

# IRON SHIP. 17189

No. 3703 Survey held at West Hartlepool Date, First Survey 9th May Last Survey 7th October 1876

On the S.S. "Winston" Master J. Cooper

**TONNAGE** under Tonnage Deck 1115.83  
 Ditto of Hold, Spar, or Awning Deck 141.64  
 Ditto of Poop, or Raised Or. Dk. 27.07  
 Ditto of Houses on Deck 23.96  
 Ditto of Forecastle 31.91  
 Gross Tonnage 1440.91  
 Less Crew Space 1350.99  
 Less Engine Room 440.29  
 Register Tonnage as cut on Beam 992.70

**ONE, OR TWO DECKED, THREE DECKED VESSEL.**  
**SPAR, OR AWNING-DECKED VESSEL.**  
**HALF BREADTH** (moulded)... 15 Feet.  
**DEPTH** from upper part of Keel to top of Upper Deck Beam 20-3  
**GIRTH** of Half Midship Frame (as per Rule) 32-3  
**1st NUMBER** 60-5  
**1st NUMBER, if a THREE-DECKED VESSEL** [deduct 7 feet]  
**LENGTH** 241-1  
**2nd NUMBER** 16492  
**PROPORTIONS**—Breadths to Length within 0  
 Depths to Length—Upper Deck to Keel within 12  
 Main Deck ditto .. ..

Built at West Hartlepool  
 When built 1876 Launched 6 Sept.  
 By whom built W. Gray & Co.  
 Owners Webster & Young  
 Port belonging to West Hartlepool  
 Destined Voyage Odesta  
 If Surveyed while Building, Afloat, or in Dry Dock.

**LENGTH** on deck as per Rule 241 Feet. **BREADTH** Moulded... 31 Feet. **DEPTH** top of Floors to Upper Deck Beams 18 Feet. **Power of Engines** 130 Horse. **No. of Decks with flat laid** 2 No. of Tiers of Beams 2

