

## IRON SHIP.

11122 Survey held at Sunderland Date, First Survey December 9<sup>th</sup> 1874 Last Survey May 11<sup>th</sup> 1875

the Barque "Belle of Benin" Yard Number 2 Master Enon

Net Tonnage under Deck 267 57  
 Gross Tonnage 298 63  
 Net Tonnage 13 79  
 Register Tonnage 284 84  
 as cut on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL.  
 SPAR, OR AWNING-DECKED VESSEL.  
 HALF BREADTH (moulded) 12 90  
 DEPTH from upper part of Keel to top of Upper Deck Beams 12 50  
 GIRTH of Half Midship Frame (as per Rule) 22  
 1st NUMBER 47 40  
 1st NUMBER, if a THREE-DECKED VESSEL deduct 7 feet 14 6  
 LENGTH 66 3 4 6  
 2nd NUMBER 6  
 PROPORTIONS—Breadths to Length under  
 Depths to Length—Upper Deck to Keel under  
 Main Deck ditto under

Built at Sunderland  
 When built 1875 Launched 6 May 1875  
 By whom built J. S. Gulston  
 Owners Geo. Easter 32 St. Nicholas Lane  
 Port belonging to London  
 Destined Voyage ✓  
 If Surveyed while Building, Afloat, or in Dry Dock ✓

LENGTH on deck as per Rule 140 Feet. Inches. BREADTH Moulded 25 Feet. Inches. DEPTH top of Floors to Upper Deck Beams 11 Feet. Inches. Do. do. Main Deck Beams 9 Power of Engines ✓ Horse. N<sup>o</sup>. of Decks with flat laid 1 N<sup>o</sup>. of Tiers of Beams 1

Dimensions of Ship per Register, length 144 7 breadth 25 depth 11 5

EL, depth and thickness 7 1 5  
 TEM, moulding and thickness 6 1 4 1 5  
 TERN-POST for Rudder do. do. 6 1 4 1 5  
 for Propeller 21  
 Distance of Frames from moulding edge to moulding edge, all fore and aft 21 in

FRAMES, Angle Iron, for  $\frac{3}{4}$  length amidships Do. for  $\frac{1}{2}$  at each end 3 3 6  
 REVERSED FRAMES, Angle Iron 3 3 5  
 FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 13  
 thickness at the ends of vessel 5  
 depth at  $\frac{3}{4}$  the half-bdth. as per Rule 6 1 2  
 height extended at the Bilges twice

BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 6 6 6 6  
 Single or double Angle Iron on Upper edge 2 1 4 2 1 4 5  
 Average space 42 in

BEAMS, Main or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 6 6 6 6  
 Single, or double Angle Iron, on Upper Edge 2 1 4 2 1 4 5  
 Average space 42 in

BEAMS, Lower Deck, Hold or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 6 6 6 6  
 Single or double Angle Iron on Upper Edge 2 1 4 2 1 4 5  
 Average space 42 in

KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates 9 3 4 8 9 3 4 8  
 Rider Plate 6 1 2 6 6 1 2 6  
 Bulb Plate to Intercoastal Keelson 3 3 6 3 3 6  
 Angle Irons 3 3 6 3 3 6  
 Double Angle Iron Side Keelson 3 3 6 3 3 6  
 Side Intercoastal Plate 3 3 6 3 3 6  
 do. Angle Irons 3 3 6 3 3 6  
 Attached to outside plating with angle iron 3 3 6 3 3 6

BILGE Angle Irons 3 3 6 3 3 6  
 do. Bulb Iron 3 3 6 3 3 6  
 do. Intercoastal plates riveted to plating for length 3 3 6 3 3 6

BILGE STRINGER Angle Irons 3 3 6 3 3 6  
 Intercoastal plates riveted to plating for length 3 3 6 3 3 6

IDE STRINGER Angle Irons 3 3 6 3 3 6

ransoms, material. Knight-heads. Hawse Timbers. Iron

indlass Patent iron Pall Bitt none

FRAMES extend in one length from middle line to gunwale

REVERSED ANGLE IRONS on floors and frames extend from middle line to upper turn of bilge and to alternately

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes

LATING. Garboard, double riveted to Keel, with rivets 1 in. diameter, averaging 4 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 2 1 4 ins. from centre to centre.

Butts of 1 Strake, at Bilge for 1 2 length, treble riveted with Butt Straps 1 1 6 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 ✓ length amidships. Butts of Upper or Spar Sheerstrake, treble riveted ✓ length amidships.

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

Breadth of laps of plating in double riveting 6 times Breadth of laps of plating in single riveting 3 1 2 times

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? ✓

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

Beams of the various Decks, how secured to the sides? Turned Irons on Beams No. of Breasthooks, 3 Crutches, 2

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Angles, T-plates, &c.

Manufacturer's name or trade mark, S. J. & Co. Corbett Iron Co.

The above is a correct description.

Builder's Signature, G. S. Gulston

Surveyor's Signature, W. J. W. W.

