

# IRON SHIP.

Rec 11/1/76

4432 Survey held at Goolle Date, First Survey 14<sup>th</sup> March Last Survey 21<sup>st</sup> Decr 1895

the screw steamer "Stanley Main" Yard Number 22 Master Thornton

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

SPAR, OR AWNING-DECKED VESSEL. When built 1875 Launched 18<sup>th</sup> Aug<sup>r</sup>

By whom built Goolle Shipbuilding & Engineering Co. Limited

Owners The Yorkshire Coal & Steam Ship Co. Limited

Port belonging to Goolle

Destined Voyage Hamburg

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

Special Survey during Building

Official Number

LENGTH on deck as per Rule ... 200 BREADTH—Moulded... 27 9 DEPTH top of Floors to Upper Deck Beams ... 12 6 Power of Engines ... 90 No. of Decks with flat laid one No. of Tiers of Beams one

Dimensions of Ship per Register, length, 202 breadth, 28.05 depth, 12.65

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL, depth and thickness ...	$7\frac{1}{2} \times 2\frac{1}{8}$	$7\frac{1}{2} \times 2\frac{1}{8}$	PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied ...	$32 \times 9\frac{1}{2} \times 1\frac{1}{2}$	$32 \times 9\frac{1}{2} \times 1\frac{1}{2}$
STEM, moulding and thickness ...	$4\frac{1}{2} \times 2\frac{1}{8}$	$6\frac{3}{4} \times 2\frac{1}{8}$	fm up. part of Bilge to lr. edge of Sh'rstrake	$33 \times 7\frac{1}{2} \times 1\frac{1}{2}$	$33 \times 7\frac{1}{2} \times 1\frac{1}{2}$
STERN-POST for Rudder do. do. for Propeller ...	$8 \times 3\frac{1}{2}$	$6\frac{3}{4} \times 4\frac{1}{4}$	Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake.	$44 \times 9\frac{1}{2} \times 1\frac{1}{2}$	$44 \times 9\frac{1}{2} \times 1\frac{1}{2}$
Distance of Frames from moulding edge to moulding edge, all fore and aft ...	<u>22</u>	<u>22</u>	Up. or Spar Dk Sh'rstrake, brdth & thickness	$44 \times 9\frac{1}{2} \times 1\frac{1}{2}$	$44 \times 9\frac{1}{2} \times 1\frac{1}{2}$
FRAMES, Angle Iron, for $\frac{3}{4}$ length amidships Do. for $\frac{1}{2}$ at each end ...	$3 \times 3 \times 6\frac{1}{2}$	$3 \times 3 \times 6\frac{1}{2}$	Butt Straps to outside plating, breadth & thickness	$44 \times 9\frac{1}{2} \times 1\frac{1}{2}$	$44 \times 9\frac{1}{2} \times 1\frac{1}{2}$
REVERSED FRAMES, Angle Iron ...	$2\frac{1}{2} \times 2\frac{1}{2} \times 4\frac{1}{2}$	$2\frac{1}{2} \times 2\frac{1}{2} \times 5\frac{1}{2}$	Lengths of Plating ...	$44 \times 9\frac{1}{2} \times 1\frac{1}{2}$	$44 \times 9\frac{1}{2} \times 1\frac{1}{2}$
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships thickness at the ends of vessel depth at $\frac{3}{4}$ the half-bdth. as per Rule height extended at the Bilges ...	$14\frac{1}{2} \times 4\frac{1}{2}$	$14\frac{1}{2} \times 4\frac{1}{2}$	Shifts of Plating, and Stringers ...	$44 \times 9\frac{1}{2} \times 1\frac{1}{2}$	$44 \times 9\frac{1}{2} \times 1\frac{1}{2}$
BEAMS, Upper, or Lower Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper edge Average space ...	$6\frac{1}{2} \times 6\frac{1}{2} \times 6\frac{1}{2}$	$6\frac{1}{2} \times 6\frac{1}{2} \times 6\frac{1}{2}$	Gunwale Plate on ends of ...	$44 \times 9\frac{1}{2} \times 1\frac{1}{2}$	$44 \times 9\frac{1}{2} \times 1\frac{1}{2}$
