

IRON SHIP.

No. 12900 Survey held at Newcastle Date, First Survey 14th Aug 1874 Last Survey 2nd June 1875

On the S.S. "Naples" 3 m. sch.

Master Josh. Flint

TONNAGE under Tonnage Deck 2197.6
 Ditto of Third Spar, on Lower Deck }
 Ditto of Poop, on Raised Qr. Dk. }
 Ditto of Houses on Deck } 91.01
 Ditto of Forecastle }
 Gross 2288.61
 Less Crew Space 82.76
 Less Engine Room 732.34
 Register Tonnage as cut on Beam 1473.49

ONE, OR TWO DECKED, THREE DECKED VESSEL.
SPAR, OR AWNING DECKED VESSEL.
HALF BREADTH (moulded) 17.75
DEPTH from upper part of Keel to top of Upper Deck Beams 28.00
GIRTH of Half Midship Frame (as per Rule) 41.13
1st NUMBER 86.87
1st NUMBER, if a **THREE-DECKED VESSEL** 7.00 [deduct 7 feet 79.87]
LENGTH 313.33
2d NUMBER 25.025
PROPORTIONS—Breadths to Length 86.9
 Depths to Length—Upper Deck to Keel 11.512
 Main Deck ditto 15.516

Built at Newcastle

When built 1875 Launched 21st 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.

LENGTH on deck as per Rule 313 **BREADTH** Moulded 35 **DEPTH** top of Floors to Upper Deck Beams 26 **Power of Engines** 250 **Horse.** 250 **N^o. of Decks with flat laid** two **N^o. 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
KEEL , 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	5 x 3
Do. for 1/2 at each end	5 x 3	5 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	3 x 13	24
thickness at the ends of vessel	12	12
depth at 1/2 the half-bdth. as per Rule	12	12
height extended at the Bilges	Twice midship height	
BEAMS , Upper, Span , 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 2 1/2	2 1/2 x 2 1/2
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	8 1/2 x 5 1/2	8
Average space	on every frame	
BEAMS , Lower Deck, Hold, or Orlop	5 x 3	8
Single or double Angle Iron, Plate or Tee Bulb Iron	5 x 3	8
Average space	about 20 feet apart	
KEELSONS Centre line, single or double plate, and Intercoastal, Plates	9	10
" Rider Plate	6	4
" Bulb Plate to Intercoastal Keelson	6	4
" Angle Irons	6	4
" Double Angle Iron Side Keelson	6	4
" Side Intercoastal Plate	6	4
" do. Angle Irons	6	4
" Attached to outside plating with angle iron	3 1/2	3 1/2
BILGE Angle Irons	6	4
" do. Bulb Iron	8 1/2	8
" do. Intercoastal plates riveted to plating for length	8 1/2	8
BILGE STRINGER Angle Irons	6	4
Intercoastal plates riveted to plating for 1/5 length with angle iron	3 1/2	3 1/2
SIDE STRINGER Angle Irons		

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

Windlass Harfield'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 1/2 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 ~~Span~~ Sheerstrake, treble riveted 1/2 length amidships.

Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper ~~Span~~ 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

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

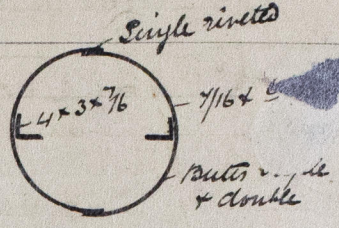
	Inches in Ship.	16ths in Ship.	Inches required	16ths required
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges	36	12	36	12
of doubling at Bilge, or increased thickness, and length applied	10 x 11		10 x 11	
fm up. part of Bilge to l. edge of Sh'rstrake	10 x 11		10 x 11	
Main Sheerstrake, breadth and thickness of doubling at Sh'rstrake, & length applied from Mn. to Upr. Span Dk. Sh'rstrake.	40	11	Per approved	
Up. Span Dk Sh'rstrake, brdth & thickness	40	11	handed	
Butt Straps to outside plating, breadth & thickness	10 1/4	9 1/2	9 1/2	9 1/2
Lengths of Plating	Five frame spaces			
Shifts of Plating, and Stringers	Two frame spaces			
Gunwale Plate on ends of Awning Span Deck	44	8	44	
Upper Deck Beams, breadth and thickness	4 x 4	9	4 x 4	9
Angle Iron on ditto	Iron deck		14 1/2	8
Tie Plates fore and aft, outside Hatchways	"		14 1/2	8
Diagonal Tie Plates on Beams No. of Pairs				
Waterways materials and scantlings	Iron gutter			
Flat of Upper Deck do.	Iron deck 9/16 for 1/2 length			
How fastened to Beams	Iron deck 9/16 for 1/2 length			
Stringer Plate on ends of Main or Middle Deck	5 1/2	10	5 1/2	10
Beams, breadth and thickness	5 1/2	10	5 1/2	10
Is the Stringer Plate attached to the outside plating?	Yes			
Angle Irons on ditto, No. <u>2</u>	4 x 4	9	4 x 4	9
Tie Plates, outside Hatchways	Iron deck			
Diagonal Tie Plates on Beams, No. of pairs	do		Per app.	
Waterways materials and scantlings	do		midship	
Flat of Middle Deck do.	Iron 9/16			
How fastened to Beams	Riveted		38 x 9/16	
Stringer Plates on ends of Lower Deck , Hold or Orlop Beams	4 x 4	9/16	4 x 4	9/16
Is the Stringer Plate attached to the outside plating?	Yes			
Angle Irons on ditto, No.				
Stringer or Tie Plates, outside Hatchways				
Flat of Lower Deck				
Ceiling betwixt Decks, thickness and material	8 Red Pine 2 1/2			
in hold do.	2 1/2 in x R. Pine 3 in			
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. <u>4</u> Thickness of <u>3/8</u> x <u>5/8</u>				4 x 6
Height up to <u>4 1/2</u> deck - except aft to <u>10</u> m. dk. & plate to peak				
How secured to sides of ship	Double frame - <u>10</u> ft. high frame			
Size of Vertical Angle Irons	3 x 3 x 5/8 and distance apart <u>30</u> ins.			
Are the outside Plates doubled two spaces of Frames in length?	Yes			

