

IRON SHIP.

No. 3516 Survey held at West Hartlepool Date, First Survey 22nd Jan Last Survey 18th Sep 1875

On the Three Masted S.S. "Standard" Master Blair

TONNAGE under } 1576.50
Tonnage Deck }
Ditto of Third, Spar, }
or Awning Deck. } 4.84
Ditto of Houses } 60.38
Ditto of Forecastle } 19.10
Gross Tonnage } 1661.36
Less Crew Space } 55.67
Less Engine Room } 551.64
Register Tonnage } 1074.05
as out on Beam }

ONE, OR TWO-DECKED, THREE DECKED VESSEL.
SPAR, OR AWNING-DECKED VESSEL.
HALF BREADTH (moulded)... 16-9
DEPTH from upper part of Keel to top of Upper Deck Beams 25-11 1/2
GIRTH of Half Midship Frame (as per Rule) ... 38.2
1st NUMBER ... 80.10 1/2
1st NUMBER, if a THREE-DECKED VESSEL 7-8
[deduct 7 feet 73 10 1/2]
LENGTH ... 260
2nd NUMBER ... 19786
PROPORTIONS—Breadths to Length 8
Depths to Length—Upper Deck to Keel within 1 1/2
Main Deck ditto within 1 1/2

Built at West Hartlepool
When built 1875 Launched 19th July
By whom built W. Gray & Co.
Owners W. H. Wise & Co.
Port belonging to West Hartlepool
Destined Voyage Quebec
If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule ... 260 Feet. Inches. 0
BREADTH—Moulded... 33 Feet. Inches. 6
DEPTH top of Floors to Upper Deck Beams ... 24 Feet. Inches. 11 1/2
Do. do. Main Deck Beams... 17
Power of Engines ... 150 Horse.
N^o. of Decks with flat laid Two
N^o. of Tiers of Beams Three

Dimensions of Ship per Register, length, 27-7 breadth, 33-0 depth, 23-4

	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	9 1/2 + 2 1/2	9 1/2 + 2 1/2	9 1/2 + 2 1/2	9 1/2 + 2 1/2	9 1/2 + 2 1/2	9 1/2 + 2 1/2	9 1/2 + 2 1/2	9 1/2 + 2 1/2
STEM, moulding and thickness	9 + 2 1/2	9 + 2 1/2	9 + 2 1/2	9 + 2 1/2	9 + 2 1/2	9 + 2 1/2	9 + 2 1/2	9 + 2 1/2
STERN-POST for Rudder do. do.	10 + 4 1/2	10 + 4 1/2	10 + 4 1/2	10 + 4 1/2	10 + 4 1/2	10 + 4 1/2	10 + 4 1/2	10 + 4 1/2
for Propeller	10 + 4 1/2	10 + 4 1/2	10 + 4 1/2	10 + 4 1/2	10 + 4 1/2	10 + 4 1/2	10 + 4 1/2	10 + 4 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24	24	24	24	24	24	24
FRAMES, Angle Iron, for 1/2 length amidships	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
Do. for 1/2 at each end	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
REVERSED FRAMES, Angle Iron	3	3	3	3	3	3	3	3
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2
thickness at the ends of vessel	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2
depth at 1/2 the half-bdth. as per Rule	12	12	12	12	12	12	12	12
height extended at the Bilges	40	40	40	40	40	40	40	40
BEAMS, Upper, Spar, or Awning Deck	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
Single or double Angle Iron, Plate or Tee Bulb Iron	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
Average space	48	48	48	48	48	48	48	48
BEAMS, Main, or Middle Deck	8	8	8	8	8	8	8	8
Single or double Angle Iron, Plate or Tee Bulb Iron	3	3	3	3	3	3	3	3
Average space	48	48	48	48	48	48	48	48
BEAMS, Lower Deck, Hold, or Orlop	9	9	9	9	9	9	9	9
Single or double Angle Iron, Plate or Tee Bulb Iron	4	4	4	4	4	4	4	4
Average space	36	36	36	36	36	36	36	36
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2
" Rider Plate	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
" Bulb Plate to intercostal Keelson	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
" Angle Irons	4	4	4	4	4	4	4	4
" Double Angle Iron Side Keelson	4	4	4	4	4	4	4	4
" Side intercostal Plate	4	4	4	4	4	4	4	4
" do. Angle Irons	4	4	4	4	4	4	4	4
" Attached to outside plating with angle iron	4	4	4	4	4	4	4	4
BILGE Angle Irons	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
" do. Bulb Iron	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
" do. Intercostal plates riveted to plating for length	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
BILGE STRINGER Angle Irons	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
Intercostal plates riveted to plating for 3/4 length attached to shell with angles 3 x 3 x 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
DE STRINGER Angle Irons	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
ansoms, material. Knight-heads. Hawse Timbers.								
Emerson & Wallers Pall Bitt								

