

# IRON SHIP.

No. 11 225 Survey held at Sunderland Date, First Survey 11<sup>th</sup> Mar 1875 Last Survey 25<sup>th</sup> Sept 1875

On the Ship Britannia Master Shu Hamilton

TONNAGE under Tonnage Deck	127.97	ONE, OR TWO DECKED, THREE DECKED VESSEL.
Ditto of Third Storey	2.44	SPAR, OR AWNING DECKED VESSEL.
Ditto of Poop	5.11	HALF BREADTH (moulded) ... .. 18.5
Ditto of House	13.30	DEPTH from upper part of Keel to top of Upper Deck Beams 24.75
Ditto of Forecastle	38.79	GIRTH of Half Midship Frame (as per Rule) 37.00
Gross Tonnage	1400.41	1st NUMBER ... .. 80.25
Less Crew Space	57.49	1st NUMBER, if a THREE DECKED VESSEL [deduct 7 feet] ... ..
Less Engine Room		LENGTH ... .. 221.4
Register Tonnage as out on Beam	1342.92	2nd NUMBER ... .. 17.75
		PROPORTIONS—Breadths to Length ... .. Under 6
		Depths to Length—Upper Deck to Keel ... .. 9
		Main Deck ditto ... ..

Built at Sunderland  
 When built 1875 Launched 3<sup>rd</sup> August 1875  
 By whom built Osborne, Graham & Co.  
 Owners Messrs. Hamilton Bros  
 Port belonging to Liverpool  
 Destined Voyage Kurrachee  
 Surveyed while Building, Afloat, or in Dry Dock

LENGTH on deck as per Rule ... 221 0 BREADTH Moulded ... 37 2 DEPTH top of Floors to Upper Deck Beams ... 24 5/8 Power of Engines ... Horse. N° of Decks with flat laid ... 2 N° of Tiers of Beams ... 2

Dimensions of Ship per Register, length, 236 1/2 breadth, 37 1/2 depth, 22.55 ft.

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	9 x 2 1/2	9 x 2 1/2	FLAT KEEL PLATES, breadth and thickness	36	1/16
STEM, moulding and thickness	8 1/2 x 2 1/2	8 1/2 x 2 1/2	PLATES in Garboard Strakes, breadth and thickness from Keel to upper part of Bilges	10 1/2, 9 1/2, 8 1/2	1/16, 1/16, 1/16
STERN-POST for Rudder do. do.	8 1/2 x 2 1/2	8 1/2 x 2 1/2	3 Strakes of doubling at Bilge, or increased thickness, and length applied	1/16 to 3/16	1/16 to 3/16
for Propeller			fin up part of Bilge to l. edge of Sh'rstrake	10 1/2, 9 1/2, 8 1/2	10 1/2, 9 1/2, 8 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft	244	(Class 100-A)	Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Upr. or Spar Dk. Sh'rstrake.	40 x 1 1/2 and 1/2	40 x 1 1/2 and 1/2
FRAMES, Angle Iron, for 1/2 length amidships	5 3/4	5 3/4	Up. or Spar Dk Sh'rstrake, brdth & thickness		
1/3 for 1/2 at each end	5 3/4	5 3/4	Butt Straps to outside plating, breadth & thickness	9 1/2 to 16 3/4	9 1/2 to 16 3/4
REVERSED FRAMES, Angle Iron	3 1/2	3 1/2	Lengths of Plating	4 1/2 and 6 ft	4 1/2 and 6 ft
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	24	24	Shifts of Plating, and Stringers	10 ft	10 ft
thickness at the ends of vessel	9 1/2	9 1/2	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	4 1/2	4 1/2
depth at 1/2 the half-bdth. as per Rule	12 1/4	12 1/4	Angle Iron on ditto	5 x 4 x 9/16	5 x 4 x 9/16
height extended at the Bilges	49	49	Tie Plates fore and aft, outside Hatchways	12	12
BEAMS, Upper, Spar, or Awning Deck			Diagonal Tie Plates on Beams No. of Pairs	12	12
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Planksheer material and scantling		
Single or double Angle Iron on Upper edge	3	3	Waterways do. do.		
Average space	48	48	Flat of Upper Deck do. do.		
BEAMS, Main, or Middle Deck			How fastened to Beams		
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Stringer Plate on ends of Main or Middle Deck		
Single, or double Angle Iron, on Upper Edge			Beams, breadth and thickness		
Average space			Is the Stringer Plate attached to the outside plating?		
BEAMS, Lower Deck, Hold, or Orlop			Angle Irons on ditto, No.		
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Tie Plates, outside Hatchways		
Single or double Angle Iron on Upper Edge	3 1/2	3 1/2	Diagonal Tie Plates on Beams, No. of pairs		
Average space	48	48	Waterways materials and scantlings		
KEELSONS Centre line, single or double plate, or Intercoastal Plates	17 1/2	17 1/2	Flat of Middle Deck do. do.		
" Rider Plate	12	12	How fastened to Beams		
" Bulb Plate to Intercoastal Keelson			Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	32	32
" Angle Irons	5	5	Is the Stringer Plate attached to the outside plating?	Yes	Required to be
" Double Angle Iron Side Keelson			Angle Irons on ditto, No.		
" Side Intercoastal Plate			Stringer or Tie Plates, outside Hatchways	12	12
" do. Angle Irons	5	5	Flat of Lower Deck	3	3
" Attached to outside plating with angle iron	3 1/2	3 1/2	Ceiling betwixt Decks, thickness and material	2 1/2	2 1/2
BILGE Angle Irons	5	5	in hold do. do.		
" do. Bulb Iron			Main piece of Rudder, diameter at head	6	6
" do. Intercoastal plates riveted to plating for length			do. at heel	3	3
BILGE STRINGER Angle Irons	5	5	Can the Rudder be unshipped afloat?	Yes	
Intercoastal plates riveted to plating for length			Bulkheads No. One Thickness of	7/16 to 1/2	7/16 to 1/2
SIDE STRINGER Angle Irons	5	5	Height up to Main Deck		

