

IRON SHIP. 16286

No. 2630 Survey held at Middlesbrough Date, First Survey 5th Jan^r Last Survey 26th April 1876

On the S. S. "Damietta" Master Hawes

TONNAGE under Tonnage Deck 689.64
 Ditto of Third, Spar, or Awning Deck. }
 Ditto of Poop, or Raised Qr. Dk. } 19.96
 Ditto of Houses on Deck } 18.62
 Ditto of Forecastle }
 Gross Tonnage 682.25
 Less Crew Space 29.24
 Less Engine Room 218.32
 Register Tonnage as cut on Beam 434.69

ONE, OR TWO DECKED, THREE DECKED VESSEL.
 SPAR, OR AWNING DECKED VESSEL.
 HALF BREADTH (mean deck) 13.58
 DEPTH from upper part of Keel to top of Upper Deck Beams 17.82
 GIRTH of Main Midship Frame (as per Rule) 28.00
 1st NUMBER 59.40
 1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet] ✓
 LENGTH 207.3
 2nd NUMBER 12313.
 PROPORTIONS—Breadths to Length 7.6
 Depths to Length—Upper Deck to Keel 11.6
 Main Deck ditto ✓

Built at Middlesbrough
 When built 1864 Launched 21st June/64.
 By whom built Backhouse & Dixon
 Owners W. Taylor
 Port belonging to Middlesbrough
 Destined Voyage Norway
 If Surveyed while Building, Afloat, or in Dry Dock. While Building & Lengthening

LENGTH on deck as per Rule 207 3 1/2 FEET INCHES. BREADTH—Moulded... 27 2 FEET INCHES. DEPTH top of Floors to Upper Deck Beams 16 5 FEET INCHES. Do. do. Main Deck Beams... } HORSE. Power of Engines ... 90 N^o. of Decks with flat laid One N^o. of Tiers of Beams Two

Dimensions of Ship per Register, length 208 breadth, 27 depth, 16

	Inches in Ship.			Inches per Rule.		
	In Ship.	In Ship.	In Ship.	Inches required per Rule	Inches required per Rule	Inches required per Rule
KEEL, depth and thickness	7	2 1/2		8	2 3/8	
STEM, moulding and thickness	7 1/2	2 1/2		7	2 1/2	
STERN-POST for Rudder do. do. for Propeller	9	4		7	4 3/4	
Distance of Frames from moulding edge to moulding edge, all fore and aft	21			22		(Class 90A.1)
FRAMES, Angle Iron, for 2/3 length amidships Do. for 1/3 at each end	3 1/2	3	7	3 1/2	3	7
REVERSED FRAMES, Angle Iron	3	2 1/2	6	3 1/2	2 1/2	6
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships thickness at the ends of vessel depth at 3/4 the half-bdth. as per Rule height extended at the Bilges...	17	x	8	17 1/2	x	8
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Average space...	7	x	4	6 1/2	x	6
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...	42	ins				
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...	4	x	7	6 1/2	x	6
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	12	x	10	13	x	10
BILGE Angle Irons do. Bulb Iron do. Intercostal plates riveted to plating for length	4	3	8 1/2	4 1/2	3 1/2	7
BILGE STRINGER Angle Irons Intercostal plates riveted to plating for length	4	3	8 1/2	4 1/2	3 1/2	7
SIDE STRINGER Angle Irons	4	3	8 1/2	4 1/2	3 1/2	7
Transoms, material. Knight-heads. Hawse Timbers.	Plates & angles					
Windlass	Ball Bitt					

	Inches. In Ship.	16ths. In Ship.	Inches. required	16ths. required
Flat Keel Plates, breadth and thickness	30	10	32	9
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied See over. fm up. part of Bilge to lr. edge of Sh'rstrake	2 Strakes each	9	8	8
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Upr. or Spar Dk. Sh'rstrake. Up. or Spar Dk Sh'rstrake, brdth & thickness	30	10	36	11
Butt Straps to outside plating, breadth & thickness Lengths of Plating	9 x 10	9.8.7.	9 3/4	9.8.
Shifts of Plating, and Stringers	44			
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness...	36	8	34	8
Angle Iron on ditto	4 1/2	3 x 4	4 1/2	3 1/2 x 4
Tie Plates fore and aft, outside Hatchways	10 1/2	4	10	8
Diagonal Tie Plates on Beams No. of Pairs, Planksheer material and scantling	10 1/2	4	10	8
Waterways do. do.	3	utter.		
Flat of Upper Deck do. do.	3 1/2	new.	3 1/2	
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.				
Tie Plates, outside Hatchways				
Diagonal Tie Plates on Beams, No. of pairs				
Waterways materials and scantlings				
Flat of Middle Deck do. do.				
How fastened to Beams				
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	20	8	27	7
Is the Stringer Plate attached to the outside plating?				
Angle Irons on ditto, No. 2 in way of new part.	3 1/2	3 1/2	3 1/2	3 1/2
Stringer or Tie Plates, outside Hatchways				
Flat of Lower Deck	2 1/2	3. Pmo	2 1/2	
Ceiling betwixt Decks, thickness and material in hold do. do.	2 1/2		2 1/2	
Main piece of Rudder, diameter at head do. at heel	5		5	3
Can the Rudder be unshipped afloat? yes.				
Bulkheads No. 5 Thickness of Height up to main bk. one to load line.	6		5	
How secured to sides of ship to double & single ties with knees.				
Size of Vertical Angle Irons 3 x 2 1/2 x 1/2 and distance apart 30 ins.				
Are the outside Plates doubled two spaces of Frames in length? yes.				

