

IRON SHIP.

17073

No. 12225 Survey held at Newcastle Date, First Survey 29th May Last Survey 22nd September 1876

On the S.P.S. "William's" Master J. Turner

TONNAGE under Tonnage Deck } 128.38
 Ditto of Third, Spar, or Luning Decks }
 Ditto of Poop, or Raised Q. Dk. }
 Ditto of Houses on Deck }
 Ditto of Forecastle }
 Gross Tonnage 128.38
 Less Crew Space 9.94
118.44
 Less Engine Room 41.08
 Register Tonnage as cut on Beam } 77.36

ONE, OR TWO DECKED, THREE DECKED VESSEL.
~~SPAR, OR AWNING DECKED VESSEL.~~
 HALF BREADTH (moulded) 10.0 Feet.
 DEPTH from upper part of Keel to top of Upper Deck Beams 10.9
 GIRTH of Half Midship Frame (as per Rule) 18.6
 1st NUMBER 39.3
 1st NUMBER of THREE DECKED VESSEL
~~[deduct 7 feet]~~
 LENGTH 88.3
 2nd NUMBER 3463
 PROPORTIONS—Breathths to Length Over 4
 Depths to Length—Upper Deck to Keel Over 8
 Main Deck ditto

Built at Newcastle
 When built 1876 Launched 12th August 76
 By whom built C. Mitchell & Co
 Owners W. Butler & Co
 Port belonging to Bristol
 Destined Voyage
 If Surveyed while Building, Afloat, or in Dry Dock. While building

Official Number

LENGTH on deck as per Rule .. 88 3 FEET. INCHES. BREADTH—Moulded... .. 20 0 FEET. INCHES. DEPTH top of Floors to Upper Deck Beams 9 9 FEET. INCHES. Power of Engines 95 HORSE. N^o. of Decks with flat laid One N^o. of Tiers of Beams One

Dimensions of Ship per Register, length, 89.0 breadth, 20.1 depth, 9.5

	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	<u>Hollow Keel</u>	<u>9/16</u>
STEM, moulding and thickness... ..	<u>6 x 1 3/8</u>	
STERN-POST for Rudder do. do.	<u>6 x 2 1/2</u>	
for Propeller	<u>6 x 2 3/4</u>	
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>20</u>	<u>20</u> (Class <u>90A</u>)
FRAMES, Angle Iron, for 2/3 length amidships	<u>3</u> <u>2 1/2</u> <u>5</u>	
Do. for 1/3 at each end	<u>3</u> <u>2 1/2</u> <u>5</u>	
REVERSED FRAMES, Angle Iron	<u>2 1/2</u> <u>2 1/2</u> <u>4</u>	
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<u>12</u> <u>6 x 5</u>	
thickness at the ends of vessel	<u>4</u>	
depth at 2/3 the half-bdth. as per Rule	<u>to suit W.B. Tank</u>	
height extended at the Bilges... ..		
BEAMS, Upper, Spar, or Luning Deck } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } <u>5</u> <u>3</u> <u>6</u>		
Single or double Angle Iron on Upper edge		
Average space... ..	<u>alternate frame</u>	
BEAMS, Main, or Middle Deck		
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } <u>5</u> <u>3</u> <u>6</u>		
Single or double Angle Iron, on Upper Edge		
Average space... ..		
BEAMS, Lower Deck, Hold, or Orlop } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } <u>5</u> <u>3</u> <u>6</u>		
Single or double Angle Iron on Upper Edge		
Average space... ..		
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	<u>Central joints of tank</u>	<u>5</u>
" Rider Plate		
" Bulb Plate to Intercostal Keelson		
" Angle Irons		
" Double Angle Iron Side Keelson		
" Side Intercostal Plate <u>Quadr.</u>		<u>4</u>
" do. Angle Irons	<u>3</u> <u>3</u> <u>6</u>	
" Attached to outside plating with angle iron	<u>2 1/2</u> <u>2 1/2</u> <u>6</u>	
BILGE Angle Irons	<u>4</u>	
" do. Bulb Iron	<u>4</u>	
" do. Intercostal plates riveted to plating for length		
BILGE STRINGER Angle Irons		
Intercostal plates riveted to plating for length		
SIDE STRINGER Angle Irons		
Transoms, material. Knight-heads. Hawse Timbers. <u>Iron</u>		
Windlass <u>Patent</u> Pall Bitt		