Dimensions of Ship per Register, length, 246-6 breadth, 32-3 depth, 18-3

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
<b>KEEL</b> , depth and thickness	8 1/2 + 2 1/2	8 1/2 + 2 1/2	<b>PLATES</b> in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied	34	11/16	34	11/16				
<b>STEM</b> , moulding and thickness	8 1/2 + 2 1/2	8 1/2 + 2 1/2	fm up. part of Bilge to lr. edge of Sh'rstrake	9 1/6 + 10/16	9 1/6 + 10/16						
<b>STERN-POST</b> for Rudder do. do.	8 + 5/10	8 + 5	Main Sheerstrake, breadth and thickness	10/16	10/16						
for Propeller	8 1/4 + 5 1/4	8 + 5	of doubling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake.	9 1/6 + 10/16	9 1/6 + 10/16						
Distance of Frames from moulding edge to moulding edge, all fore and aft	23	23	Up. or Spar Dk. Sh'rstrake, brdth & thickness	36	13/16	36	13/16				
<b>FRAMES</b> , Angle Iron, for 2/3 length amidships	4 1/2	3	Butt Straps to outside plating, breadth & thickness	9 3/4 + 10 1/2	9 3/4 + 10 1/2						
Do. for 1/3 at each end	4 1/2	3	Lengths of Plating	9 ft. 7 in.	9 ft. 7 in.						
<b>REVERSED FRAMES</b> , Angle Iron	3	3	Shifts of Plating, and Stringers	46	46						
<b>FLOORS</b> , depth and thickness of Floor Plate at mid line for half length amidships	21	21	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	36	10/16	34 1/2	10/16				
thickness at the ends of vessel	21	21	Angle Iron on ditto	5 + 3 1/2 + 9 1/6	5 + 2 1/2 + 9 1/6						
depth at 2/3 the half-bdth. as per Rule	17 1/2	17 1/2	Tie Plates fore and aft, outside Hatchways	Iron deck							
height extended at the Bilges	17 1/2	17 1/2	Diagonal Tie Plates on Beams No. of Pairs								
<b>BEAMS</b> , Upper, Spar, or Awning Deck	5 1/2 + 3 + 7 1/4	5 1/2 + 3	Planksheer material and scantling								
Single or double Ang. Iron, Plate or Tee Bulb Iron			Waterways do. do.								
Single or double Angle Iron on Upper edge	23	23	Flat of Upper Deck do. do.	6/16	6/16						
Average space			How fastened to Beams	5/10 rivets	5/10						
<b>BEAMS</b> , Main, or Middle Deck			Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness								
Single or double Ang. Iron, Plate or Tee Bulb Iron			Is the Stringer Plate attached to the outside plating?								
Single, or double Angle Iron, on Upper Edge			Angle Irons on ditto, No.	31	9/16	31	9/16				
Average space			Tie Plates, outside Hatchways								
<b>BEAMS</b> , Lower Deck, Hold, or Orlop			Diagonal Tie Plates on Beams, No. of pairs								
Single or double Ang. Iron, Plate or Tee Bulb Iron			Waterways materials and scantlings								
Single or double Angle Iron on Upper Edge			Flat of Middle Deck do.								
Average space			How fastened to Beams								
<b>KEELSONS</b> Centre line, single or double plate, box, or intercostal, Plates			Stringer Plates on ends of Lower Deck, Hold or Orlop Beams								
" Rider Plate			Is the Stringer Plate attached to the outside plating?								
" Bulb Plate to intercostal Keelson			Angle Irons on ditto, No. 2	4 + 4 + 8/16	4 + 4 + 8/16						
" Angle Irons	5	3 1/2	Stringer or Tie Plates, outside Hatchways								
" Double Angle Iron Side Keelson			Flat of Lower Deck								
" Side Intercostal Plate			Ceiling betwixt Decks, thickness and material	2 1/2	2 1/2						
" do. Angle Irons			in hold do. do.	2 1/2	2 1/2						
" Attached to outside plating with angle iron			Main piece of Rudder, diameter at head	5 1/4	5 1/4						
<b>BILGE</b> Angle Irons	5	3 1/2	do. at heel	3	3						
" do. Bulb Iron			Can the Rudder be unshipped afloat?								
" do. Intercostal plates riveted to plating for length			Bulkheads No. 4 Thickness of	6/16	6/16						
<b>BILGE STRINGER</b> Angle Irons	5	3 1/2	Height up Main Deck, after me to cabin deck, Mead over								
Intercostal plates riveted to plating for length			How secured to sides of ship	to double frames							
<b>IDE STRINGER</b> Angle Irons	5	3 1/2	Size of Vertical Angle Irons	3 + 3 + 7/16 and distance apart	30 ins.						
			Are the outside Plates doubled two spaces of Frames in length?	yes							
Transoms, material. Knight-heads. Hawse Timbers.	Plates										
Windlass	Common or Walker Pall Bitt										

The **FRAMES** extend in one length from Keel to gunwale Riveted through plates with 3/4 in. Rivets, about 7 1/2 apart.

The **REVERSED ANGLE IRONS** on floors and frames extend and middle line to above 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 1/2 in. diameter, averaging 5 1/2 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 1/4 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 1/4 ins. from centre to centre.

Butts of Three Strakes at Bilge for half length, treble riveted with Butt Straps 1/16 thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 3 1/4 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 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 half length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

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

Breadth of laps of plating in double riveting 5 + 4 3/4 Breadth of laps of plating in single riveting none

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double & Treble

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

Beams of the various Decks, how secured to the sides? Beams secured to single beams No. of Breasthooks, 2 Crutches, 2

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

Manufacturer's name or trade mark, Scott & Co. Glasgow & Co. Glasgow

The above is a correct description.

Builder's Signature, J. M. Gray

Surveyor's Signature, J. P. Gladstone

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

180468-0135



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? *Solid pieces*

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 butts*

17189 Iron

Masts, Bowsprit, Yards, &c., are *1 1/2" x 2" 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 *Main Mast 71 ft. Dia 20 inches Fore Mast 74 ft. Dia 21*