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 3/4 in. Rivets, about 5.6 apart.
 The REVERSED ANGLE IRONS on floors and frames extend from middle line to Hold Beam Stringer 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 in. diameter, averaging 3/4 ins. from centre to centre.
 Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 1/2 ins. from centre to centre.
 Butts of Woo 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 3/4, 5/8 in. diameter, averaging 3, 2 1/4 ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4, 5/8 in. diameter, averaging 3, 2 1/4 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 ✓ length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 1/2 length amidships.
 Butts of Main Stringer Plate, treble riveted for ✓ length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.
 Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 2 3/4

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double riveted.
 Waterway, how secured to Beams Gutter. (Explain by Sketch, if necessary.)
 Beams of the various Decks, how secured to the sides? Solid welded knees. No. of Breasthooks, four Crutches, three
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Good.
 Manufacturer's name or trade mark, Hopkins & Co. Stockton Malleable, Rolchoni & Vaughan,

The above is a correct description.
 Builder's Signature, _____ Surveyor's Signature, J. H. Dunnet
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Workmanship.

Are the butts of plating planed or otherwise fitted? planed.

16236 Iron

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? a few in the 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 Schooner rigged.

Fore mast extreme length 49' 6" ft; base at deck 18 3/4".
Main " " " " " " 52' 9" " " " " " " 20 1/4".

No.	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd pr 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.
		Chain	24	2 1/2	3 1/2	240, 1 1/2	34.0.0.0	3 Bowers	1	18" 1/2	18.11.2.11	16-3-0	18.0.0.0
	Fore Sails,	Same as Chain							1	16" 3/4	18.2.3.8	16-3-0	18.0.0.0
	Fore Top Sails,								1	18" 1/2	old anchor	14-1-0	
	Fore Topmast Stay Sails	Harpn Strm Cbl	90	1 1/8	3/16	90-14 1/8		Stream	1	4.0.0.0	with	4.0.0.0	with
	Main Sails,	Hawser	90	5/8	3/16	90-8		Kedges	1	3.2.0.0	Steel	3.2.0.0	Stock
	Main Top Sails,	Towlines	90	5/8	3/16	90-5							
		Warp	90	8	3/16								

Standing and Running Rigging Wire & Denit sufficient in size and good in quality. She has no Long Boats and fully decked.

The Windlass is good, and 3 Stm Capstan good and Rudder good Pumps good

Engine Room Skylights. How constructed? Iron casing a wood How secured in ordinary weather? fully

What arrangements for deadlights in bad weather? Mull eyes

Coal Bunker Openings. How constructed? Iron stand How are lids secured? iron Height above deck? 6 ins.

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? 3 Scuppers and 3 Scuttles 3" 1/2 x 1-5" on each side before Bridge deck and 2 Scuppers & 2 Scuttles on each side abaft.

Cargo Hatchways. How formed? wood Headed & Forming to fore Hatchway and Iron do to main & Quarter Hatches

State size Main Hatch 19' 10" x 9' 4 1/2" Comings 7/16 thick and 2 1/2" above deck. Fore hatch 5' 11" x 6' 6" and 6" Comings 1/2" above deck. Quarter hatch 13' 3" x 8' 0" Comings 7/16 thick and 2 1/2" above deck.

If of extraordinary size, state how framed and secured? plates & angles & deep web beam 7/16 thick to main & Quarter Hatches.

What arrangement for shifting beams? double angles on bormings 3 x 3 x 7/16 and 2 1/2 x 2 1/2 x 7/16.

Hatches, If strong and efficient? yes.

Order for Special Survey No. _____ Date _____

Order for Ordinary Survey No. _____ Date _____

No. _____ in builder's yard.

DATES of Surveys held while building as per Section 18.	1st.	2nd.	3rd.	4th.	5th.	
	On the several parts of the frame, when in place, and before the plating was wrought	1876 Jan 5, 6, 7, 10, 13, 14, 18, 24, 28, Feb 1, 3, 4, 9, 11	On the plating during the process of riveting	11, 21, 25 March 1, 6, 8, 13, 16, 21, 22, 24, 30 April	When the beams were in and fastened, and before the decks were laid....	3, 4, 6, 10, 12, 18, 20, 26
	When the ship was complete, and before the plating was finally coated or cemented..					
	After the ship was launched and equipped					

General Remarks (State quality of workmanship, &c.) Workmanship and Materials Good.

now done on acct. of Damage, S.S. No 3, Lengthening & Change of Class from A.1. to 90A1.

This vessel has now been lengthened about 28 ft of scantlings similar to her original construction in accordance with the accompanying tracings & the Comt's requirements, see Sect's Letter 7th Feb'y 1876. The deck str has been increased to 36 ins for 1/2 length and then gradually reduced, the strake of plating next below sheer str has been doubled with 7/16 plating for 2/3 length & the strake of plating in way of hold timb has also been doubled with 7/16 plating for 1/2 length amidships. The rules for S.S. No 3 have been fully complied with, the whole of the cement & close ceiling in holds & bunks have been renewed, both surfaces of bottom beam & found good, together with the rivets, for &c. Shell plating drilled but found no perceptible diminution of original thickness. The stem, stern frame, one length of keel & 49 shell plates renewed together with the greater part of the rivets along flat of bottom and in transoms & stern for; an additional beam fitted in lugger room, all floors in after hold doubled & 4 in Eng room and the whole of main deck renewed.

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

How are the surfaces preserved from oxidation? Inside Cement & Paint Outside Paint

I am of opinion this Vessel should be Classed 90A1

The amount of the Entry Fee ... £ 5 : - : is received by me, May

Special ... £ 15 : 15 : 1876

Certificate ... : 5 : 1876

(Travelling Expenses, if any, £ _____).

Committee's Minute 23rd May 1876

Character assigned 90A1

Lloyd's Register of Shipping