opinion - of the class as 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 *Cause in bottom paint above* Outside *Paint*.

I am of opinion this Vessel should be Classed *GOA I.*
 The amount of the Entry Fee ... £ *5* ... is received by me,
 on *26/3/74* Special Certificate ... £ *40* ... *250 April 1874*
 (Travelling Expenses) (if any) £ *✓*
 Committee's Minute *1st May 1874*

Character assigned *GOA I*
James Jardie
A. J. Reed
 Lloyd's Regis Foundation