BEAMS, Main or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron, on Upper Edge Average space ...	$7 \times 7\frac{1}{2} \times 6\frac{1}{2}$	$7 \times 7\frac{1}{2} \times 6\frac{1}{2}$	Upper Deck Beams, breadth and thickness ...	$44 \times 9\frac{1}{2} \times 1\frac{1}{2}$	$44 \times 9\frac{1}{2} \times 1\frac{1}{2}$
BEAMS, Lower Deck, Hold or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge Average space ...	$8 \times 8\frac{1}{2} \times 7\frac{1}{2}$	$8 \times 8\frac{1}{2} \times 7\frac{1}{2}$	Angle Iron on ditto ...	$4 \times 3 \times 6\frac{1}{2}$	$4 \times 3 \times 6\frac{1}{2}$
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	$12 \times 9\frac{1}{2} \times 9\frac{1}{2}$	$12 \times 9\frac{1}{2} \times 9\frac{1}{2}$	Tie Plates fore and aft, outside Hatchways Diagonal Tie Plates on Beams No. of Pairs, Planksheer material and scantling Waterways do. do. Flat of Upper Deck do. How fastened to Beams Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness Is the Stringer Plate attached to the outside plating? Angle Irons on ditto, No. 2 Tie Plates, outside Hatchways Diagonal Tie Plates on Beams, No. of pairs Waterways, materials and scantlings Flat of Lower Deck do. How fastened to Beams Stringer Plates on ends of Lower Deck, Hold or Orlop Beams Attached to outside plating with angle iron Angle Irons on ditto, No. 3 Stringer or Tie Plates, outside Hatchways Flat of Lower Deck Ceiling betwixt Decks, thickness and material in hold do. do. Main piece of Rudder, diameter at head do. at heel Can the Rudder be unshipped afloat? Bulkheads No. 4 Thickness of Bulkheads Height up How secured to sides of ship Size of Vertical Angle Irons and distance apart Are the outside Plates doubled two spaces of Frames in length?	$12 \times 9\frac{1}{2} \times 9\frac{1}{2}$	$12 \times 9\frac{1}{2} \times 9\frac{1}{2}$
BILGE Angle Irons do. Bulb Iron do. Intercoastal plates riveted to plating for length	$4 \times 3 \times 6\frac{1}{2}$	$4 \times 3 \times 6\frac{1}{2}$		$4 \times 3 \times 6\frac{1}{2}$	$4 \times 3 \times 6\frac{1}{2}$
BILGE STRINGER Angle Irons Bulb Intercoastal plates riveted to plating for length	$7 \times 7\frac{1}{2} \times 6\frac{1}{2}$	$7 \times 7\frac{1}{2} \times 6\frac{1}{2}$		$7 \times 7\frac{1}{2} \times 6\frac{1}{2}$	$7 \times 7\frac{1}{2} \times 6\frac{1}{2}$
SIDE STRINGER Angle Irons Bulb Intercoastal plates riveted to plating for length	$7 \times 7\frac{1}{2} \times 6\frac{1}{2}$	$7 \times 7\frac{1}{2} \times 6\frac{1}{2}$		$7 \times 7\frac{1}{2} \times 6\frac{1}{2}$	$7 \times 7\frac{1}{2} \times 6\frac{1}{2}$
Transoms, material. Knight-heads. Hawse Timbers.	$4 \times 3 \times 6\frac{1}{2}$	$4 \times 3 \times 6\frac{1}{2}$		$4 \times 3 \times 6\frac{1}{2}$	$4 \times 3 \times 6\frac{1}{2}$
Windlass Pall Bitt	$4 \times 3 \times 6\frac{1}{2}$	$4 \times 3 \times 6\frac{1}{2}$		$4 \times 3 \times 6\frac{1}{2}$	$4 \times 3 \times 6\frac{1}{2}$

The FRAMES extend in one length from Keel to Cumral Riveted through plates with  $\frac{3}{4}$  in. Rivets, about 6 apart.

