

# IRON SHIP.

No. 1296 Survey held at Newcastle Date, First Survey 2<sup>nd</sup> January Last Survey 28<sup>th</sup> August 1875.

On the Iron Screw Steamer "Martin"

Master E. Watts

TONNAGE under

740.64

ONE, OR TWO DECKED, THREE DECKED VESSEL.

SPAR, OR AWNING DECKED VESSEL.

Built at Newcastle

Ditto of Third, Spar,

81.89

HALF BREADTH (moulded) 14<sup>ft</sup> 7<sup>1</sup>/<sub>2</sub>

When built 1875 Launched 22<sup>nd</sup> May

Ditto of Poop, or

104.02

DEPTH from upper part of Keel to top of Upper Deck Beams 18.8

By whom built C. Mitchell & Co

Raised Gr. Dk.

29.40

GIRTH of Half Midship Frame (as per Rule) 29.2

Owners General Steam Navigation Co

Ditto of Houses

959.25

1st NUMBER 6246

Port belonging to London

on Deck

35.49

2nd NUMBER 14272

Destined Voyage London

of Forecastle

923.76

PROPORTIONS—Breadths to Length 7.8

If Surveyed while Building, Afloat, or in Dry Dock.

Room

306.96

Length 228.5

While building

Tonnage

616.80

Depth to Length—Upper Deck to Keel 12.2

on Beam

616.80

Main Deck ditto

Feet. Inches.

228 6

Feet. Inches. 29 3

Feet. Inches. 17 2

Power of

160

Horse.

160

N<sup>o</sup>. of Decks with flat laid

Two

N<sup>o</sup>. of Tiers of Beam

Two

Dimensions of Ship per Register, length, 230

breadth, 29.5

depth, 16.7

Feet. Inches.

228 6

Feet. Inches. 29 3

Feet. Inches. 17 2

Power of

160

Horse.

160

N<sup>o</sup>. of Decks with flat laid

Two

N<sup>o</sup>. of Tiers of Beam

Two

Plates, depth and thickness

4<sup>1</sup>/<sub>2</sub> x 2<sup>1</sup>/<sub>2</sub>

Inches in Ship. 4<sup>1</sup>/<sub>2</sub> x 2<sup>1</sup>/<sub>2</sub>

Inches per Rule. 8 x 2<sup>1</sup>/<sub>2</sub>

Plates, moulding and thickness

4<sup>1</sup>/<sub>2</sub> x 2<sup>1</sup>/<sub>2</sub>

Inches in Ship. 4<sup>1</sup>/<sub>2</sub> x 2<sup>1</sup>/<sub>2</sub>

Inches per Rule. 8 x 2<sup>1</sup>/<sub>2</sub>

Plates, for Rudder do. do.

