

IRON SHIP.

No. 12569 Survey held at Newcastle Date, First Survey 26th May 73 Last Survey August 4th 74
On the I.L.S. "Venice." Yard Number 291 Master J. H. Watson

TONNAGE under 1897.59 ONE, OR TWO DECKED, THREE DECKED VESSEL.
Tonnage Deck 65.06 ~~OFAR, OR AWNING DECKED VESSEL.~~
Ditto of Third Spar, 65.06 HALF BREADTH (moulded) 16.11
Ditto of Poop, or 65.06 DEPTH from upper part of Keel to top of Upper Deck Beams 26.9
Ditto of Houses 65.06 GIRTH of Half Midship Frame (as per Rule) 30.0
on Deck 65.06 1st NUMBER 822.4
Ditto of Forecastle 65.06 1st NUMBER, if a THREE-DECKED VESSEL 75.4
Gross Tonnage 1962.65 deduct 7 feet 307.5
Less Crew Space 1898.09 LENGTH 231.63
Less Engine Room 620.05 2nd NUMBER 231.63
Register Tonnage 1240.84 PROPORTIONS—Breadths to Length under 10
as cut on Beam 1240.84 Depths to Length—Upper Deck to Keel under 12
Main Deck ditto under 16

Built at Newcastle
When built 1874 Launched 14th May
By whom built Messrs. C. Mitchell & Co
Owners Messrs. Nelson, Douglas & Co
Port belonging to London
Destined Voyage Mediterranean
and Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as 307.6 BREADTH—Feet. Inches. 33 10 DEPTH top of Floors to Upper Deck Beams 24 9 1/2 Power of Engines 180 No. of Decks with flat laid two
per Rule 307.6 Moulded 33 10 Do. do. Main Deck Beams 19 4 No. of Tiers of Beams three

Dimensions of Ship per Register, length, 310.5 breadth, 34.0 depth, 24.9

	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	10 x 2 3/4	10 x 2 3/4
STEM, moulding and thickness	10 x 2 3/4	10 x 2 3/4
STERN-POST for Rudder do. do.	10 1/4 x 5 1/4	10 x 5 1/2
for Propeller	10 x 6 1/2	10 x 5 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24
FRAMES, Angle Iron, for 1/2 length amidships	4 1/2 x 3	4 1/2 x 3
Do. for 1/4 at each end	4 1/2 x 3	4 1/2 x 3
REVERSED FRAMES, Angle Iron	3 x 3	3 x 3
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	2 3/4 x 9	2 3/4 x 9
thickness at the ends of vessel	11	11
depth at 1/2 the half-bdth. as per Rule	11	11
height extended at the Bilges	11	11
BEAMS, Upper, Spar, or Awning Deck	6 1/2 x 6	6 1/2 x 6
Single or double Angle Iron, Plate or Tee Bulb Iron	2 1/2 x 5	2 1/2 x 5
Average space	on alternate frames.	on alternate frames.
BEAMS, Main or Middle Deck	8 x 8	8 x 8
Single or double Angle Iron, Plate or Tee Bulb Iron	3 x 6	3 x 6
Average space	on alternate frames.	on alternate frames.
BEAMS, Lower Deck, Hold or Orlop	semi-box	semi-box
Single or double Angle Iron, Plate or Tee Bulb Iron	3 x 6	3 x 6
Average space	14 feet	14 feet
KEELSONS Centre line, single or double plate, and iron, or Intercoastal, Plates	24 x 8	30 x 9
Rider Plate	13 x 10	13 x 10
Double Angle Iron Side Keelson	6 x 4	6 x 4
Side Intercoastal Plate	6 x 4	6 x 4
do. Angle Irons	6 x 4	6 x 4
Attached to outside plating with angle iron	3 1/2 x 3 1/2	3 1/2 x 3 1/2
BILGE Angle Irons	6 x 4	6 x 4
do. Bulb Iron	6 x 4	6 x 4
do. Intercoastal plates riveted to plating for 1/2 length	—	—
BILGE STRINGER Angle Irons	6 x 4	6 x 4
Intercoastal plates riveted to plating for length	—	—
SIDE STRINGER Angle Irons	6 x 4	6 x 4
Intercoastal plates for 3/5 the length	—	—
Transoms, material. Knight-heads. Hawse Timbers.	iron and oak	iron and oak
Windlass	iron patent	iron
Pall Bitt	iron	iron

