

IRON SHIP.

No. 6935 Survey held at Greenock Date, First Survey 10th Nov/75 Last Survey 4 March 1876
On the SS "Verulam" Master E. Evans

TONNAGE under Tonnage Deck 303.34
of Tonnage Deck 1.05
of Tonnage Deck 33.74
of Houses on Deck 8.63
of Forecastle Tonnage 346.49
Crew Space 12.40
Engine Room 334.31
Register Tonnage 12.40
as out on Beam

ONE, OR TWO DECKED, ~~THREE DECKED~~ VESSEL.
~~SPAR, OR AWNING DECKED VESSEL.~~
HALF BREADTH (moulded) 13.39
DEPTH from upper part of Keel to top of Upper Deck Beams 14.84
GIRTH of Half Midship Frame (as per Rule) 13.84
1st NUMBER 51.8
1st NUMBER, if a **THREE-DECKED VESSEL** [deduct 7 feet]
LENGTH 132.25
2nd NUMBER 685.45
PROPORTIONS—Breadths to Length 4.9
Depths to Length—Upper Deck to Keel 1.1
Main Deck ditto 0.8

Built at Greenock
When built 1875 Launched 21 Feb/76
By whom built J. E. Scott
Owners Bullard King & Co.
Port belonging to London
Destined Voyage Port Natal
If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 132.3 BREADTH Moulded 26.40 DEPTH top of Floors to Upper Deck Beams 13.64 Power of Engines 1 Horse. 1 No. of Decks with flat laid one No. of Tiers of Beams one
Dimensions of Ship per Register, length, 139.5 breadth, 24 depth, 13.5

	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	$4 \times 1 \frac{1}{2}$	$4 \times 1 \frac{1}{2}$
STEM, moulding and thickness	$6 \frac{1}{2} \times 1 \frac{1}{2}$	$6 \frac{1}{2} \times 1 \frac{1}{2}$
STERN-POST for Rudder do. do.	$6 \frac{1}{2} \times 1 \frac{1}{2}$	$6 \frac{1}{2} \times 1 \frac{1}{2}$
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>21</u>	(Class <u>100A</u>)
FRAMES, Angle Iron, for $\frac{3}{4}$ length amidships	<u>3</u>	<u>3</u>
Do. for $\frac{1}{4}$ at each end	<u>3</u>	<u>3</u>
REVERSED FRAMES, Angle Iron	<u>2 \frac{1}{2}</u>	<u>2 \frac{1}{2}</u>
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<u>14 \frac{1}{2}</u>	<u>14 \frac{1}{2}</u>
thickness at the ends of vessel	<u>5</u>	<u>5</u>
depth at $\frac{3}{4}$ the half-bdth. as per Rule	<u>4 \frac{1}{2}</u>	<u>4 \frac{1}{2}</u>
height extended at the Bilges	<u>23.9</u>	<u>29</u>
BEAMS, Upper, Spar, or Awning Deck	<u>6 \frac{1}{2}</u>	<u>6 \frac{1}{2}</u>
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>2 \frac{1}{2}</u>	<u>2 \frac{1}{2}</u>
Angle or double Angle Iron on Upper edge	<u>42</u>	<u>42</u>
Average space	<u>42</u>	<u>42</u>
BEAMS, Main, or Middle Deck	<u>6 \frac{1}{2}</u>	<u>6 \frac{1}{2}</u>
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>2 \frac{1}{2}</u>	<u>2 \frac{1}{2}</u>
Angle or double Angle Iron, on Upper Edge	<u>42</u>	<u>42</u>
Average space	<u>42</u>	<u>42</u>
BEAMS, Lower Deck, Hold, or Orlop	<u>6 \frac{1}{2}</u>	<u>6 \frac{1}{2}</u>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>2 \frac{1}{2}</u>	<u>2 \frac{1}{2}</u>
Single or double Angle Iron on Upper Edge	<u>42</u>	<u>42</u>
Average space	<u>42</u>	<u>42</u>
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	<u>10</u>	<u>10</u>
" Rider Plate	<u>6 \frac{1}{2}</u>	<u>6 \frac{1}{2}</u>
" Bulb Plate to Intercoastal Keelson	<u>3</u>	<u>3</u>
" Angle Irons	<u>3</u>	<u>3</u>
" Double Angle Iron Side Keelson	<u>3</u>	<u>3</u>
" Side Intercoastal Plate	<u>4 \frac{1}{2}</u>	<u>4</u>
" do. Angle Irons	<u>3</u>	<u>3</u>
" Attached to outside plating with angle iron	<u>3</u>	<u>3</u>
BILGE Angle Irons	<u>3</u>	<u>3</u>
" do. Bulb Iron	<u>3</u>	<u>3</u>
" do. Intercoastal plates riveted to plating for length	<u>12</u>	<u>12</u>
BILGE STRINGER Angle Irons	<u>3</u>	<u>3</u>
Intercoastal plates riveted to plating for length	<u>12</u>	<u>12</u>
WIDE STRINGER Angle Irons	<u>3</u>	<u>3</u>