4<sup>1</sup>/<sub>2</sub> x 4<sup>3</sup>/<sub>4</sub>

Inches in Ship. 4<sup>1</sup>/<sub>2</sub> x 4<sup>3</sup>/<sub>4</sub>

Inches per Rule. 4<sup>1</sup>/<sub>2</sub> x 4<sup>3</sup>/<sub>4</sub>

Plates, for Propeller

4<sup>1</sup>/<sub>2</sub> x 4<sup>3</sup>/<sub>4</sub>

Inches in Ship. 4<sup>1</sup>/<sub>2</sub> x 4<sup>3</sup>/<sub>4</sub>

Inches per Rule. 4<sup>1</sup>/<sub>2</sub> x 4<sup>3</sup>/<sub>4</sub>

Plates, distance of Frames from moulding edge to

23<sup>1</sup>/<sub>2</sub>

Inches in Ship. 23<sup>1</sup>/<sub>2</sub>

Inches per Rule. 23<sup>1</sup>/<sub>2</sub>

Plates, moulding edge, all fore and aft

23<sup>1</sup>/<sub>2</sub>

Inches in Ship. 23<sup>1</sup>/<sub>2</sub>

Inches per Rule. 23<sup>1</sup>/<sub>2</sub>

Plates, Angle Iron, for  $\frac{1}{2}$  length amidships

4 3 1

Inches in Ship. 4 3 1

Inches per Rule. 4 3 1

Plates, for  $\frac{1}{2}$  at each end

4 3 1

Inches in Ship. 4 3 1

Inches per Rule. 4 3 1

Plates, REVERSED FRAMES, Angle Iron

3 3 6

Inches in Ship. 3 3 6

Inches per Rule. 3 3 6

Plates, CRUS, depth and thickness of Floor Plate

18 x 8

Inches in Ship. 18 x 8

Inches per Rule. 18 x 8

Plates, at mid line for half length amidships

18 x 8

Inches in Ship. 18 x 8

Inches per Rule. 18 x 8

Plates, thickness at the ends of vessel

18 x 8

Inches in Ship. 18 x 8

Inches per Rule. 18 x 8

Plates, depth at  $\frac{1}{2}$  the half-bdth. as per Rule

18 x 8

Inches in Ship. 18 x 8

Inches per Rule. 18 x 8

Plates, height extended at the Bilges

18 x 8

Inches in Ship. 18 x 8

Inches per Rule. 18 x 8

BEAMS, Upper, Spar, or Awning Deck

4 x 4

Inches in Ship. 4 x 4

Inches per Rule. 4 x 4

BEAMS, Single or double Angle Iron, Plate or Tee Bulb Iron

2<sup>1</sup>/<sub>2</sub> 2<sup>1</sup>/<sub>2</sub> 5

Inches in Ship. 2<sup>1</sup>/<sub>2</sub> 2<sup>1</sup>/<sub>2</sub> 5

Inches per Rule. 2<sup>1</sup>/<sub>2</sub> 2<sup>1</sup>/<sub>2</sub> 5

BEAMS, Single or double Angle Iron on Upper edge

2<sup>1</sup>/<sub>2</sub> 2<sup>1</sup>/<sub>2</sub> 5

Inches in Ship. 2<sup>1</sup>/<sub>2</sub> 2<sup>1</sup>/<sub>2</sub> 5

Inches per Rule. 2<sup>1</sup>/<sub>2</sub> 2<sup>1</sup>/<sub>2</sub> 5

BEAMS, Average space

46

Inches in Ship. 46

Inches per Rule. 46

BEAMS, Main, or Middle Deck

6<sup>1</sup>/<sub>2</sub> x 6

Inches in Ship. 6<sup>1</sup>/<sub>2</sub> x 6

Inches per Rule. 6<sup>1</sup>/<sub>2</sub> x 6

BEAMS, Single or double Angle Iron, Plate or Tee Bulb Iron

2<sup>1</sup>/<sub>2</sub> 2<sup>1</sup>/<sub>2</sub> 5

Inches in Ship. 2<sup>1</sup>/<sub>2</sub> 2<sup>1</sup>/<sub>2</sub> 5

Inches per Rule. 2<sup>1</sup>/<sub>2</sub> 2<sup>1</sup>/<sub>2</sub> 5

BEAMS, Single or double Angle Iron on Upper edge

