

IRON SHIP.

Per 11/176

4432 Survey held at Goole Date, First Survey 14th March Last Survey 21st Decr 1845

Ship "Stanley Main" Yard Number 22 Master Thornton

ONE OR TWO DECKED, THREE DECKED VESSEL. Built at Goole

HALF BREADTH (moulded) 13^{ft} 10ⁱⁿ When built 1875 Launched 18th Aug

DEPTH from upper part of Keel to top of Upper Deck Beams 13^{ft} 8ⁱⁿ By whom built Goole Shipbuilding & Engineering Co. Limited

GIRTH of Half Midship Frame (as per Rule) 34ⁱⁿ 2 Owners The Yorkshire Coal & Steam Ship Co. Limited

1st NUMBER 5175 Port belonging to Goole

1st NUMBER, if a THREE-DECKED VESSEL deduct 7 feet 200 Destined Voyage Hamburg

LENGTH 200 If Surveyed while Building, Afloat, or in Dry Dock. Special survey during Building

2nd NUMBER 10350

PROPORTIONS—Breadths to Length 7.2

Depths to Length—Upper Deck to Keel 14.5

Main Deck ditto 14.5

PLANS CASE

Official Number

LENGTH	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of	Horse.	N ^o . of Decks with flat laid
on deck as per Rule	200		Moulded	27	9	top of Floors to Upper Deck Beams	12	6	Engines	90	one
Do. do. Main Deck Beams						Do. do.					one
Dimensions of Ship per Register, length, <u>202</u> breadth, <u>28.05</u> depth, <u>12.65</u>											
KEEL, depth and thickness											
STEM, moulding and thickness											
STERN-POST for Rudder do. do. for Propeller											
Distance of Frames from moulding edge to moulding edge, all fore and aft											
FRAMES, Angle Iron, for 2/3 length amidships											
Do. for 1/2 at each end											
REVERSED FRAMES, Angle Iron											
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships											
thickness at the ends of vessel											
depth at 2/3 the half-bdth. as per Rule											
height extended at the Bilges											
BEAMS, Upper Spar, or Awning Deck											
Single or double Ang. Iron, Plate or Tee Bulb Iron											
Single or double Angle Iron on Upper edge											
Average space											
BEAMS, Main or Middle Deck											
Single or double Ang. Iron, Plate or Tee Bulb Iron											
Single or double Angle Iron, on Upper Edge											
Average space											
BEAMS, Lower Deck, Hold or Orlop											
Single or double Ang. Iron, Plate or Tee Bulb Iron											
Single or double Angle Iron on Upper Edge											
Average space											
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates											
Rider Plate											
Bulb Plate to Intercoastal Keelson											
Angle Irons											
Double Angle Iron Side Keelson											
Side Intercoastal Plate											
do. Angle Irons											
Attached to outside plating with angle iron											
BILGE Angle Irons											
do. Bulb Iron											
do. Intercoastal plates riveted to plating for length											
BILGE STRINGER Angle Irons											
Bulb Intercoastal plates riveted to plating for length											
SIDE STRINGER Angle Irons											
Transoms, material. Knight-heads. Hawse Timbers.											
Windlass											
Pall Bitt											

Flat Keel Plates, breadth and thickness	Inches. In Ship.	16ths. In Ship.	Inches. required	16ths. required
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied	32	9/16 x 7/16	32	2 x 8/16 x 7/16
fm up. part of Bilge to lr. edge of Sh'rstrake				7/16 x 7/16
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake.	33	7/16 x 9/16	33	7/16 x 9/16
Up. or Spar Dk Sh'rstrake, brdth & thickness				7/16 x 9/16
Butt Straps to outside plating, breadth & thickness	44	3/4 x 1/2	44	10/16 x 8/16
Lengths of Plating				4/16 x 7/16
Shifts of Plating, and Stringers				
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	44	9/16	44	10/16
Angle Iron on ditto	22	7/16	22	7/16
Tie Plates fore and aft, outside Hatchways	9	9/16	9	9/16
Diagonal Tie Plates on Beams No. of Pairs,				
Planksheer material and scantling				
Waterways do. do.				
Flat of Upper Deck do. do.				
How fastened to Beams				
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	44	10/16	44	10/16
Is the Stringer Plate attached to the outside plating?	22	7/16	22	7/16
Angle Irons on ditto, No. 2	44	3/4 x 9/16	44	3/4 x 9/16
Tie Plates, outside Hatchways	9	9/16	9	9/16
Diagonal Tie Plates on Beams, No. of pairs				
Waterways, materials and scantlings				
Flat of Middle Deck do. do.				
How fastened to Beams				
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	23	7/16	23	7/16
Is the Stringer Plate attached to the outside plating?	18	9/16	18	9/16
Angle Irons on ditto, No. 3	44	3/4 x 9/16	44	3/4 x 9/16
Stringer or Tie Plates, outside Hatchways	9	9/16	9	9/16
Flat of Lower Deck				
Ceiling betwixt Decks, thickness and material in hold do. do.				
Main piece of Rudder, diameter at head do. at heel	44	23/4	44	23/4
Can the Rudder be unshipped afloat?				
Bulkheads No. 4 Thickness of plates				
Height up				
How secured to sides of ship				
Size of Vertical Angle Irons				
Are the outside Plates doubled two spaces of Frames in length?				