The REVERSED ANGLE IRONS on floors and frames extend across middle line to Bilge Stringer & to Main and R 2<sup>nd</sup> 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  $\frac{3}{4}$  in. diameter, averaging  $\frac{3}{4}$  ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets  $\frac{3}{4}$  in. diameter averaging  $\frac{3}{4}$  ins. from centre to centre.

Butts of two Strakes at Bilge for half length, treble riveted with Butt Straps  $\frac{1}{16}$  thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets  $\frac{3}{4}$  in. diameter, averaging  $\frac{3}{4}$  ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets  $\frac{3}{4}$  in. diameter, averaging  $\frac{3}{4}$  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 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 amidships.

Breadth of laps of plating in double riveting 4 Breadth of laps of plating in single riveting 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 None

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, Sheffield Malleable Iron Co.

The above is a correct description.

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

IRON 464-0369



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 fine 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.	Length & Size req'd pr Rule	Test req'd per Rule.	ANCHORS, &c.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
N <sup>o</sup> .	SAILS.	105 1/2 17 1/2		31.0.0.0	210-174	28 1/8 lbs	Bowers	3	15.2.21 1/4 3.0.0	13.2.0	15 3/20 tons	
	Fore Sails,	105 1/2 17 1/2		31.0.0.0			(State Machine where Tested, Date, and name of Superintendent.)		14.2.26 1/2 5.2.0	13.2.0	15 3/20 "	
	Fore Top Sails,	105 1/2 17 1/2		31.0.0.0					13.1.5 15.1.2.0	11.1.25	13 1/20 "	
	Fore Topmast Stay Sails	90 7 1/2										
	Main Sails,	90 7 1/2										
	Main Top Sails,	90 7 1/2										
and other rigging		90 7 1/2					Stream	1	6.2.14		6	
		90 7 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 others

The Windlass is Brown & Hayfields Capstan two and Rudder Iron Pumps good

Engine Room Skylights. How constructed? Iron Comings & teak top How secured in ordinary weather? Wood lids on hinges with Butts & Keys

What arrangements for deadlights in bad weather? Tarpaulings

Coal Bunker Openings. How constructed? Wood Comings How are lids secured? Butts & Keys 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 Comings 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 1/2 Bulb & 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. <u>146</u>	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	<u>March 14. 20. 24. &amp; 24<sup>th</sup> Apr 1. 5. 12. 22 &amp; 28<sup>th</sup></u>
Date <u>14<sup>th</sup> Feb 75</u>		2nd. On the plating during the process of riveting	<u>May 4. 8. 13. 20. 25 &amp; 28<sup>th</sup> June 26<sup>th</sup></u>
Order for Ordinary Survey No.		3rd. When the beams were in and fastened, and before the decks were laid....	<u>July 3. 6. 9. 14. 26 &amp; 30<sup>th</sup> Aug 10. 12. 19. 26 &amp; 30<sup>th</sup></u>
Date		4th. When the ship was complete, and before the plating was finally coated or cemented..	<u>Sept 10. 14. 23 &amp; 28<sup>th</sup> Oct 1. 6. &amp; 11<sup>th</sup> Nov 3. 4. 9</u>
No. <u>22</u> in builder's yard.		5th. After the ship was launched and equipped	<u>16. 19. 23. 25 &amp; 24<sup>th</sup> Dec 1. 2. 8. 10. &amp; 21<sup>st</sup> 1875</u>

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

Water Ballast Tank fitted in Main hold 58 ft 8" forward of Eng & Boiler Bulkhead  
do " " After " 47 ft 6" abaft - " " "

Rubbing piece fitted on strake below chumstrake on each side for 3/5 length angles 4 x 3 1/2 x 5/16 and 6 x 6 angle  
Lock Elm between 4 x 3 1/8 plate on outside

Quality of Workmanship good

State if one, two or three decked vessel, ~~if open or awning decked~~, and lengths of 24.4 ft fore-castle, 101.2 ft on raised quarter deck, 106 ft 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: - 20<sup>th</sup> Dec 1875 M. Davidson

Certificate ...

(Travelling Expenses)

(if any) £ 10.10/-

Committee's Minute 4<sup>th</sup> January 1876

Character assigned 90 A 1

Lloyds M.C. J.M.

Lloyds Register Foundation