NUMBER for EQUIPMENT *10141*

SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd pr Rule.	Test req'd per Rule.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
Fore Sails,	Chain	270	1 9/16	43-9/16	270 of 1 9/16	43-9/16	Bowers	8	23-3-0	22-13-20	23-2-	23-10-0-0
Fore Top Sails,	<i>22 Sunderland</i>	<i>25</i>	<i>1 1/2</i>	<i>5-11-23</i>	<i>25 of 1 1/2</i>	<i>5-11-23</i>			<i>23-2-0</i>	<i>23-10-60</i>	<i>23-2-</i>	<i>23-10-0-0</i>
Fore Topmast Stay Sails	<i>f. Hartnup</i>	<i>60</i>	<i>1</i>						<i>20-3-21</i>	<i>21-12-20</i>	<i>19-3-25</i>	<i>20-14-0-2</i>
Main Sails,	<i>Ham Strm Cbl</i>	<i>60</i>	<i>1</i>									
Main Top Sails,	Hawser ...	<i>80</i>	<i>1 1/2</i>				Stream	<i>1</i>	<i>10-2-7</i>		<i>10-0-0</i>	
	Towlines ...	<i>80</i>	<i>1 1/2</i>				Kedges	<i>2</i>	<i>5-2-0</i>		<i>5-0-0</i>	
	Warp quality <i>good</i>	<i>80</i>	<i>1 1/2</i>						<i>2-2-14</i>		<i>2-2-0</i>	

Standing and Running Rigging *Wire & Hemp* sufficient in size and *good* in quality. She has *Five* Long Boats and *good*

The Windlass is *good* Capstan *20 Iron* and Rudder *good* Pumps *Four of 7 in. inch*

Engine Room Skylights.—How constructed? *3 in. Oak* & *opening & closing* How secured in ordinary weather? *1 Bullseye*

What arrangements for deadlights in bad weather? *Bullseyes*

Coal Bunker Openings.—How constructed? *Iron* & *lids* How are lids secured? *Bars* Height above deck? *12 inches*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Port & Scuppers*

Cargo Hatchways.—How formed? *7/16 plates*

State size Main Hatch *19 ft. 1 x 11 ft. beams 37 in.* Fore hatch *7 ft. 4 x 8 ft. beams 33* Quarter hatch *23 ft. 2 x 11 ft. beams 24 inches*

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? *Two web beams in after hatch & one in main hatch*

Hatches, If strong and efficient? *Strong & good*

Order for Special Survey No. *560*

Date *10 May 1876*

Order for Ordinary Survey No.

Date

No. *160* 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

Special Survey date & survey *1876*  
*May 9-16-25, June 26-30 July 6-27 Aug 10-19*  
*Mar 9-19 June 1-12-14-16-21-26 July 3-4-10-17-25-20*  
*Aug 16-2-4-12-15-18-21-22-30 Sept 26-27 Oct 3-7*

General Remarks (State quality of workmanship, &c.) *Workmanship & material good*

*Is fitted with raised Quarter deck, frames all to the top height, beams of bulk 7 1/2 x 7/16 Double Angles on top edges 3 x 3 x 6/16 Stringer plates on ends 50 x 10/16 Angles on so 5 x 4 x 9/16 Tie plates 36 x 6/16 and 12 x 8/16 at after end, Beams plated over at fore part with 6/16 plates and planed with 4 in. Pine.*

*Forecastle frames all to the top height beams of single Angles 5 1/2 x 3 x 7/16 Two of bulk 6 1/2 x 6 Double Angles on top edges 3 x 3 x 6/16 Stringer plates on ends 19 1/2 x 6/16 Angles on so 3 x 3 x 6/16 Tie plates 7 x 4/16 plating outside 6/16 Waterway Teak Deck 3 1/2 in. Pine*

*Waterballast fitted for 169 ft. frames each connection made with three plates. Side plates 7/16 Angles on so 3 1/2 x 3 1/2 x 7/16 Web plates 6/16 Angles on so 3 x 3 x 6/16 top plating 6/16 & 7/16 Tied by a head of water to the height of load line.*

*Additional strengthening at break of raised deck, main deck beam stringer plates extend 6 ft. each side of break. Raised deck to 6 ft. frame spaces before Sheerstrakes doubled for about 20 ft. Butts straps of shell plating in neighbourhood of break double riveted. Hold beam stringers over about 16 ft.*

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 *laid down with Portland Cement* Outside *other parts with Paint & Oil*

I am of opinion this Vessel should be Classed *100 A1*

The amount of the Entry Fee ... £ *5 : 0 : 0* is received by me,

Special ... £ *50 : 15 : 0* - *20 Oct 1876*

Certificate ...

(Travelling Expenses, if any, £ ...)

Committee's Minute *24 October 1876*

Character assigned *100 A1*

*DPW Double bottom 169 ft. Long as M*

*The vessel appears eligible to be classed as recommended by Lloyd's Register*