	Inches. In Ship.	16ths. In Ship.	Inches. per Rule.	16ths. per Rule.
Keel Plates, breadth and thickness	<u>9</u>	<u>6</u>	<u>5</u>	
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied				
fm up. part of Bilge to lr. edge of Sh'rstrake	<u>30</u>	<u>6 x 5</u>	<u>7</u>	
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake. Up. or Spar Dk Sh'rstrake, brdth & thickness				
Butt Straps to outside plating, breadth & thickness	<u>8</u>	<u>5 1/8</u>		
Lengths of Plating	<u>6</u>	<u>frame spaces</u>		
Shifts of Plating, and Stringers... ..	<u>2</u>	<u>"</u>		
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness... ..		<u>Iron deck</u>	<u>6</u>	<u>7</u>
Angle Iron on ditto	<u>3</u>	<u>3</u>	<u>6</u>	
Tie Plates fore and aft, outside Hatchways				
Diagonal Tie Plates on Beams No. of Pairs, Planksheer material and scantling				
Waterways do. do.				
Flat of Upper Deck do. do.		<u>Iron</u>	<u>6</u>	<u>7</u>
How fastened to Beams		<u>riveted</u>		
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				
Is the Stringer Plate attached to the outside plating?				
Angle Irons on ditto, No.				
Stringer or Tie Plates, outside Hatchways				
Flat of Lower Deck				
Ceiling betwixt Decks, thickness and material				
in hold do. <u>W. Pine</u> do.	<u>2</u>		<u>2</u>	
Main piece of Rudder, diameter at head	<u>3 1/2</u>		<u>3 1/2</u>	
do. at heel	<u>2</u>		<u>2</u>	
Can the Rudder be unshipped afloat?				<u>Yes</u>
Bulkheads No. <u>3</u> Thickness of <u>4 1/2</u>				
Height up <u>Deck</u>				
How secured to sides of ship <u>Double frame</u>				
Size of Vertical Angle Irons <u>2 1/2 x 2 1/2 x 1/2</u> and distance apart <u>50</u> ins.				
Are the outside Plates doubled two spaces of Frames in length?				<u>Yes</u>

As Per approved induction

As Per approved induction

The FRAMES extend in one length from Keel to gunwale Riveted through plates with 7/8 in. Rivets, about 5 apart.

The REVERSED ANGLE IRONS on floors and frames extend across middle line to upper bilge on every frame alternately

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes

PLATING. Hollow Carboard, double riveted to Keel, with rivets 3/4 in. diameter, averaging 3 1/4 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 2 1/4 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 2 1/4 ins. from centre to centre.

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

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

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

Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 2 1/4

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

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

Beams of the various Decks, how secured to the sides? None plates riveted to frame No. of Breasthooks, 2 Crutches, 2

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Angles Hawkes Crossley

Manufacturer's name or trade mark, Plates Bell & Co. of Newcastle

The above is a correct description.

Builder's Signature, For C. Mitchell & Co Surveyor's Signature, Geo. Cooper

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

4720894/NO21

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? *A few*

17075 Bm

Masts, Bowsprit, Yards, &c., are *Red 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

NUMBER for EQUIPMENT *3463*

N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd pr 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.
	Fore Sails,	Chain	120	4 1/2	8 1/2 tons	120-4 1/2	8 5/16	Bowers	1	3.2.8	6.0.3.21	3.2.0	5-18/20
	Fore Top Sails,	Breakin' Strain			12 3/4		12 3/4		1	3.2.0	5-18.3.0	3.2.0	5-18/20
	Fore Topmast Stay Sails	River Wear P.H. J. Hartness Supt.			Date of certificate	7 Aug 1876.							
	Main Sails,	Hmpn Strm Cbl	90	6		90-5 1/2		Stream	1	1.0.11		1.0.0	
	Main Top Sails,	Hawser ...	90	4		11 3		Kedges	1	0.3.0		0.2.0	
		Towlines											
		Warp ...											
		quality <i>Good</i>											

and Rigging wire Standing and Running Rigging *Hemp* sufficient in size and *Good* in quality. She has *One* Long Boat and *one other*. The Windlass is *Good* Capstan and Rudder *Good* Pumps *Good*

Engine Room Skylights.—How constructed? *Iron Cornings Wood tops glazed* How secured in ordinary weather? *Bolted to angles*

What arrangements for deadlights in bad weather? *Wire gratings and Canvas covers*

Coal Bunker Openings.—How constructed? *Cast-iron Cornings* How are lids secured? *By studs* Height above deck? *3"*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Three ports each side beside mooring pipes*

Cargo Hatchways.—How formed? *Iron Cornings and headledges*

State size Main Hatch *13ft 4 x 6 feet* Forehatch *10 feet x 6 feet* Quarterhatch

If of extraordinary size, state how framed and secured? *Ordinary size*

What arrangement for shifting beams? *none fitted*

Hatches, If strong and efficient? *yes.*

Order for Special Survey No. *112* Date *24 May 1876*

Order for Ordinary Survey No. Date

No. *227* in builder's yard.

General Remarks (State quality of workmanship, &c.) *This vessel is built in accordance with the approved tracings attached and the Secretary's letter of the 11th May 1876. She is fitted with a tank before the collision bulkhead 16 feet long and one in the hold 41 ft 8 1/2 long. Each tested and found satisfactory. The general quality of the workmanship is good.*

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 *Cement Varnish + Paint* Outside *Paint*

I am of opinion this Vessel should be Classed *90 A 1*

The amount of the Entry Fee ... £ 2 : : is received by me, *Pyramy*

Special ... £ 0 : 10 : 29/11 1876

Certificate ...

Committee's Minute *3 October 1876*

Character assigned *90 A 1*

Lloyd's Register

4. Hours of. minutes of 2, some was not, hours as the on the

J. H. Cooke
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