Transoms, material. Knight-heads. Hawse Timbers. Brown  
 Windlass English Oak with Pall Bitt Brown  
 The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 7/8 in. Rivets, about 5 1/2 apart.

The REVERSED ANGLE IRONS on floors and frames extend from Keel middle line to Gunwale on each side 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 1/8 in. diameter, averaging 5 1/4 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 5/8 in. diameter, averaging 3 1/2 ins. from centre to centre.  
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 1/2 ins. from centre to centre.  
 Butts of three Strakes at Bilge for half length, treble riveted with Butt Straps 1/16 thicker than the plates they connect.  
 Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.  
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 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 half length amidships. Butts of Upper or Spar Sheerstrake, treble riveted half length amidships.  
 Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for half length.  
 Breadth of laps of plating in double riveting 5 1/4 Breadth of laps of plating in single riveting 3 1/2

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble and double riveted  
 Waterway, how secured to Beams (Explain by Sketch, if necessary.) Cutter Waterway Cemented  
 Beams of the various Decks, how secured to the sides Keels turned down and riveted No. of Breechhooks, Six Crutches, Five  
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. ? T. Trougham & Co. Leds  
 Manufacturer's name or trade mark, Salerno Iron Works (Ld.) Darlington London Platt's Iron Works and Hopper's Hatchling & Co.

The above is a correct description.  
 Builder's Signature, Osborne, Graham & Co Surveyor's Signature, William Webb  
 Surveyor to Lloyd's Register of British and Foreign Shipping.

IRON 463-0157



Planned.

Q

Qrs Generally so excepting in a few cases where they  
conform well to each other? Qrs generally well are done

Gros Vers. gelb.

Yes very well

No.

State also Length and Diameter of Lower Masts and Bowsprit Please see the annexed approved sketch

15150 Lion

Standing and Running Rigging Two and a half sufficient in size and Good in quality. She has Two Life Long Boats and three others.  
The Windlass is Good and efficient Capstans Good and Rudder Efficient Pumps Two Main and two Life 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? *Three ports, five Scuppers and two Mooring-pipes on each side.*

**Cargo Hatchways.**—How formed? *Iron plates and angle Irons in the usual manner.*

State size **Main Hatch** 15 ft 9 ins by 10 ft **Forehatch** 5 ft 10 ins by 6 ft **Quarterhatch** 8 ft 3 ins by 6 ft 9 ins

If of extraordinary size, state how framed and secured? }  
 What arrangement for shifting beams? } *via deep portable plate-iron beam.*

What arrangement for shifting beams ?

**Hatches,** If strong and efficient?

Order for Special Survey No. 2549

Date *17<sup>th</sup> February 1845*

Order for Ordinary Survey No.

Date \_\_\_\_\_

No. 18 in builder's yard.

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
- 2nd. On the plating during the process of riveting
- 3rd. When the beams were in and fastened, and before the decks were laid....
- 4th. When the ship was complete, and before the plating was finally coated or cemented..
- 5th. After the ship was launched and equipped

Built under S. S. and Surveyed 1875 March 11 1920 24 31 April  
5 9 19 26 30 May 5 13 28 June 14 18 22 24 July 5 13 21 27 29 August 3 11  
12 18 19 21 24 September 14 11 14 18 21 23 25

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

Result is very good. She has been built in accordance with the scantlings and arrangements shown on the approved tracing of Midship Section hereto annexed - per Committee's letter dated 18<sup>th</sup> of February 1875 - and in other respects in accordance with the rules.

Lo Ship Rigger, has a Topgallant Forecastle 34 feet long  
House on Deck amidships 25 ft long by 14 ft wide and a Full Roop  
about 44 ft long. She is fitted with an efficient Watertight Door  
in the Collision Bulkhead in the Tween Decks.

Her Masts are raked at both decks - the principal racking  
being at the upper deck.

*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 part double bottom.*

How are the surfaces preserved from oxidation? Inside Cement as bottoms and paint Outside Paint

I am of opinion this Vessel should be Classed 100. A. 1 Two Decks <sup>above</sup> (A and C. P.)

The amount of the Entry Fee ... ..£ 5 : 0 : 0 is received by me,

Special ... .. £58 : 11 : 6

Certificate ... *Gratis:-*

(Travelling Expenses, if any, £ No charge -

Committee's Minute 28<sup>th</sup> September 18<sup>th</sup> 15

Character assigned

100A  
Ave P

Lloyd's Register  
Foundation