	Inches. In Ship.	16ths. In Ship.	Inches. required.	16ths. required.
Flat Keel Plates, breadth and thickness	36	12	36	12
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied	10 1/2	10 1/2	10 1/2	10 1/2
fin up, part of Bilge to Ir. edge of Sh'rstrake	10 1/2	10 1/2	10 1/2	10 1/2
Main Sheerstrake, breadth and thickness of doubling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake.	42	11	40	11
Up. or Spar Dk Sh'rstrake, brdth & thickness	40	13	40	13
Butt Straps to outside plating, breadth & thickness	9 3/4	8 to 14	9 3/4	8 to 14
Lengths of Plating	5 spaces of plates	5 spaces of plates	5 spaces of plates	5 spaces of plates
Shifts of Plating, and Stringers	2	do	do	do
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	43	8	43	8
Angle Iron on ditto	4 1/4 x 9	4 1/4 x 9	4 1/4 x 9	4 1/4 x 9
Tie Plates fore and aft, outside Hatchways	14	8	14	8
Diagonal Tie Plates on Beams No. of pairs	4	14	10	14
Plank on material and scantling	3 1/2	—	3 1/2	—
Waterways do. do.	how gatter.	how gatter.	how gatter.	how gatter.
Flat of Upper Deck do. do.	4	4	4	4
How fastened to Beams	by nut & screw bolts	by nut & screw bolts	by nut & screw bolts	by nut & screw bolts
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	61	10	61	10
Is the Stringer Plate attached to the outside plating?	yes.	yes.	yes.	yes.
Angle Irons on ditto, No. 2	4 1/4 x 9	4 1/4 x 9	4 1/4 x 9	4 1/4 x 9
Tie Plates, outside Hatchways	14	10	14	10
Diagonal Tie Plates on Beams, No. of pairs	4	14	10	14
Waterways materials and scantlings	3 1/2	—	3 1/2	—
Flat of Middle Deck do. do.	3 1/2	—	3 1/2	—
How fastened to Beams	by nut & screw bolts	by nut & screw bolts	by nut & screw bolts	by nut & screw bolts
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	33	9	33	9
Is the Stringer Plate attached to the outside plating?	yes.	yes.	yes.	yes.
Angle Irons on ditto, No. 2	4 1/4 x 9	4 1/4 x 9	4 1/4 x 9	4 1/4 x 9
Stringer or Tie Plates, outside Hatchways	—	—	—	—
Flat of Lower Deck	—	—	—	—
Ceiling betwixt Decks, thickness and material	3 1/2	for	2 1/2	—
in hold do. do.	—	—	—	—
Main piece of Rudder, diameter at head	4	—	4	—
do. at heel	—	—	—	—
Can the Rudder be unshipped afloat?	yes.	yes.	yes.	yes.
Bulkheads No. 4 Thickness of	6/16	6/16	6/16	6/16
Height up	3 to main and forward part to upper deck	3 to main and forward part to upper deck	3 to main and forward part to upper deck	3 to main and forward part to upper deck
How secured to sides of ship	by double plates	by double plates	by double plates	by double plates
Size of Vertical Angle Irons	3 x 3 1/4	and distance apart	30 ins.	30 ins.
Are the outside Plates doubled two spaces of Frames in length?	yes.	yes.	yes.	yes.

The FRAMES extend in one length from Keel to gunwale Riveted through plates with 1/8 in. Rivets, about 7 apart.
The REVERSED ANGLE IRONS on floors and frames extend from middle line to M.D.P.A.I. 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 1/8 in. diameter, averaging 3 1/2 ins. from centre to centre.
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 1/8 in. diameter, averaging 4 ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 1/8 in. diameter averaging 4 ins. from centre to centre.
Butts of 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/8 thicker than the plates they connect.
Edges from bilge to Main Sheerstrake, worked clencher, double single riveted; with rivets 1/8 in. diameter, averaging 4 ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 1/8 in. diameter, averaging 4 ins. from cr. to cr.
Edges of Main Sheerstrake, double single riveted. Upper Sheerstrake, double single riveted.
Butts of Main Sheerstrake, treble riveted for 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 1/2 length amidships.
Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.
Breadth of laps of plating in double riveting 5 1/4 Breadth of laps of plating in single riveting 5 1/4

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? double and treble riveted
Waterway, how secured to Beams riveted (Explain by Sketch, if necessary.)
Beams of the various Decks, how secured to the sides? welded plates riveted No. of Breasthooks, 5 Crutches, 5
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? The plates from Loch, Wilson & Co.
Manufacturer's name or trade mark, Angles and bulbs from Stockton Malleable Iron Co.; Bolts from, Langhams & Co., Counsel's Iron Works, Palmers, Jarman, & the Stockton Malleable Iron Co.

