

IRON SHIP.

16182 No. 12/4/76

No. 13157 Survey held at Newcastle Date, First Survey 20th March 1879 Last Survey 5th April 1876

On the S.S. "Suez" 3 m. schr. rigged Master Mrs. Scarlett

TONNAGE under Tonnage Deck 2006.34
 Ditto of Third, Spar, or Lower Deck...
 Ditto of Poop, or Raised Or. Dk...
 Ditto of Houses on Deck 134.71
 Ditto of Forecastle...
 Gross Tonnage 2141.05
 Less ~~Coast~~ Space 65.86
2075.19
 Less Engine Room 685.14
 Register Tonnage as out on Beam 1390.05

ONE, OR TWO DECKED, THREE DECKED VESSEL.
~~SPAR, OR AWNING DECKED VESSEL.~~
HALF BREADTH (moulded) 17^{ft} 6
DEPTH from upper part of Keel to top of Upper Deck Beams 27.9
GIRTH of Half Midship Frame (as per Rule) 40.0
1st NUMBER 85.3
1st NUMBER if a **THREE-DECKED VESSEL** 7
70.3 [deduct 7 feet]
LENGTH 314
2nd NUMBER 24.570
PROPORTIONS—Breadths to Length under 9
 Depths to Length—Upper Deck to Keel under 12
 Main Deck ditto under 16

Built at Newcastle
 When built 1844 Launched 26th Sept 42
 By whom built Robt. La Mitchell & Co.
 Owners Nelson, Douman
 Port belonging to London
 Destined Voyage Bombay
 Surveyed while Building, Afloat, & in Dry Dock.

Official Number 43633

LENGTH on deck as per Rule 314 0 **BREADTH**—Moulded... 35 0 **DEPTH** top of Floors to Upper Deck Beams 25 10 Do. do. Main Deck Beams... 20 4 Power of Engines 250 Horse. 250 No. of Decks with flat laid two No. of Tiers of Beams three

Dimensions of Ship per Register, length, 323.8 breadth, 35.3 depth, 25.75

	Inches in Ship.	16ths In Ship.	Inches required per Rule	16ths required per Rule		Inches In Ship.	16ths In Ship.	Inches required	16ths required
KEEL , depth and thickness	9 x 3	10 x 2 3/4	10 x 2 3/4	10 x 2 3/4	PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied	36	12	36	12
STEM , moulding and thickness	9 x 3	10 x 2 3/4	10 x 2 3/4	10 x 2 3/4	fm up. part of Bilge to lr. edge of Sh'rstrake	10 x 11		10 x 11	10 x 11
STERN-POST for Rudder do. do. for Propeller	10 x 5 3/4	10 x 5 1/2	10 x 5 1/2	10 x 5 1/2	Main Sheerstrake, breadth and thickness of doubling at Sh'rstrake, & length applied from Mn. to Upr. or Spar Dk. Sh'rstrake.	40	12	40	12
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24	24	24	Up. or Spar Dk Sh'rstrake, brdth & thickness	40	11	40	11
FRAMES , Angle Iron, for 2/3 length amidships Do. for 1/2 at each end	5 x 3	5 x 3	5 x 3	5 x 3	Butt Straps to outside plating, breadth & thickness	10 5/16	10 5/16	10 5/16	10 5/16
REVERSED FRAMES , Angle Iron	3 x 3	3 x 3	3 x 3	3 x 3	Lengths of Plating	40		40	
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	24 x 10	24 x 10	24 x 10	24 x 10	Shifts of Plating, and Stringers	40		40	
BEAMS , Upper, Spar, or Lower Deck Single or double Angle Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper edge Average space	6 1/2 x 8	6 1/2 x 8	6 1/2 x 8	6 1/2 x 8	Gunwale Plate on ends of Awning Spar Upper Deck Beams, breadth and thickness	63	9	63	9
BEAMS , Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge Average space	8 x 8	8 x 8	8 x 8	8 x 8	Angle Iron on ditto	4 x 4 x 9	4 x 4 x 9	4 x 4 x 9	4 x 4 x 9
BEAMS , Lower Deck, Hold, or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge Average space	3 x 3	3 x 3	3 x 3	3 x 3	Tie Plates fore and aft, outside Hatchways	14 1/2	8	14 1/2	8
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates Rider Plate Bulb Plate to Intercostal Keelson Angle Irons Double Angle Iron Side Keelson Side Intercostal Plate do. Angle Irons Attached to outside plating with angle iron	19 x 13	19 x 13	19 x 13	19 x 13	Diagonal Tie Plates on Beams No. of Pairs, Planksheer material and scantling	none		none	
BILGE Angle Irons do. Bulb Iron do. Intercostal plates riveted to plating for 1/2 length	6 x 4	6 x 4	6 x 4	6 x 4	Waterways do. do. Iron gutter Flat of Upper Deck do. Yellow Pine How fastened to Beams Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	4	4	4	4
BILGE STRINGER Angle Irons Intercostal plates riveted to plating for length	6 x 4	6 x 4	6 x 4	6 x 4	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	33	9	33	9
SIDE STRINGER Angle Irons Intercostal plates for 3/5 length	6 x 4	6 x 4	6 x 4	6 x 4	Is the Stringer Plate attached to the outside plating?	yes		yes	
Transoms, material. Knight-heads. Hawse Timbers.	iron & oak				Angle Irons on ditto, No. 2	4 x 4 x 9	4 x 4 x 9	4 x 4 x 9	4 x 4 x 9
Windlass <u>Compound</u> Pall Bitt <u>Iron</u>					Tie Plates, outside Hatchways	14 1/2	10	14 1/2	10

The **FRAMES** extend in one length from Keel to gunwale Riveted through plates with 7/8 in. Rivets, about 1/2 in. apart.