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

Masts, Bowsprit, Yards, &c., are *new and* 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

Main Mast *Iron 43 1/2 x 2 1/2*
Fore - *82 1/2 x 2 1/2*
Mizen -



NUMBER for EQUIPMENT <i>27331</i>		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.	No.	Weight.	Test per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
SAILS.												
CABLES, &c.												
No.												
Fore Sails,							Bowers	/	33-2-0	3 1/2	32	30 1/2
Fore Top Sails,								/	32-2-0	30 1/2	32	
Fore Topmast Stay Sails								/	27-3-0	26 1/2	27 1/2	26 1/2
Hawser ...							ANCHORS. No. Weight. Test per Certificate. Weight req'd per Rule. Test req'd per Rule.					
Main Sails,							P.H. R. Bunell Capt.					
Main Top Sails,							Plus Stock					
Principal Sails							Stream ... 13-1-0					
and spare							Kedges ... 6-2-10					
							3-1-4					

Standing and Running Rigging *Pal-love & Hope* sufficient in size and *good* in quality. She has *2 Life* Boats and *5 others*

The Windlass is *good* Capstan *good* and Rudder *good* Pumps *well supplied*

Engine Room Skylights. How constructed? *Iron cases to height of bridge* How secured in ordinary weather? *Clips*

What arrangements for deadlights in bad weather? *Solid shutter & bulls eyes*

Coal Bunker Openings. How constructed? *Cash iron coaming* How are lids secured? *Straps* Height above deck? *7 ins*

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

Cargo Hatchways. How formed? *Iron coamings & head ledges*

State size Main Hatch *24' x 12'* Fore hatch *12' x 9'* Quarter hatch *20' x 12'*

If of extraordinary size, state how framed and secured? *Usual size*

What arrangement for shifting beams? *In main & after hatch - 2 athwartship iron beams & 2 wood fore & after*

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. <i>1044</i>	DATES of Survey held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>Built under Special Survey.</i>
Date <i>12 Aug 1874</i>		2nd. On the plating during the process of riveting	<i>1074 Aug 14. 10. 20. 25. 28. Sep 1. 2. 7. 10. 14. 20. 29.</i>
Order for Ordinary Survey No.		3rd. When the beams were in and fastened, and before the decks were laid.	<i>Oct 12. 14. 16. 19. 22. 28. Nov 10. 13. 17. 19. 24. 30. Dec 1. 3.</i>
Date		4th. When the ship was complete, and before the plating was finally coated or cemented.	<i>4. 11. 14. 21. 29. 1075 Jan 10. 20. 22. 26. 30. March 17.</i>
No. <i>314</i> in builder's yard.		5th. After the ship was launched and equipped	<i>22. 30. April 2. 5. 9. 10. 21. May 3. 20. 28. June 2.</i>

General Remarks (State quality of workmanship, &c.) *This is a three deck vessel built under approved midsection hereto attached - & in many respects in excess thereof. Notably in the fitting of a 9/16 iron deck on upper deck & doubling of Upper & M. then strake. She is fitted with water ballast tank in after hold for a distance of 80 feet & under the Boilers for 36 ft. - a good connection being made between these & the other parts of the vessel. The Scantling of the W. B. Tank is as follows: Centre girders 9/16 with 9/16 intercostal. Side 7/16 - other girders 9/16 - Angles 3 x 3 x 9/16 Tank top 9/16 & 7/16 under Boilers. The Decks are well pillared. The workmanship is throughout very good. The Tanks have been tested with good head of water & proved very satisfactory.*

State if one, two, or three, decked vessel, or if spar, or awning decked; and the lengths of poop, forecabin, or raised quarter deck, and the length of double, or part double bottom.

How are the surfaces preserved from oxidation? Inside *Cement & paint* Outside *Paint*

I am of opinion this Vessel should be Classed *100 A 1 3 deck*

The amount of the Entry Fee ... £ 5 : : : is received by me, *R. Young*
Special ... £ 200 : : : 20 June 1875
Certificate ...
on *2206* tons

(Travelling Expenses, if any, £ 2.2.0.)

Committee's Minute *29th June* 18 *75*

Character assigned *Two Dks*
Three Try
Lloyds
part double bottom

