

# IRON SHIP

No. 12908 Survey held at Newcastle Date, First Survey 14<sup>th</sup> Aug 1874 Last Survey 2<sup>nd</sup> June 1875

On the S.S. "Naples" 3 m. sch. Master Jos. Flindt

TONNAGE under Tonnage Deck	2197.6	ONE OR TWO DECKED, THREE DECKED VESSEL.
Ditto of this Space on Lower Deck		SPAR, OR AWNING DECKED VESSEL.
Ditto of this Space on Raised Or. Dk.		
Ditto of Houses on Deck	91.01	HALF BREADTH (moulded) .. .. . 17.75
Ditto of Forecasts		DEPTH from upper part of Keel to top of Upper Deck Beams 28.00
Gross Tonnage	2288.61	GIRTH of Half Midship Frame (as per Rule) .. . 41.13
Less Crew Space	82.76	1st NUMBER .. .. . 86.84
Less Engine Room	732.36	1st NUMBER, if a THREE-DECKED VESSEL 7.00
Register Tonnage as cut on Beam	1473.49	LENGTH .. .. . 313.33
		2d NUMBER .. .. . 25.025
		PROPORTIONS—Breadths to Length .. .. . 85.9
		Depths to Length—Upper Deck to Keel .. .. . 11.512
		Main Deck ditto .. .. . 15.516

Built at Newcastle  
 When built 1875 Launched 21<sup>st</sup> Apr. 1875  
 By whom built Palmer's S. & S. Co. (Linn)  
 Owners Nelson Donkin & Co.  
 Port belonging to London  
 Destined Voyage Bombay  
 Surveyed while Building, Afloat, or in Dry Dock.

Official Number

LENGTH on deck as per Rule	313.4	BREADTH Moulded	35.6	DEPTH top of Floors to Upper Deck Beams	26.0	Power of Engines	250	Nº. of Decks with flat laid	Two
				Do. do. Main Deck Beams	18.5			Nº. of Tiers of Beams	Three

Dimensions of Ship per Register, length, 316.4 breadth, 35.8 depth, 25.9

	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 x 5 1/2	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	5 x 3 8	5 x 3 8
Do. for 1/4 at each end	5 x 3 7	5 x 3 7
REVERSED FRAMES, Angle Iron	3 x 3 8	3 x 3 8
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	3 1/2 x 24 10	24 10
thickness at the ends of vessel	8	8
depth at 1/2 the half-bdth. as per Rule	12	12
height extended at the Bilges	Twice midship height	
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		
Single or double Angle Iron on Upper edge	2 1/2 x 2 1/2 5	2 1/2 x 2 1/2 5
Average space	alternate frame	
BEAMS, Main, or Middle Deck	5 1/2 x 3 1/2 8	
Single or double Angle Iron, Plate or Tee Bulb Iron		
Single, or double Angle Iron, on Upper Edge	8 1/2 x 3 1/2 between 3 1/2 x 3 1/2 Beams on every frame	
Average space		
BEAMS, Lower Deck, Hold, or Orlop	3 x 3 1/2 8 1/2 x 3 1/2	
Single or double Angle Iron, Plate or Tee Bulb Iron		
Single or double Angle Iron on Upper Edge		
Average space	about 20 feet apart	
KEELSONS Centre line, single or double plate, and Intercostal, Plates	8	
" Rider Plate	9 10	
" Bulb Plate to Intercostal Keelson		
" Angle Irons	6 4 9	6 4 9
" Double Angle Iron Side Keelson		
" Side Intercostal Plate		
" do. Angle Irons	6 4 9	6 4 9
" Attached to outside plating with angle iron	3 1/2 3 1/2 8	3 3 8
BILGE Angle Irons	6 4 9	6 4 9
" do. Bulb Iron	8 1/2 8	8 1/2 8
" do. Intercostal plates riveted to plating for length	x tank side plate	
BILGE STRINGER Angle Irons	6 4 9	6 4 9
Intercostal plates riveted to plating for 1/5 length, with angle irons	3 1/2 3 1/2 8	3 3 8
SIDE STRINGER Angle Irons		

	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 Bilge of doubling at Bilge, or increased thickness, and length applied	Three strakes triple riveted with thick straps	10 x 11		10 x 11
from up. part of Bilge to lr. edge of Sh'rstrake		10 x 11		10 x 11
Main Sheerstrake, breadth and thickness of doubling at Sh'rstrake, & length applied from Mn. to Up. Sp. Dk. Sh'rstrake.	40	11	Per approved	
Up. Sp. Dk. Sh'rstrake, brdth & thickness	40	11	handed	
Butt Straps to outside plating, breadth & thickness	10 1/2 14	9 5 12	9 5 12	9 5 12
Lengths of Plating			Five frame spaces	
Shifts of Plating, and Stringers			Two frame spaces	
Gunwale Plate on ends of (Spar Deck)				
Upper Deck Beams, breadth and thickness	44	8	44	
Angle Iron on ditto	4 x 4 x 9		4 x 4 x 9	
Tie Plates fore and aft, outside Hatchways	Iron deck		14 1/2 8	
Diagonal Tie Plates on Beams No. of Pairs	"		14 1/2 8	
Waterways materials and scantlings				
Waterways do. do.	Iron gutter			
Flat of Upper Deck do. do.	Iron deck 3/16 for 1/2 length covered with 1/2 Pine 3 1/2			
How fastened to Beams				
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	52	10	52	10
Is the Stringer Plate attached to the outside plating?	yes			
Angle Irons on ditto, No. 2	4 x 4 x 9		4 x 4 x 9	
Tie Plates, outside Hatchways	Iron deck			
Diagonal Tie Plates on Beams, No. of pairs	do		Per app. 1/2 midship	
Waterways materials and scantlings				
Flat of Middle Deck do. do.	Iron 3/16			
How fastened to Beams	Riveted		38 x 9/16	
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	4 x 4 x 9/16		9/16 do. 4 x 4 x 9/16	
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	B. Red Pine 2 1/2			
in hold do. do.	2. 8ln x R. Pine 3ln			
Main piece of Rudder, diameter at head	7 1/2		7 1/2	
do. at heel	3 1/2		3 1/4	
Can the Rudder be unshipped afloat?	yes			
Bulkheads No. 4 Thickness of 3/16 x 3/16				4 x 6

Transoms, material. Knight-heads. Hawse Timbers. Iron  
 Windlass Harpfield's Patent Pall Bitt C. Iron

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 Main deck 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 1/2 in. diameter, averaging 5 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/8 in. diameter, averaging 4 ins. from centre to centre.  
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/8 in. diameter averaging 4 ins. from centre to centre.  
 Butts of 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 3/16 thicker than the plates they connect.  
 Edges from bilge to Main Sheerstrake, worked clencher, double ~~single~~ riveted; with rivets 3/8 in. diameter, averaging 4 ins. from cr. to cr.  
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/8 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 ~~Spar~~ Sheerstrake, treble riveted 1/2 length amidships.  
 Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper ~~Spar~~ Stringer Plate, treble riveted for 1/2 length.  
 Breadth of laps of plating in double riveting 5 1/2 Breadth of laps of plating in single riveting 5 1/2

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

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

Beams of the various Decks, how secured to the sides? Solid Keel Riveted to Trans No. of Breasthooks, 6 Crutches, 6

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Ordinary Ship iron

Manufacturer's name or trade mark, Palmer's S. & S. Co. (Linn)

The above is a correct description.  
 Builder's Signature, W. Small Surveyor's Signature, H. Mowbray Geo. Cooper

Surveyor to Lloyd's Register of British and Foreign Shipping.

