

IRON SHIP.

No. 3585 Survey held at Whitby Date, First Survey 6th Oct 1875 Last Survey 17th Feb 1876On the Sw. S.S. "Lady Diana" Sold under spec. for Thos. Nicholson Master W. NicholsonTONNAGE under 313.34

Ditto of Third, Spar, or Awning Deck.

Ditto of Poop, or Raised Qr. Dk. 39.66Ditto of Houses 57.12Ditto of Forecastle 6.51Gross Tonnage 416.63Less Crew Space 14.25Less Engine Room 402.38Register Tonnage 183.32as cut on Beam 269.86

ONE, OR TWO DECKED, THREE DECKED VESSEL.

SPAR, OR AWNING-DECKED VESSEL.

HALF BREADTH (moulded) 11-0 Feet.DEPTH from upper part of Keel to top of Upper Deck Beams 14-0GIRTH of Half Midship Frame (as per Rule) 22-81st NUMBER 47-8

1st NUMBER, if a THREE-DECKED VESSEL

[deduct 7 feet]

LENGTH 146-92nd NUMBER 6994PROPORTIONS—Breadths to Length within 7Depths to Length—Upper Deck to Keel within 11

Main Deck ditto

Built at WhitbyWhen built 1876 Launched 25 JanBy whom built Purnell & SonOwners The Whitby Steam Shipping Co.Port belonging to WhitbyDestined Voyage London

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

LENGTH on deck as per Rule 146-9BREADTH Moulded 22-0DEPTH top of Floors to Upper Deck Beams 12-0Power of Engines 45

Horse.

Nº. of Decks with flat laid One

Nº. of Tiers of Beams

Dimensions of Ship per Register, length, 146-8 breadth, 22-3 depth, 12-0KEEL, depth and thickness 7-1 1/2STEM, moulding and thickness 6-1 1/2STERN-POST for Rudder do. do. 7-3for Propeller 7-3Distance of Frames from moulding edge to moulding edge, all fore and aft 21FRAMES, Angle Iron, for 1/2 length amidships 3Do. for 1/2 at each end 3REVERSED FRAMES, Angle Iron 2 1/2FLOORS, depth and thickness of Floor Plate 3 1/2at mid line for half length amidships 5 1/2thickness at the ends of vessel 5 1/2depth at 1/2 the half-bdth. as per Rule 2 3/4height extended at the Bilges 2 1/4BEAMS, Upper, Spar, or Awning Deck 5Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 7 1/6Single or double Angle Iron on Upper edge 42Average space 42BEAMS, Main, or Middle Deck 7Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 7 1/6Single or double Angle Iron on Upper edge 42Average space 42BEAMS, Lower Deck, Hold, or Orlop 7Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 7 1/6Single or double Angle Iron on Upper edge 42Average space 42KEELSONS Centre line, single or double plate, 10box, or Intercoastal, Plates 7Rider Plate 7Bulb Plate to Intercoastal Keelson 3Angle Irons 3Double Angle Iron Side Keelson 3Side Intercoastal Plate 3do. Angle Irons 3

Attached to outside plating with angle iron

BILGE Angle Irons 3do. Bulb Iron 3do. Intercoastal plates riveted to plating for length 3BILGE STRINGER Angle Irons 3Intercoastal plates riveted to plating for length 3SIDE STRINGER Angle Irons 3Transoms, material. Knight heads.Windlass Omerson & Waller'sPall Bitt PlatesThe FRAMES extend in one length from Keel to gunwaleThe REVERSED ANGLE IRONS on floors and frames extend across middle line to above hold beam stringer and to gunwale alternatelyKEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? YesPLATING. Garboard, double riveted to Keel, with rivets 1 in. diameter, averaging 4 1/2 ins. from centre to centre.Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 1 1/2 in. diameter, averaging 3 1/2 ins. from centre to centre.Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 5/8 in. diameter averaging 2 3/4 ins. from centre to centre.Butts of one Strakes at Bilge for half length, double riveted with Butt Straps 1 1/6 thicker than the plates they connect.Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 5/8 in. diameter, averaging 2 3/4 ins. from cr. to cr.Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 5/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.

Edges of Main Sheerstrake, double or single riveted.

Butts of Main Sheerstrake, double riveted for whole length amidships. Butts of Upper or Spar Sheerstrake, treble riveted — length amidships.Butts of Main Stringer Plate, double riveted for whole length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for — length.Breadth of laps of plating in double riveting 4-4 1/2 Breadth of laps of plating in single riveting 2 1/4Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double & TrebleWaterway, how secured to Beams Gutter (Explain by Sketch, if necessary.)Beams of the various Decks, how secured to the sides? With brackets & pieces No. of Breasthooks, Four Crutches, TwoWhat description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? GoodManufacturer's name or trade mark, Thorne Iron Works, Sheffield

The above is a correct description.

