

## IRON SHIP.

16182 No. 12476

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

On the S.S. "Suez" 3m. schr. rigged

Master Mr. Scarlett

TONNAGE under 2006.34

Tonnage Deck

Ditto of Third, Spar,

or Running Deck.

Ditto of Poop, or

Raised Or. Dk.

Ditto of Houses

on Deck

Ditto of Forecastle

Gross Tonnage 2141.05

Less Space 65.86

2075.19

Less Engine Room 685.14

Register Tonnage 1390.05

as out on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL.

SPAR, OR AWNING DECKED VESSEL.

HALF BREADTH (moulded) 17.6

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 25.3

1st NUMBER if a THREE-DECKED VESSEL 7

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 1874 Launched 26<sup>th</sup> Sept.

By whom built Messrs. Mitchell &amp; Co.

Owners Nelson, Doukin &amp; Co.

Port belonging to London

Destined Voyage Bombay

Surveyed while Building, Afloat, &amp; in Dry Dock.

LENGTH on deck as 314 0 BREADTH—Moulded 35 0 DEPTH top of Floors to Upper Deck Beams 25 10 Power of Engines 250 Horse. 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

KEEL, depth and thickness 9 x 3 10 x 2 3/4  
STEM, moulding and thickness 9 x 3 10 x 2 3/4  
STERN-POST for Rudder do. do. 10 x 5 3/4 10 x 5 1/2  
for Propeller 24 24  
Distance of Frames from moulding edge to moulding edge, all fore and aft 24 (Class 100A)

FRAMES, Angle Iron, for 1/2 length amidships 5 x 3 5 x 3 1/2  
Do. for 1/2 at each end 5 x 3 5 x 3 1/2

REVERSED FRAMES, Angle Iron 3 x 3 3 x 3 1/2

FLOORS, depth and thickness of Floor Plate 24 x 10 24 x 10  
at mid line for half length amidships  
thickness at the ends of vessel 12 12  
depth at 1/2 the half-bdth. as per Rule 40 40  
height extended at the Bilges 12 12

BEAMS, Upper, Spar, or Running Deck 6 1/2 x 8 6 1/2 x 6  
Single or double Angle Iron, Plate or Tee Bulb Iron 2 1/2 x 5 2 1/2 x 5  
Single or double Angle Iron on Upper edge 2 1/2 x 5 2 1/2 x 5  
Average space 12 12

BEAMS, Main, or Middle Deck 8 x 8 8 x 8  
Single or double Angle Iron, Plate or Tee Bulb Iron 3 x 6 3 x 6  
Single or double Angle Iron on Upper Edge 3 x 6 3 x 6  
Average space 12 12

BEAMS, Lower Deck, Hold, or Orlop 12 x 16 12 x 16  
Single or double Angle Iron, Plate or Tee Bulb Iron 3 x 6 3 x 6  
Single or double Angle Iron on Upper Edge 3 x 6 3 x 6  
Average space 12 12

KEELSONS Centre line, single or double plate, 19 x 13 19 x 13  
box, or Intercoastal, Plates 12 x 10 12 x 10  
Rider Plate 6 x 4 6 x 4  
Bulb Plate to Intercoastal Keelson 6 x 4 6 x 4  
Angle Irons 6 x 4 6 x 4  
Double Angle Iron Side Keelson 6 x 4 6 x 4  
Side Intercoastal Plate 6 x 4 6 x 4  
do. Angle Irons 6 x 4 6 x 4  
Attached to outside plating with angle iron 3 1/2 x 3 1/2 3 1/2 x 3 1/2

BILGE Angle Irons 6 x 4 6 x 4  
do. Bulb Iron 6 x 4 6 x 4  
do. Intercoastal plates riveted to plating for 1/2 length 9 9

BILGE STRINGER Angle Irons 6 x 4 6 x 4  
Intercoastal plates riveted to plating for length 9 9

SIDE STRINGER Angle Irons 6 x 4 6 x 4  
Intercoastal plates riveted to plating for 1/2 length 9 9

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

Flat Keel Plates, breadth and thickness 36 12 36 12

PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied 10 x 11 10 x 11

fm up. part of Bilge to Ir. edge of Sh'rstrake 10 x 11 10 x 11

Main Sheerstrake, breadth and thickness 40 12 40 12

of doubling at Sh'rstrake, & length applied from Mn. to Upr. or Spar Dk. Sh'rstrake. 10 10