The FRAMES extend in one length from Keel to Cumwale Riveted through plates with 3/4 in. Rivets, about 6 apart.

The REVERSED ANGLE IRONS on floors and frames extend across middle line to Bilge Stringer & to Main and R 2nd brk 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 in. diameter, averaging 5 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3/4 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3/4 ins. from centre to centre.

Butts of two 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 3/4 in. diameter, averaging 3/4 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3/4 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 — length amidships.

Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for — length.

Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 2 1/2

Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted? Angle iron properly shifted strapped & riveted

Waterway, how secured to Beams Butts (Explain by Sketch, if necessary.) No. of Breasthooks, Three Crutches, Iron

Beams of the various Decks, how secured to the sides? Welded knees riveted to frames

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Sheffield Malleable Iron Co.

Manufacturer's name or trade mark, —

The above is a correct description.

Builder's Signature, John Key Surveyor's Signature, M. Davidson

Official Number —

Workmanship. Are the butts of plating planed or otherwise fitted? Yes
 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? Yes a few in seam at Butts

Masts, Bowsprit, Yards, &c., are Settled 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

15647 Iron

NUMBER for EQUIPMENT 11385		Fathoms.	Inches.	Test per Certificate.	Lngh. & Size req'd pr Rule	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
SAILS.	Fore Sails,	105 1/2	17 1/2	31.0.0.0	210-174	28/8 lms	Bowers ...	3	15.2.21	17.3.0.0	13.2.0	15 3/20 lms
	Fore Top Sails,	105 1/2	15 1/2	31.0.0.0		42 1/8 "	(State Machine where Tested, Date, and name of Superintendent.)		14.2.26	16.5.2.0	13.2.0	15 3/20 "
	Fore Topmast Stay Sails			46.10.0.0			Netheron, Certificate dated 29 th & 30 th July 1875		13.1.5	15.1.2.0	11.1.25	13 1/2 "
	Main Sails,	90	7 1/8				Including Stock					
	Main Top Sails,	90	5				Stream ...	1	6.2.14		6	
	and other as req'd	90	4 1/2				Kedges ...	2	3.1.21		3 1/2	

Standing and Running Rigging Wrought Iron sufficient in size and good in quality. She has 2 life long Boats and three other
 The Windlass is Brown & Hayfields Capstan two and Rudder Iron Pumps good
Engine Room Skylights.—How constructed? Iron Cornings & teak top How secured in ordinary weather? Wood lids on hinges with Bolt & Eye
 What arrangements for deadlights in bad weather? Tarpaulings
Coal Bunker Openings.—How constructed? Wood Cornings How are lids secured? Bar & Strap Height above deck? 12" above deck
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? port Scuppers & gangway

Cargo Hatchways.—How formed? Iron Cornings 30" above deck
 State size Main Hatch 23 1/2 x 10 ft Forehatch 11 ft x 6 ft Quarterhatch 22 ft x 10 ft
 If of extraordinary size, state how framed and secured? 2 Shifting Beams Beams of 7 x 7/16 Bolt & 3 x 3 x 1/6 double beam
 What arrangement for shifting beams? at main & after Hatchway
Hatches, If strong and efficient? Yes

Order for Special Survey No.	Date	1st.	2nd.	3rd.	4th.	5th.	
146	19 th Feb 75	On the several parts of the frame, when in place, and before the plating was wrought	March 14. 20. 24. & 24 th Apr 1. 5. 12. 22 & 28 th	On the plating during the process of riveting	May 4. 8. 13. 20. 25 & 28 th June 26 th	When the beams were in and fastened, and before the decks were laid....	July 3. 6. 9. 14. 26 & 30 th Aug 10. 12. 19. 26 & 30 th
		When the ship was complete, and before the plating was finally coated or cemented..	Sept 10. 14. 23 & 28 th Oct 1. 6. 7. 11 th Nov 9. 4. 9	After the ship was launched and equipped	16. 19. 23. 25 & 24 th Dec 1. 2. 8. 10. & 21 st 1875		

General Remarks, (State quality of workmanship &c.)
 Water Ballast Tanks fitted in Main hold 58ft 8" forward of Eng & Boiler Bulkhead
 " " " After " 47ft 6" abaft " " "
 Rubbing piece fitted on strakes below sheustrakes on each side for 3/5 length angles 4 x 3 1/2 x 1/6 and 6 x 6 anti-
 rock elm between 4 5 x 3/8 plate on outside
 Quality of Workmanship good

State if one, two or three decked vessel, ~~if open or awning decked~~, and lengths of 24.4ft fore-castle on raised quarter deck, 101.2ft ~~on deck~~ 106ft part double bottom.
 How are the surfaces preserved from oxidation? Inside With Cement & Paint Outside With Paint
 I am of opinion this Vessel should be Classed 90 A 1

The amount of the Entry Fee ... £ 5: - - is received by me,
 Special ... £ 35: 4: - 20th Dec 1875
 Certificate ... : :
 (Travelling Expenses) (if any) £ 10: 10/-
 Committee's Minute 4th January 1876
 Character assigned 90 A 1
 Lloyd's Register
 Mr Davidson
 This vessel appears to be eligible for classed 90 A 1 as recommended by the Committee
 3/11/76