The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to M. D. S. A. I. and to gunwale 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 1/2 in. diameter, averaging 5 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 1/2 ins. from centre to centre.

Butts of 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/2 thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 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, treble riveted for 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 1/2 length amidships.

Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.

Breadth of laps of plating in double riveting 5/4 Breadth of laps of plating in single riveting 5/4

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

Waterway, how secured to Beams gutter (Explain by Sketch, if necessary)

Beams of the various Decks, how secured to the sides? welded knees riveted No. of Breasthooks, 5 Crutches, 4

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? ordinary ship iron

Manufacturer's name or trade mark, A. J. Palmers & Stockton Co.

The above is a correct description.

Builder's Signature, J. C. Mitchell & Co. Surveyor's Signature, R. B. Reed. W. Cooper

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

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed where practicable*
 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? *fairly so*
 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* 16189 Iron

Masts, Bowsprit, Yards, &c., are *new* & 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 mast Iron 84' long x 24" dia Plates 7/16 to 9/16 Seams double - Butts double & triple
Main " " 76 " x 24 " do do do do at deck
Remainder of Spars of P. Pine

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.					
No.	SAILS.	270	1 1/2	59 1/2	270-1 1/2	59 3/20	Bowers	3	33-3-9	31-10-2-14	32.0-0	30 2/20					
	Fore Sails,							32-0-21	30-5-1-7	32.0-0	28 1/20						
	Fore Top Sails,							27-1-11	26-13-0-14	27.0-23	28 1/20						
	Fore Topmast Stay Sails																
	Main Sails,																
No.	CABLES, &c.	90	1 1/2	30/9/74	90-1 1/2	30/9/74	L. P. H. L. W. Roll Burrell Capt	23/9/74	Plus Stock	13.0-0	6.2-0	3.1-0					
	Chain																
	Strm Cbl																
	Hawser																
	Towlines																
No.	Warp	90	7/8	good	90-7/8	good	L. P. H. L. W. Roll Burrell Capt	23/9/74	Plus Stock	13.0-0	6.2-0	3.1-0					
	quality																
	Standing and Running Rigging																
	The Windlass is																
	Capstan																

Standing and Running Rigging *heup* sufficient in size and *good* in quality. She has *two* Boats and *five* other
 The Windlass is *good* Capstan *good* and Rudder *good* Pumps *good & sufficient*
Engine Room Skylights.—How constructed? *fold plates & halyses* How secured in ordinary weather? *latched down*
 What arrangements for deadlights in bad weather? *none required*
Coal Bunker Openings.—How constructed? *cast iron* How are lids secured? *Straps* Height above deck? *9 in*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Pots & scuppers*

Cargo Hatchways.—How formed? *iron coverings and headlogs riveted together*
 State size Main Hatch *16 ft x 10 ft* Forehatch *12' x 9'* Quarterhatch *16' x 10'*
 If of extraordinary size, state how framed and secured? *not extraordinary size*
 What arrangement for shifting beams? *built beam athwart with wood fore & aft*
Hatches, If strong and efficient? *Yes*

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No.
900	20 Oct 1876	1		290

1st. On the several parts of the frame, when in place, and before the plating was wrought } *built under special survey*
 2nd. On the plating during the process of riveting } *1874 March 20. 22. April 12. 18. 21. 27. May 7. 12.*
 3rd. When the beams were in and fastened, and before the decks were laid... } *19. 22. 28. June 5. 12. 15. July 3. 31. Aug 6. 11. 13. 19.*
 4th. When the ship was complete, and before the plating was finally coated or cemented... } *20. 25. 28. Sep 3. 8. 11. 15. 23. 25. Oct 15. 28.*
 5th. After the ship was launched and equipped } *Nov. 3. 10. 13. 17. 20. 24. Dec. 1. 7. 17. 24. 1875 Jan 8. 15. 22. 26. Feb 1. 4. March 3. 12. April 15. 17. May 4. 1876 Feb 7. 16. 20. March 8. 14. 17. 24. 28. April 15.*

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

This is a 3 decked vessel - built in accordance with the approved midship section hereto attached. - The upper deck is iron 1/2 for 1/2 length & the main deck beams in way of Engine & Boiler space are planked with 7/16 plates between stringers & tie plates, tapered into the deck stringers well before & abaft this space. - A line of hold beam stringers in the Engine & Boiler space. Strong beams are fitted & well pillared.

In consequence of a long period having elapsed since this vessel was launched, viz. 18 months - she has been ^{not} placed on the Wallend Patent slip, & there thoroughly scraped cleaned & repainted both inside & out.

The workmanship & the material used in her construction are alike satisfactory.

State if one, two, or three, decked vessel, or if spar, or awning decked; and the lengths of poop, forecabin, or raised quarter deck, and the length of double, or part double bottom.

How are the surfaces preserved from oxidation? Inside *by cement & paint* Outside *by paint & composition*

I am of opinion this Vessel should be Classed *100 A 1. 2 decks 3 tiers beams. 1/2 iron deck.*

The amount of the Entry Fee ... £ 5 : : : is received by me, *T. Young*
 Special Certificate ... £ 46 : 17 : 6 *11 Sept 1876*
 Certificate ...

Committee's Minute *13th April 1876*

Character assigned *100 A*

R. W. 2 Dps

Mr. B. Mitchell 28th Nov 1876, for water, now with on slip