Flat Keel Plates, breadth and thickness ... 36 12/16 36 12/16
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilge of doubling at Bilge, or increased thickness, and length applied ... 11 1/2 10/16 11 1/2 10/16
fin up. part of Bilge to l. edge of Sh'rstrake
Main Sheerstrake, breadth and thickness of doubling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake. 40 13/16 40 13/16
Up. or Spar Dk Sh'rstrake, brdth & thickness 40 11/16 40 11/16
Butt Straps to outside plating, breadth & thickness 7 1/2 10/16 7 1/2 10/16
Lengths of Plating ... 10 1/2 10/16 10 1/2 10/16
Shifts of Plating, and Stringers ... 40 10/16 40 10/16
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness ... 54 8/16 54 8/16
Angle Iron on ditto ... 44 4 x 9/16 44 4 x 9/16
Tie Plates fore and aft, outside Hatchways ... 12 1/2 8/16 12 1/2 8/16
Diagonal Tie Plates on Beams No. of Pairs, Planksheer material and scantling ... 4 6/16 4 6/16
Waterways do. do. ... 4 6/16 4 6/16
Flat of Upper Deck do. do. ... 4 6/16 4 6/16
How fastened to Beams ... 4 6/16 4 6/16
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness ... 14 1/2 10/16 14 1/2 10/16
Is the Stringer Plate attached to the outside plating? yes
Angle Irons on ditto, No. Two ... 44 4 x 9/16 44 4 x 9/16
Tie Plates, outside Hatchways ... 44 4 x 9/16 44 4 x 9/16
Diagonal Tie Plates on Beams, No. of pairs, Waterways materials and scantlings ... 4 6/16 4 6/16
Flat of Middle Deck do. do. ... 4 6/16 4 6/16
How fastened to Beams ... 4 6/16 4 6/16
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams ... 33 9/16 33 9/16
Is the Stringer Plate attached to the outside plating? yes
Angle Irons on ditto, No. Two ... 44 4 x 9/16 44 4 x 9/16
Stringer or Tie Plates, outside Hatchways ... 44 4 x 9/16 44 4 x 9/16
Flat of Lower Deck ... 2 1/2 2 1/2
Ceiling betwixt Decks, thickness and material ... 2 1/2 2 1/2
in hold do. do. ... 2 1/2 2 1/2
Main piece of Rudder, diameter at head ... 6 1/2 6 1/2
do. at heel ... 3 1/2 3 1/2
Can the Rudder be unshipped afloat? yes
Bulkheads No. 4 Thickness of 6/16 6/16
Height up Main Deck fore and aft to upper Deck
How secured to sides of ship to double frames
Size of Vertical Angle Irons 3 x 3 x 7/16 and distance apart 30 ins.
Are the outside Plates doubled two spaces of Frames in length? yes

Length from Keel to gunwale Riveted through plates with 7/8 in. Rivets, about 4 in. apart.
IRONs on floors and frames extend across middle line to above main deck stringer and to gunwale alternately
Lengths of Plates and Angle Irons properly connected? yes And butts properly shifted? yes
Double riveted to Keel, with rivets 1/8 in. diameter averaging 5 1/2 ins. from centre to centre.
Sides and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 4 1/2 ins. from centre to centre.
Turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 1/2 ins. from centre to centre.
Strakes at Bilge for half length, treble riveted with Butt Straps 1/16 thicker than the plates they connect.
Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 5 1/2 ins. from cr. to cr.
Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 5 1/2 ins. from cr. to cr.
Upper Sheerstrake, double or single riveted.
Upper Sheerstrake, treble riveted for half length amidships. Butts of Upper or Spar Sheerstrake, treble riveted half length amidships.
Upper Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for half length amidships.
Stringer Plate in double riveting 3/4 length amidships. Breadth of laps of plating in single riveting 3/4 length amidships.
Stringer and Tie Plates, treble, double or single Riveted? Double & Treble

(Explain by Sketch, if necessary.)
Secured to the sides? yes No. of Breasthooks, Two Crutches, Two
Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? yes
Surveyor's Signature, W. H. Wise
Surveyor to Lloyd's Register of British and Foreign Shipping.

