

IRON SHIP. 17189

Rec. 23/10/76
1876

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

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 Pump, or Raised Or. Dk. 27.07
 Ditto of Houses on Deck 23.96
 Ditto of Forecastle 31.
 Gross Tonnage 1441.91
 Less Crew Space 20.92
 1350.99
 Less Engine Room 440.29
 Register Tonnage as cut on Beam 902.70

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—Breathths to Length within 9
 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	Feet. Inches.	BREADTH Moulded	Feet. Inches.	DEPTH top of Floors to Upper Deck Beams Do. do. Main Deck Beams	Feet. Inches.	Power of Engines	Horse.	No. of Decks with flat laid No. of Tiers of Beams
241	7	31	11	18	6	130	130	Two

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
KEEL , depth and thickness	8 1/2 + 2 1/2	8 1/2 + 2 1/2		8 1/2 + 2 1/2	8 1/2 + 2 1/2			
STEM , moulding and thickness	8 1/2 + 2 1/2	8 1/2 + 2 1/2		8 1/2 + 2 1/2	8 1/2 + 2 1/2			
STERN-POST for Rudder do. do. for Propeller	8 1/4 + 5 1/4	8 + 5		8 1/4 + 5 1/4	8 + 5			
Distance of Frames from moulding edge to moulding edge, all fore and aft	23	23		23	23			
FRAMES , Angle Iron, for 3/4 length amidships Do. for 1/2 at each end	4 1/2 3	4 1/2 3		4 1/2 3	4 1/2 3			
REVERSED FRAMES , Angle Iron	3 3	3 3		3 3	3 3			
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	21 + 8 1/6 21 + 7 1/6 17 1/2	21 + 8 1/6 21 + 7 1/6 17 1/2		21 + 8 1/6 21 + 7 1/6 17 1/2	21 + 8 1/6 21 + 7 1/6 17 1/2			
BEAMS, Upper, Spar, or Awning Deck Single or double Ang. Iron, Plate or Tee Bulb Iron	5 1/2 + 3 + 7 1/6	5 1/2 3 7 1/6		5 1/2 + 3 + 7 1/6	5 1/2 3 7 1/6			
Single or double Angle Iron on Upper edge Average space	23	23		23	23			
BEAMS, Main, or Middle Deck Single or double Ang. Iron, Plate or Tee Bulb Iron	4 1/2 3	4 1/2 3		4 1/2 3	4 1/2 3			
Single, or double Angle Iron, on Upper Edge Average space	3 3	3 3		3 3	3 3			
BEAMS, Lower Deck, Hold, or Orlop Single or double Ang. Iron, Plate or Tee Bulb Iron	8 1/2 + 8 1/6	8 1/2 + 8 1/6		8 1/2 + 8 1/6	8 1/2 + 8 1/6			
Single or double Angle Iron on Upper Edge Average space	4 1/2 3	4 1/2 3		4 1/2 3	4 1/2 3			
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	19 1/2 + 10 1/6	16 + 12 1/4		19 1/2 + 10 1/6	16 + 12 1/4			
" Rider Plate								
" Bulb Plate to Intercostal Keelson	5 3 1/2	5 3 1/2		5 3 1/2	5 3 1/2			
" Angle Irons	5 3 1/2	5 3 1/2		5 3 1/2	5 3 1/2			
" Double Angle Iron Side Keelson								
" Side Intercostal Plate								
" do. Angle Irons								
" Attached to outside plating with angle iron								
BILGE Angle Irons	5 3 1/2	5 3 1/2		5 3 1/2	5 3 1/2			
" do. Bulb Iron								
" do. Intercostal plates riveted to plating for length	5 3 1/2	5 3 1/2		5 3 1/2	5 3 1/2			
BILGE STRINGER Angle Irons Intercostal plates riveted to plating for length	5 3 1/2	5 3 1/2		5 3 1/2	5 3 1/2			
IDE STRINGER Angle Irons	5 3 1/2	5 3 1/2		5 3 1/2	5 3 1/2			
Transoms, material. Knight-heads. Hawse Timbers.	Plates							
Windlass	Emerson & Walker Pall Bitt							

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

The **REVERSED ANGLE IRONS** on floors and frames extend across 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 1/6 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 x 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 on plates to angle beams No. of Breasthooks, Six Crutches, Two

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

The above is a correct description.

Builder's Signature, Mulray & Co. Surveyor's Signature, J. P. Gladstone

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

Official Number 2454

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" 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		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.
SAILS.	CABLES, &c.	270	1 9/16	43-9/16	270 of 9/16	43%	Bowers	8	23-3-0	22-12-20	22 1/2-	23-10-0-0
Fore Sails,	Chain								23-2-0	23-10-0-0	22 1/2-	23-10-0-0
Fore Top Sails,	<i>Wm Sunderland</i>								20-3-21	21-12-20	19-3-25	20-14-0-0
Fore Topmast Stay Sails	<i>f. Hartnet</i>											
Main Sails,	<i>Hamp Strm Cbl</i>	60	1									
Main Top Sails,	<i>Hawser</i>	20	0 1/2									
	<i>Towlines</i>	20	1 1/2									
	<i>Warp</i>	20	7/8									
	<i>quality</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 *2 of Iron* and Rudder *Good* Pumps *Four of 7 in metal*

Engine Room Skylights.—How constructed? *3 in Deck opening & skylight* How secured in ordinary weather? *Iron bolts*

What arrangements for deadlights in bad weather? *Iron bolts*

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

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

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

State size Main Hatch *19 ft. x 11 ft. beams 3 in* Fore hatch *7 ft. x 8 ft. beams 3 in* Quarter hatch *23 ft. x 11 ft. beams 2 1/2 in*

If of extraordinary size, state how framed and secured? *Two web beams in after hatch & one in main hatch*

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.	Date	Order for Ordinary Survey No.	Date	No. 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
560	10 May 1876			160						

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 top 5 x 4 x 9/16. Tie plates 3 1/2 x 6/16 and 1 1/2 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 top 3 x 3 x 6/16. Tie plates 7 x 6/16 plating outside 6/16. Waterway Lead Deck 3 1/2 x 7/16 Pine.

Waterballast fitted for 169 ft. frames each connection made with three plates. Side plates 7/16 Angles on top 3 1/2 x 3 1/2 x 7/16. Web plates 6/16 Angles on top 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. spaces at aft break. Raised deck D. 6 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 *Lead coated with Portland cement* Outside *other parts with paint*

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 *24th October 1876*

Character assigned *100 A1*

DPW Double bottom 169 ft

See Secretary letter of 20th March 1876

See Secretary letter of 20th March 1876

This vessel appears eligible to be classed as recommended by Lloyd's Register of Shipping