2<sup>1</sup>/<sub>2</sub> 2<sup>1</sup>/<sub>2</sub> 5

Inches in Ship. 2<sup>1</sup>/<sub>2</sub> 2<sup>1</sup>/<sub>2</sub> 5

Inches per Rule. 2<sup>1</sup>/<sub>2</sub> 2<sup>1</sup>/<sub>2</sub> 5

BEAMS, Average space

46

Inches in Ship. 46

Inches per Rule. 46

BEAMS, Lower Deck, Hold, or Orlop

6<sup>1</sup>/<sub>2</sub> x 6

Inches in Ship. 6<sup>1</sup>/<sub>2</sub> x 6

Inches per Rule. 6<sup>1</sup>/<sub>2</sub> x 6

BEAMS, Single or double Angle Iron, Plate or Tee Bulb Iron

2<sup>1</sup>/<sub>2</sub> 2<sup>1</sup>/<sub>2</sub> 5

Inches in Ship. 2<sup>1</sup>/<sub>2</sub> 2<sup>1</sup>/<sub>2</sub> 5

Inches per Rule. 2<sup>1</sup>/<sub>2</sub> 2<sup>1</sup>/<sub>2</sub> 5

BEAMS, Single or double Angle Iron on Upper edge

2<sup>1</sup>/<sub>2</sub> 2<sup>1</sup>/<sub>2</sub> 5

Inches in Ship. 2<sup>1</sup>/<sub>2</sub> 2<sup>1</sup>/<sub>2</sub> 5

Inches per Rule. 2<sup>1</sup>/<sub>2</sub> 2<sup>1</sup>/<sub>2</sub> 5

BEAMS, Average space

46

Inches in Ship. 46

Inches per Rule. 46

KEELSONS, Centre line, single or double plate,

15 x 11

Inches in Ship. 15 x 11

Inches per Rule. 15 x 11

KEELSONS, Box, or Intercoastal, Plates

24 x 8

Inches in Ship. 24 x 8

Inches per Rule. 24 x 8

KEELSONS, Rider Plate

24 x 8

Inches in Ship. 24 x 8

Inches per Rule. 24 x 8

KEELSONS, Bulb Plate to Intercoastal Keelson

8<sup>1</sup>/<sub>2</sub> x 8

Inches in Ship. 8<sup>1</sup>/<sub>2</sub> x 8

Inches per Rule. 8<sup>1</sup>/<sub>2</sub> x 8

KEELSONS, Angle Irons

4<sup>1</sup>/<sub>2</sub> 4 7

Inches in Ship. 4<sup>1</sup>/<sub>2</sub> 4 7

Inches per Rule. 4<sup>1</sup>/<sub>2</sub> 4 7

KEELSONS, Double Angle Iron Side Keelson

4<sup>1</sup>/<sub>2</sub> 4 7

Inches in Ship. 4<sup>1</sup>/<sub>2</sub> 4 7

Inches per Rule. 4<sup>1</sup>/<sub>2</sub> 4 7

KEELSONS, Side Intercoastal Plate

4<sup>1</sup>/<sub>2</sub> 4 7

Inches in Ship. 4<sup>1</sup>/<sub>2</sub> 4 7

Inches per Rule. 4<sup>1</sup>/<sub>2</sub> 4 7

KEELSONS, do. Angle Irons

4<sup>1</sup>/<sub>2</sub> 4 7

Inches in Ship. 4<sup>1</sup>/<sub>2</sub> 4 7

Inches per Rule. 4<sup>1</sup>/<sub>2</sub> 4 7

KEELSONS, Attached to outside plating with angle iron

4<sup>1</sup>/<sub>2</sub> 4 7

Inches in Ship. 4<sup>1</sup>/<sub>2</sub> 4 7

Inches per Rule. 4<sup>1</sup>/<sub>2</sub> 4 7

BILGE Angle Irons

4<sup>1</sup>/<sub>2</sub> 4 7

Inches in Ship. 4<sup>1</sup>/<sub>2</sub> 4 7

Inches per Rule. 4<sup>1</sup>/<sub>2</sub> 4 7

BILGE, do. Bulb Iron

4<sup>1</sup>/<sub>2</sub> 4 7

Inches in Ship. 4<sup>1</sup>/<sub>2</sub> 4 7



Plating painted or otherwise fitted? Plated  
Do the ribs or 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 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