The above is a correct description.
Builder's Signature, For C. Mitchell & Co Surveyor's Signature, N. J. Reed
Note: The plating from the firm mentioned in the Register

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

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 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 77.0' x 21" diam; Mainmast 68.0' x 21" diam. The fore and main masts are two plate masts with double butts and bands, excepting that the butts at partners are tie-bolt riveted. The is 6" and 7/16" thick and is from the Stockton Malleable Iron Co.

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
SAILS.		300	17/8	63 1/2 tons	270-1 1/2	59 1/2	Bowers	3	32.0.21	30.5.1.4	320.0	300.0
CABLES, &c.		300	17/8	63 1/2 tons	270-1 1/2	59 1/2	Stream	1	13.2.14	13 1/2	0.0	0.0
Chain		90	1	900 1/2	90-11	90-11	Kedges	2	6.2.7	6 1/2	0.0	0.0
Fore Sails,		90	1	900 1/2	90-11	90-11						
Fore Top Sails,		90	1	900 1/2	90-11	90-11						
Fore Topmast Stay Sails,		90	1	900 1/2	90-11	90-11						
Main Sails,		90	1	900 1/2	90-11	90-11						
Main Top Sails,		90	1	900 1/2	90-11	90-11						
Warp quality good		90	1	900 1/2	90-11	90-11						

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

The Windlass is how patent and Rudder good Pumps good and sufficient

Engine Room Skylights. How constructed? solid shutter & bulwarks How secured in ordinary weather? bolted

What arrangements for deadlights in bad weather? Japaneuse

Coal Bunker Openings. How constructed? Cast iron lining How are lids secured? by battens Height above deck? 9"

Scupperns, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? Nine ports and morning pipes on each side.

Cargo Hatchways. How formed? iron coverings and headlugs riveted together.

State size Main Hatch 26'0" x 12'0" Forehatch 12'0" x 10'0" Quarterhatch 20'0" x 12'0"

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

What arrangement for shifting beams? two of bulb and double angle irons

Hatches, If strong and efficient? Yes.

Order for Special Survey No. 291	1st. On the several parts of the frame, when in place, and before the plating was wrought	1073
Date 4 April 1874	2nd. On the plating during the process of riveting	1073
Order for Ordinary Survey No. 291	3rd. When the beams were in and fastened, and before the decks were laid...	1073
Date -	4th. When the ship was complete, and before the plating was finally coated or cemented...	1073
No. 291 in builder's yard.	5th. After the ship was launched and equipped	1073

General Remarks, (State quality of workmanship &c.)

This is a three decked vessel with a small fore-castle, built in accordance with the midship section attached, excepting that the upper deck sheerstrake is doubled with 9/16" plating for 100 feet amidships, and the upper deck is plated over with 9/16" plating for 100 feet amidships. In the fore hold she has four semi-box beams, and one ordinary bulb beam is fitted in 2nd frame abaft the collision bulkhead, and she has an extra semi-box beam fitted below to the 4th & 5th frames, and securely attached to the double angle stringers in hold. She has also four framing beams of bulb iron and angle iron 7 1/2 x 7/8 and 3 x 3 x 9/16. She has one semi-box beam fitted between the engines and boilers at the height of the lower deck formed of bulb iron 8 x 9/16 and double angles 3 1/2 x 5 x 7/16, and a top plating 5/16". She is fitted with water ballast tanks under engines & boilers 14 1/2 feet long, top plating 7/16", and with another in the after hold 92 feet long, top plating 9/16, and flange plates 7/16" thick. The workmanship, in my opinion, is very good, and the vessel is schooner rigged.

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 & composition.

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

The amount of the Entry Fee £ 5.00 is received by me.

Special Certificate 1874

Committee's Minute 28th August 1874

Character assigned 100A/I

Three Decked

100A/I

100A/I

100A/I

100A/I

100A/I

100A/I

100A/I

100A/I

100A/I