Up. or Spar Dk Sh'rstrake, breadth & thickness 40 11 40 11

Butt Straps to outside plating, breadth & thickness 10 10 10 10

Lengths of Plating 120 120 120 120

Shifts of Plating, and Stringers 40 40 40 40

Gunwale Plate on ends of Spar Dk. Sh'rstrake. 63 9 63 9

Upper Deck Beams, breadth and thickness 4 x 4 x 9 4 x 4 x 9

Angle Iron on ditto 14 1/2 14 1/2 14 1/2 14 1/2

Tie Plates fore and aft, outside Hatchways none

Diagonal Tie Plates on Beams No. of Pairs, none

Planksheer material and scantling

Waterways do. do. 4 4 4 4

Flat of Upper Deck do. 4 4 4 4

How fastened to Beams 4 4 4 4

Stringer Plate on ends of Main or Middle Deck 52 9 52 10

Beams, breadth and thickness 52 9 52 10

Is the Stringer Plate attached to the outside plating? 4 4 4 4

Angle Irons on ditto, No. 2 4 x 4 x 9 4 x 4 x 9

Tie Plates, outside Hatchways 14 1/2 10 14 1/2 10

Diagonal Tie Plates on Beams, No. of pairs 5 5 5 5

Waterways materials and scantlings 4 4 4 4

Flat of Middle Deck do. do. 4 4 4 4

How fastened to Beams 4 4 4 4

Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 33 9 33 9

Is the Stringer Plate attached to the outside plating? 4 4 4 4

Angle Irons on ditto, No. 2 4 x 4 x 9 4 x 4 x 9

Stringer or Tie Plates, outside Hatchways 4 4 4 4

Flat of Lower Deck 4 4 4 4

Ceiling betwixt Decks, thickness and material 2 1/2 2 1/2 2 1/2 2 1/2

in hold do. do. 4 4 4 4

Main piece of Rudder, diameter at head 4 1/4 4 1/4 4 1/4 4 1/4

do. at heel 3 3/4 3 3/4 3 3/4 3 3/4

Can the Rudder be unshipped afloat? 4 4 4 4

Bulkheads No. 4 Thickness of 7 1/2 7 1/2 7 1/2 7 1/2

Height up 4 4 4 4

How secured to sides of ship 4 4 4 4

Size of Vertical Angle Irons 13 x 3 13 x 3 13 x 3 13 x 3

and distance apart 30 30 30 30

Are the outside Plates doubled two spaces of Frames in length? 4 4 4 4

The FRAMES extend in one length from Keel to gunwale Riveted through plates with 7/8 in. Rivets, about 4 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 1/8 in. diameter, averaging 5 in. 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 in. 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 in. from centre to centre.

Butts of 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 4/8 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 in. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 in. 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 1/4 Breadth of laps of plating in single riveting

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

Waterway, how secured to Beams gatter (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. Plates Bolton Tangham H. & A. Port Co.

The above is a correct description.

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



Keared where practicable

yes.

Yes

? fairly so

yes

a few

16182. Iron

new & in good

Fore mast	Iron	84' long x 24" dia	Plates $\frac{3}{16}$ to $\frac{1}{2}$	Seams double	Butts double + triple
Main "	"	76 " x 24 "	do do	do	do at deck

Remains of Spars of P. Pine

[illegible]

new 90

Good

Old platters & walrus

None required

Cast iron

Port

non coming and headled is printed together

16 ft  $\times$  10 ft

Forehatch 12

Quarterhatch 16' x 10'

not extraordinary case

Could learn a great deal with good help & effort

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Order for Special Survey No. <u>290</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>Built under Special Survey.</u>
Date <u>28 Oct 1873</u>		2nd.	On the plating during the process of riveting	<u>1874 March 20. 22. April 12. 18. 21. 27. May 7. 12.</u>
Order for Ordinary Survey No. <u>1</u>		3rd.	When the beams were in and fastened, and before the decks were laid...	<u>19. 22. 28. June 5. 12. 15. July 3. 31. Aug 6. 11. 13. 19.</u>
Date <u>✓</u>		4th.	When the ship was complete, and before the plating was finally coated or cemented..	<u>20. 25. 28. Sep 3. 8. 11. 15. 23. 25. Oct 15. 28.</u>
No. <u>290</u> in builder's yard.		5th.	After the ship was launched and equipped	<u>Nov. 3. 10. 13. 14. 20. 24. Dec. 1. 7. 17. 24. 1875 Jan 8. 15. 22. 26. Feb 1. 9. March 3. 12. April 15. 17. May 4. 1876 Feb 7. 15. 20. March 2. 14. 17. 24. 28. April 15.</u>
General Remarks (State quality of workmanship, &c.)				

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This is a 3 decked vessel - built in accordance with the approved midship section hereto attached. - The upper deck is iron  $\frac{1}{2}$  for  $\frac{1}{2}$  length & The ~~upper~~<sup>main</sup> deck beams in way of Engine & Boiler space are planked with  $\frac{1}{16}$  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  $\text{T}^{5 \times 3 \times \frac{3}{8}}$  are fitted & well pillared. -

In consequence of a long period having elapsed since this vessel was launched, viz. 18 months - she has been <sup>now</sup> placed on the Trallsend 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, fore-castle, or raised quarter deck, and the length of double, or part double bottom.

by cement & paint

100 A 1. 2 decks 3 tiers beams.

Entry Fee ... £ 5 : : is received by me. ) *2 lion deck.*

Special paid £ 76 : 17 : 6 11 apt 1876

Certificate ... - : - : -

(Travelling Expenses, if any, £ — ).

13<sup>th</sup> April 1876

100A

signed W. C. C. Assoc.

2 Dks - ~~House~~

3. *Tr. N. Am.* Large