IRON 463-0211

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? *Solid*

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 in butts*

15/8 Iron

Masts, Bowsprit, Yards, &c., are of *Iron & R. Pine* 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 *Iron R. Pine Fore & Main Masts made with three plates*

in the round double riveted at edges, Reble at butts. 3/4 rivets spaced in plating at wedges 7/16 head & heels 4/16. Three angles fitted inside 4x3x4/16. Length of Main Mast 70 ft. 9 in. at heel 17 1/2 inches. 22 3/4 head 17 1/2 Fore Mast 79 ft. same diameter as main, Plates doubled at wedging. Mizzen Mast 67 ft. 9 in. R. Pine 1875

NUMBER for EQUIPMENT <i>21662</i>		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
No. of Sails	SAILS.	270		1 1/4	5 5/10 lbs	270 x 1 1/4	Bowers	3	30-2-0	29-0-00	30-0-0	20-12-0-0
	Fore Sails,	270		1 1/4	5 5/10 lbs	270 x 1 1/4	Stream	1	29-0-14	27-9-14	30-0-0	20-12-0-0
	Fore Top Sails,	270		1 1/4	5 5/10 lbs	270 x 1 1/4		1	24-2-14	24-12-7	25-2-0	25-4-0-0
	Fore Topmast Stay Sails	60		1 1/4	5 5/10 lbs	60 x 1 1/4		1	12-2-14	12-0-0	12-0-0	12-0-0
	Main Sails,	90		1 1/4	5 5/10 lbs	90 x 1 1/4		1	5-2-21	6-0-0	6-0-0	6-0-0
	Main Top Sails,	90		1 1/4	5 5/10 lbs	90 x 1 1/4		1	5-0-0	5-0-0	5-0-0	5-0-0
CABLES, &c.		270		1 1/4	5 5/10 lbs	270 x 1 1/4	Kedges ... 2					
Chain		270		1 1/4	5 5/10 lbs	270 x 1 1/4	at Sunderland July 3-1875					
Hawser		90		1 1/4	5 5/10 lbs	90 x 1 1/4	at Law Water July 20-1875					
Towlines		90		1 1/4	5 5/10 lbs	90 x 1 1/4	at Law Water July 20-1875					
Warp		90		1 1/4	5 5/10 lbs	90 x 1 1/4	at Law Water July 20-1875					
quality		90		1 1/4	5 5/10 lbs	90 x 1 1/4	at Law Water July 20-1875					

Standing and Running Rigging *Wire & Hemp* sufficient in size and *Good* in quality. She has *Five* Long Boats and *Good*

The Windlass is *Good* Capstan *2* *Good* and Rudder *Good* Pumps *Three of 7 in Metal*

Engine Room Skylights. How constructed? *3 in lead & having 5 by 5* How secured in ordinary weather? *Bullseyes*

What arrangements for deadlights in bad weather? *Bullseyes*

Coal Bunker Openings. How constructed? *Iron Laminated* How are lids secured? *Bars* Height above deck? *12 inches*

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

Cargo Hatchways. How formed? *7/16 Plate*

State size Main Hatch *23 ft 0 in x 12 ft 6 in* Fore Hatch *11 ft 9 in x 8 ft 6 in* Quarter Hatch *19 ft 10 in x 11 ft 6 in*

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? *7/16 Plate the whole depth of beams, double angles on top edges, two in Main Hatchway*

Hatches, If strong and efficient? *Strong & efficient*

Order for Special Survey No. <i>527</i>	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	Special Survey Date of Survey <i>1875</i>	
Date <i>2nd Feb 1875</i>		2nd. On the plating during the process of riveting	<i>Jan 22-29 Feb 4-22 March 1-15-11-17-19 April 1-5-11-17-19</i>	
Order for Ordinary Survey No. <i>527</i>		3rd. When the beams were in and fastened, and before the decks were laid....	<i>May 1-3-11-14-22-24-28 June 7-9-12-15-17-24-28-29</i>	
Date <i>2nd Feb 1875</i>		4th. When the ship was complete, and before the plating was finally coated or cemented...	<i>July 2-7-12-14-16-20 Aug 6-13-18-25-28-30</i>	
No. <i>527</i> in builder's yard.		5th. After the ship was launched and equipped	<i>Sept 2-7-0</i>	

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

Is fitted with Chock bridge & Manley Forecastle Deck house at after end 27 ft x 16 ft 6 in framed with 4x3 & 7/16 & 3x3 & 7/16 angles, spaced 30 to 33 inches Planked over with 3 in P.

Waterballast tanks fitted in length 18 3/4 ft. 9 in frames cut connection made with three plates, side plates 7/16 angles on lower edge 3/2 x 3/2 x 7/16, Web plates 6/16 angles on 30. 3x3 & 6/16, 1/2 plating 6/16

William Gray & Co

State if one, two, or three, decked vessel, or if spar, or awning decked; and the lengths of poop, fore-castle, or raised quarter deck, and the length of

How are the surfaces preserved from oxidation? Inside *Flat cemented with Portland cement* Outside *Painted*

I am of opinion this Vessel should be Classed *100 A1*

The amount of the Entry Fee ... £ *5 : 0 : 0* is received by me, *10/4*

Special ... £ *65 : 2 : 6* *10th Sep 1875*

Certificate ...

(Travelling Expenses, if any, £ ...)

Committee's Minute *14th September 1875*

Character assigned *100 A1*

Double bottom 2 Dps - Iron Dk 3 tiers of Beams



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