Flat Keel Plates, breadth and thickness 30 8 30 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 6 1 2  
 fm 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 Upr. or Spar Dk. Sh'rstrake. Up. or Spar Dk Sh'rstrake, brdth & thickns 30 8 30 8  
 Butt Straps to outside plating, breadth & thickness 9 3 4 1 4 8 6 9 9 1 4 8 6 9  
 Lengths of Plating 6 spans  
 Shifts of Plating, and Stringers 3 spans  
 Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness 28 6 28 6  
 Angle Iron on ditto 3 3 6 3 3 6  
 Tie Plates fore and aft, outside Hatchways 6 1 2 6 6 1 2 6  
 Diagonal Tie Plates on Beams No. of Pairs, ✓  
 Planksheer material and scantling gutter  
 Waterways do. do. 3 in  
 Flat of Upper Deck do. 3 in  
 How fastened to Beams nuts & washers  
 Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness ✓  
 Is the Stringer Plate attached to the outside plating? ✓  
 Angle Irons on ditto, No. ✓  
 Tie Plates, outside Hatchways ✓  
 Diagonal Tie Plates on Beams, No. of pairs ✓  
 Waterways materials and scantlings ✓  
 Flat of Middle Deck do. ✓  
 How fastened to Beams ✓  
 Stringer Plates on ends of Lower Deck, Hold or Orlop Beams ✓  
 Is the Stringer Plate attached to the outside plating? ✓  
 Angle Irons on ditto, No. ✓  
 Stringer or Tie Plates, outside Hatchways ✓  
 Flat of Lower Deck ✓  
 Ceiling betwixt Decks, thickness and material spacing 2 in  
 in hold do. 2 in  
 Main piece of Rudder, diameter at head 3 1 4  
 do. at heel 2  
 Can the Rudder be unshipped afloat? yes  
 Bulkheads No. 1 Thickness of 3 1 6  
 Height up to deck  
 How secured to sides of ship between double frames  
 Size of Vertical Angle Irons 2 1 4 2 1 4 5 and distance apart 36 ins.  
 Are the outside Plates doubled two spaces of Frames in length? yes



Workmanship. Are the butts of plating planed or otherwise fitted? Planed 14486 Lion  
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 few

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 See Masts and Bowsprit as per sketch  
Mizzen Mast and Jards Wood

Tested at the River Mersey Comrs' Public Test: Tested at the River Mersey Comrs' Public Test  
30<sup>th</sup> July and 18<sup>th</sup> March 1875 by J. Martineau 24<sup>th</sup> March 1875 by J. Martineau

NUMBER for EQUIPMENT 6595			Fathoms.	Inches.	Test per Certificate.	Lngh. & Size req'd pr 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 per R
N <sup>o</sup> .	SAILS.	CABLES, &c.	195	1 1/8	22 3/4	195	22 3/4	Bowers ...	1	10.3.26	12.17.20	10	12
Two	Fore Sails,	Chain ...	3 links of each	15 ft	34's	1 1/8		(State Machine where Tested, Date, and name of Superintendent.)	2	10.3.21	12.17.20	10	12
Suit	Fore Top Sails,	Chain	provd to.						3	8.2.0	10.12.20	8.2.0	10
	Fore Topmast Stay Sails	Hamp Strm Cbl	60	10 1/16				Stream ...	1	4.3.0		4.3.0	
	Main Sails,	Hawser ...	90	7		90 7		Kedges ...	2	2.2.14		2.1.9	
	Main Top Sails,	Towlines	90	5		90 5				1.2.14		1.0.0	
and		Warp ...											
		quality <u>good</u>											

Standing and Running Rigging Iron Strops sufficient in size and good in quality. She has 2 Long Boats and ✓

The Windlass is good Capstan good and Rudder good Pumps good

Engine Room Skylights. How constructed? ✓ How secured in ordinary weather? ✓

What arrangements for deadlights in bad weather? ✓

Coal Bunker Openings. How constructed? ✓ How are lids secured? ✓ Height above deck? ✓

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? Ports and Scuppers

Cargo Hatchways. How formed? Plate and Angle iron

State size Main Hatch 14' 0" x 8' 0" Forehatch 5' 0" x 5' 0" Quarterhatch 5' 0" x 5' 0"

If of extraordinary size, state how framed and secured? Shifting Beams and Fore and Aft

What arrangement for shifting beams? With and without

Hatches, If strong and efficient? Yes

Order for Special Survey No. <u>2536</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>Build under S.S. and surveyed 17<sup>th</sup> Decr 74 from 2022 to 2524</u> <u>Feb. 15 1872 Mch. 14 1872 April 5 1872 May 5 71</u>
Date <u>20<sup>th</sup> November 74</u>		2nd. On the plating during the process of riveting	
Order for Ordinary Survey No. <u>✓</u>		3rd. When the beams were in and fastened, and before the decks were laid....	
Date <u>✓</u>		4th. When the ship was complete, and before the plating was finally coated or cemented..	
No. <u>2</u> in builder's yard.		5th. After the ship was launched and equipped	

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

This vessel has been built in conformity with the Rules 73 and 74 and in accordance with drawings shown on Planship section attached. The workmanship is of good quality. She has a House aloft for the accommodation of the Captain and officers, also a House Midships for the crew

State if one, two or three decked vessel, or if span 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 Cement and Paint Outside Paint & Red Lead

I am of opinion this Vessel should be Classed 5-100 A.I.

The amount of the Entry Fee ... £ 3 : - : - is received by me,

May 1875 Special ... £ 14 : 5 : - 25<sup>th</sup> May 1875  
Certificate ... - : - : - HW

(Travelling Expenses)  
(if any) £ ✓

Committee's Minute 1<sup>st</sup> June 1875

Character assigned 100 A.I.

Monday  
There record at Lloyd's Register Foundation  
the deck