Builder's Signature, Thomas Purnell & Son Surveyor's Signature, S. P. Gladstone

Surveyor to Lloyd's Register of British and Foreign Shipping.

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? They do
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

Masts, Bowsprit, Yards, &c., are of 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 Main Mast length 56' Dia 15 1/4" Fore Mast length 64' Dia 15 1/4"

15969 Lru

NUMBER for EQUIPMENT		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.	W'ght req'd per Rule.	Test req'd per Rule.
7643		16 1/2	1 1/4	20. 920	16 1/2 x 1 1/4	20 1/2 x 1 1/4	Bowers	3	0.2-0	10-12-20	8-1-0	10-7-0-0
N ^o .	SAILS.	CABLES, &c.		Tested at Sunderland 27 Novr 1875	J. Hartnup	20 1/2 x 1 1/4	(State Machine where Tested, Date, & name of Superintendent.)	3	0.1-0	10-7-20	8-1-0	10-7-0-0
	Fore Sails,	Chain										
	Fore Top Sails,											
	Fore Topmast Stay Sails											
	Main Sails,											
	Main Top Sails,											
		60	1 3/4									
		2 1/2	1 1/2									
		1 1/2	8									
		1 1/2	5									
		1 1/2	4									
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Standing and Running Rigging Wire & Hemp sufficient in size and Good in quality. She has Two Long Boats and Good
The Windlass is Good Capstan Two & Good and Rudder Good Pumps Four of 5 in metal

Engine Room Skylights. How constructed? 3 in Pine & 4 in Oak & 6 in Oak How secured in ordinary weather? Bullseyes
What arrangements for deadlights in bad weather? Bullseyes

Coal Bunker Openings. How constructed? Iron banding How are lids secured? Bars Height above deck? 10 inches
Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? Ports & Scuppers

Cargo Hatchways. How formed? With 6 1/2 Plates & Angles
State size Main Hatch 14 ft. 5 x 8 ft. 6 in Fore Hatch 14 ft. 5 x 8 ft. 6 in Quarter Hatch 14 ft. 5 x 8 ft. 6 in
If of extraordinary size, state how framed and secured? As above
What arrangement for shifting beams? 6 1/2 Plate in Centre the depth of beams
Hatches, If strong and efficient? Strong & good

Order for Special Survey No. 542 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 during building Date of Survey
Date 4th Dec 1875 2nd. On the plating during the process of riveting } 1875 - Oct 6, Nov. 4 - 25 Dec 6 - 1876 Jan 12 -
Order for Ordinary Survey No. 45 3rd. When the beams were in and fastened, and before the decks were laid.... } Feb. 9 - 14 - 17.
Date 45 4th. When the ship was complete, and before the plating was finally coated or cemented... }
No. 45 in builder's yard. 5th. After the ship was launched and equipped }

General Remarks (State quality of workmanship, &c.) Workmanship & material good
Is fitted with raised quarter deck frames all to the top height beams of single angles
5 x 3 x 7/16 stringer plates on end 30 x 7/16 angles on do. 3 x 3 x 6/16 tie plates 8 x 7/16 plating outside
7/16 - 6/16 x 5/16. Deck 8 in 4/16 Pine
Waterballast tanks fitted in fore & after hold, frames cut connection made with
three plates side plates 6/16 angles on do. 3 x 3 x 6/16 web plates 5/16 angles on do. 2 1/2 x 2 1/2 x 5/16
of plating 5/16. Tested with a head of water to the height of load line
Deck beams plated over with 6/16 plate length 51 ft. from break forward. Planked over with
2 1/2 x 7/16 Pine. Additional strengthening at break as raised deck sheerstrakes doubled
for 16 ft. with plates 8 x 6/16. Main deck beam stringer plates extend 6 frame spaces abaft break
Raised deck do. 4 frame spaces before. Hold beam stringer plates & double angle side stringer
work. Butts of plating in neighbourhood of break well riveted with both straps
1/16 thicker than their pieces.

Thomas Turnbull & Son

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 double, or part double bottom. For tank 20 feet after tank 38 feet.

How are the surfaces preserved from oxidation? Inside Paint cemented with Portland cement Outside other parts with Paint

I am of opinion this Vessel should be Classed 90-A1

The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me, My
Special ... £ 20 : 2 : 0 7 March 1876
Certificate : :
(Travelling Expenses, if any, £ 5-0-0) My

Committee's Minute 10th March 1876

Character assigned 90-A1
100 to 1000 tons
100 to 1000 tons
100 to 1000 tons

See Surveyors Letter 4 Feb. 1 Oct. 1875