15050920

NUMBER for EQUIPMENT <u>15699</u>		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	T. per
One full set of Rigging Wire	SAILS.	CABLES, &c.					Bowers	1	21.0.0	21.12.2.0	21.0.0	21 1/2
	No.	Chain						1	21.0.0	21.12.2.0	21.0.0	18
	Fore Sails,	Breaking Strain						1	18.0.16	19.4.1.14	17.3.11	18
	Fore Top Sails,	L.P.H. L.W. R. Burrell Supt.										
	Fore Topmast Stay Sails,	Date of Certificate 20 May 1875										
		Hemp Strm Cbl										
and Rigging Wire	Main Sails,	90 1 1/2					Stream	1	9.0.0		9.0.0	
	Main Top Sails,	45 1 1/2						1	4.2.7		4.2.0	
		120 1 1/2					Kedges	1	2.1.7		2.1.0	
		20 1 1/2										

Standing and Running Rigging Hemp sufficient in size and good in quality. She has Two Life Long Boats and Two others

The Windlass is Good Capstan Good and Rudder Good Pumps Good

Engine Room Skylights.—How constructed? Iron Comings & Wood Tops How secured in ordinary weather? Bolted to Angles

What arrangements for deadlights in bad weather? Solid Shutters & Bulls eyes

Coal Bunker Openings.—How constructed? Cast iron pipes How are lids secured? By Studs Height above deck? 1 in

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? Three ports each side her mooring pipes

Cargo Hatchways.—How formed? Iron Comings and headledges

State size Main Hatch 14 ft. x 9 ft. Forehatch 11 ft 6 in. x 9 ft. Quarterhatch 14 ft. x 8 ft.

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

What arrangement for shifting beams? Iron shifting beam and wood fore & afters

Hatches, If strong and efficient? Yes

Order for Special Survey No. <u>15699</u>	1st. On the several parts of the frame, when in place, and before the plating was wrought	<u>Quilt under Special Survey</u>
Date <u>20 May 1875</u>	2nd. On the plating during the process of riveting	<u>15.7.5. Jan 8. 15. 22. 26. Feb 1. 4. March 3. 12.</u>
Order for Ordinary Survey No. <u>15699</u>	3rd. When the beams were in and fastened, and before the decks were laid...	<u>15. 19. 22. 27. April 15. 8. 12. 15. 20. 23. 26. 28. May</u>
Date <u>—</u>	4th. When the ship was complete, and before the plating was finally coated or cemented...	<u>1. 4. 7. 12. 15. 21. 27. June 4. 8. 10. 15. 17. 21. 23.</u>
No. <u>218</u> in builder's yard.	5th. After the ship was launched and equipped	<u>25. July 5. 8. 12. 20. 23. 28. Aug 3. 10. 13. 20. 26. 28.</u>

General Remarks (State quality of workmanship, &c.) This is a two decked vessel, three masted schooner rigged, and built in accordance with midship section attached. The lower deck is laid from the fore bulkhead of engine room forward. The engines being aft. She has a Poop 7 1/2 feet, Forecastle 40 feet, and Bridge house amidships 56 feet in length. The sheerstrake is doubled at the break of the Poop and the doubling extends continuous into the after part of the bridge house and is 34 1/2 feet in length. A doubling plate 10 1/2 feet is also fitted at the fore end of the bridge house. And an iron deck is fitted from the fourth frame space before the break of Poop to about the after part of engine & boiler space, between the fore and aft tie and stringer plates and from side to side between the engine & boiler space. She has a bilge keel 122 feet formed with plate 12 x 8 1/2 and double angles 4 x 4 x 3/4. She is fitted with a water ballast tank, this is in three parts and extends from collision bulkhead aft for a length of 141 feet, top plating 4 1/2 and side plates 7 1/2 in thickness. The quality of workmanship is good.

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

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

I am of opinion this Vessel should be Classed 100 A1

The amount of the Entry Fee ... £ 0 : : is received by me, T. Young  
Special ... £ 46 : 7 : : 4 Sep 1875  
Certificate ... - : - : -

(Travelling Expenses, if any, £ —)

Committee's Minute 7th September 1875

Character assigned 100 A

J. H. Cooke

This vessel has been built in accordance with approved plans and is eligible for classification 100 A1 as recommended by the Committee.



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