Transoms, material. Knight-heads. Hawse Timbers. Iron
Windlass Greenheart Pall Bitt Iron Bark

FRAMES extend in one length from Keel to Gunnwale Riveted through plates with $\frac{3}{4}$ in. Rivets, about 6 apart.
REVERSED ANGLE IRONS on floors and frames extend across middle line to above Hold Stringer and to Gunnwale 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 3 \frac{1}{2} ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets $\frac{3}{4}$ in. diameter averaging 3 \frac{1}{2} ins. from centre to centre.

Butts of one Strake at Bilge for half length, double 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 3 \frac{1}{2} ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets $\frac{3}{4}$ in. diameter, averaging 3 \frac{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, 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 \frac{1}{2} Breadth of laps of plating in single riveting 3

Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?

Howway, how secured to Beams Butter (Explain by Sketch, if necessary.)

How the various Decks, how secured to the sides? welded knee plates No. of Breasthooks, 4 Crutches, 3

Description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Massend frames

Manufacturer's name or trade mark, Beams & Plates

Is the above a correct description.

Signature, James E. Scott Surveyor's Signature, Edmund Courchman
Surveyor to Lloyd's Register of British and Foreign Shipping.

16015
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? 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? very few

Masts, Bowsprit, Yards, &c., are of wood 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 Fore & Main Mast 42 ft long by 18" diam
Mizen 39 ft long 16" diam Bowsprit 24 ft 18"

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.
6800												
SAILS.		CABLES, &c.										
N ^o .		Chain										
2	Fore Sails,	100	1 1/2	26.4.2.0	19 1/2	25 1/2	Bowers	2703	12.0.0	13.17.2.0	12-0.0	13 1/2
2	Fore Top Sails,	106 1/2	1 1/2	26.4.2.0	19 1/2	25 1/2		2748	12.0.5	13.19.2.0	10-0.28	12 3/4
1	Fore Topmast Stay Sails	Ketherton Proving home						2749	10.2.12	12.10.3.0		
1	Main Sails,	D & Lewis pro Superintendent										
2	Main Top Sails,	Hmpn Strm Cbl	90	1 1/2	11 1/2		Stream	1	5.0.7		5-0.0	
		Hawser ...	90	1 1/2	5 1/2		Kedges	1	2.2.0		2.2.0	
		Towlines ...	90	8 1/2				1	1.1.0		1-1.0	
		Warp ...										

Standing and Running Rigging as usual for 500 tons sufficient in size and good in quality. She has one Long Boat and two others

The Windlass is efficient Capstan 2 DW and Rudder one 2 Pumps efficient

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? ✓

Free Ports & Scuppers

Cargo Hatchways.—How formed? Iron

State size Main Hatch

12' x 10'

Forehatch

4' x 4'

Quarterhatch

4' x 5'

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

one shifting beam in main hatch

Hatches, If strong and efficient?

yes

Order for Special Survey No. 289

Date 14th Sept 1876

Order for Ordinary Survey No. ✓

Date ✓

No. 7 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 SS & Surveyed 1875
Nov 10. 12. 16. 20. 26. Dec 1. 3. 9. 14. 14. 21. 28. 31
1876 - Jan 1. 10. 18. 21. 24. Feb 1. 8. 12. 16. 18. 24. 29
March. 2. 4

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

This vessel has been built in conformity with the Rules and Machinery Section herewith appended. The workmanship & materials are very good

State if one, two, or three, decked vessel, or if spar, or a wing decked; and the length of poop, fore-castle, or raised quarter deck, and the length of double, or part double bottom.

How are the surfaces preserved from oxidation? Inside

3 Coats of red lead & paint

Outside 3 Coats of red lead & paint
1 Coats of green paint

I am of opinion this Vessel should be Classed

100 A

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

Special ... £ 16: 14: 0 3 March 1876

Certificate ... £ 0: 0: 0

(Travelling Expenses, if any, £ ...).

Committee's Minute

4th March 1876

Character assigned

100 A
✓

Edwin P. Leachman
Lloyd's Register Foundation