

IRON SHIP.

17563
Recd 10-1-77

No. Survey held at London Date, First Survey 10th May 1876 Last Survey 10th Jan'y 1877

On the S.S. Greatnam Hall Master J. Marchant

TONNAGE under Tonnage Deck	ONE, OR TWO DECKED, THREE DECKED VESSEL.	Built at <u>Stockton</u>
Ditto of Third, Spar, or Awning Deck.	SPAR, OR AWNING-DECKED VESSEL.	When built <u>1857</u> Launched
Ditto of Poop, or Raised Qr. Dk.	HALF BREADTH (moulded) <u>13</u> Feet.	By whom built <u>Pearce & Co</u>
Ditto of Houses on Deck	DEPTH from upper part of Keel to top of Upper Deck Beams <u>17</u> . <u>50</u>	Owners <u>C. Latham & Co</u>
Ditto of Forecastle	GIRTH of Half Midship Frame (as per Rule) <u>28</u> .	Port belonging to <u>W. Hartlepool.</u>
Gross Tonnage <u>583</u>	1st NUMBER <u>59</u> .	Destined Voyage
Less Crew Space	1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet]	If Surveyed while Building, Afloat, <u>Q</u> Dry Dock.
Less Engine Room	LENGTH <u>167</u>	
Register Tonnage as cut on Beam <u>462</u>	2nd NUMBER <u>9753</u> .	
	PROPORTIONS—Breadths to Length <u>Above</u> <u>6</u>	
	Depths to Length—Upper Deck to Keel <u>Under</u> <u>10</u>	
	Main Deck ditto	

Official Number

LENGTH on deck as per Rule <u>180</u> .	BREADTH—Moulded <u>27</u> .	DEPTH top of Floors to Upper Deck Beams <u>16</u> . <u>2</u>	Power of Engines	Horse.	N ^o . of Decks with flat laid	<u>two</u>
		Do. do. Main Deck Beams			N ^o . of Tiers of Beams	<u>two</u>

Dimensions of Ship per Register, length, breadth, depth,	Inches. In Ship.	Inches. In Ship.	16ths. In Ship.	Inches. per Rule.	Inches. per Rule.	16ths. per Rule.	Flat Keel Plates, breadth and thickness	Inches. In Ship.	16ths. In Ship.	Inches. per Rule.	16ths. per Rule.
KEEL, depth and thickness	7 x 2 1/2			7 1/2 x 2 1/8			PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied	9/16		32	9/16
STEM, moulding and thickness	6 1/2 x 2 1/2			6 3/4 x 2 1/8			fn up. part of Bilge to lr. edge of Sh'rstrake	8/16			8/16
STERN-POST for Rudder do. do.	9 1/2 x 3 3/4			6 3/4 x 4 1/4			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	7/16			7/16
Distance of Frames from moulding edge to moulding edge, all fore and aft	18			22			Butt Straps to outside plating, breadth & thickness	39	8/16	33	10/16
FRAMES, Angle Iron, for 3/4 length amidships	3 3/4	2 3/4	7/16	3 1/2	3	7/16	Lengths of Plating	110		110	
Do. for 1/2 at each end	3 3/4	2 3/4	7/16	3	2 1/2	6/16	Shifts of Plating, and Stringers	15	7/16	23	7/16
REVERSED FRAMES, Angle Iron	2 3/4	2 1/4	6/16	3	2 1/2	6/16	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	4 1/4 x 3/4	7/16	4 x 3	6/16
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	16		7/16	17		6/16	Tie Plates fore and aft, outside Hatchways	10	9 1/16		7/16
thickness at the ends of vessel							Diagonal Tie Plates on Beams No. of Pairs,	10 x	9/16	9	7/16
depth at 3/4 the half-bdth. as per Rule							Planksheer material and scantling				
height extended at the Bilges							Waterways do. do.				
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	6 1/2		7/16	6 1/2		6/16	Flat of Upper Deck do. do.	3 1/2		3 1/2	
Single or double Angle Iron on Upper edge	2 1/4	2	5/16	2 1/2	2 1/2	6/16	How fastened to Beams	3 bolts	1/2		
Average space	44			44			Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness				
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	6 1/2		7/16	6 1/2		6/16	Is the Stringer Plate attached to the outside plating?				
Single or double Angle Iron, on Upper Edge	2 1/4	2	5/16	2 1/2	2 1/2	6/16	Angle Irons on ditto, No.	4 1/4	3 1/4	4 x 3	6/16
Average space	44						Tie Plates, outside Hatchways	10	8/16		6/16
BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	6 1/2		7/16	6 1/2		6/16	Diagonal Tie Plates on Beams, No. of pairs	3			
Single or double Angle Iron on Upper Edge	2 1/4	2	5/16	2 1/2	2 1/2	6/16	Waterways materials and scantlings				
Average space	44						Flat of Middle Deck do. do.				
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates	10 1/2		7/16	12		9/16	How fastened to Beams				
" Rider Plate							Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	15	7/16	22	6/16
" Bulb Plate to Intercostal Keelson							Is the Stringer Plate attached to the outside plating?				
" Angle Irons	4 1/4	3 1/4	7/16	4	3	6/16	Angle Irons on ditto, No.	4 1/4	3 1/4	4 x 3	6/16
" Double Angle Iron Side Keelson							Stringer or Tie Plates, outside Hatchways	10	8/16		6/16
" Side Intercostal Plate							Flat of Lower Deck	3			
" do. Angle Irons							Ceiling betwixt Decks, thickness and material				
" Attached to outside plating with angle iron							in hold do. do.				
BILGE Angle Irons	4 1/4	3 1/4	7/16	4	3	6/16	Main piece of Rudder, diameter at head	4 1/2		4 1/2	
" do. Bulb Iron							do. at heel			2 3/4	
" do. Intercostal plates riveted to plating for length							Can the Rudder be unshipped afloat? <u>yes</u>	2 1/2			
BILGE STRINGER Angle Irons	4 1/4	3 1/4	7/16	4	3	6/16	Bulkheads No. <u>5</u> Thickness of <u>3 1/16</u>				5/16
Intercostal plates riveted to plating for length							Height up <u>Main Decks</u>				
SIDE STRINGER Angle Irons	4 1/4	3 1/4	7/16	4	3	6/16	How secured to sides of ship <u>double frames</u>				
Transoms, material. Knight-heads. Hawse Timbers. <u>Iron</u>							Size of Vertical Angle Irons <u>2 3/4 x 2 1/4</u> and distance apart <u>30</u> ins.				
Windlass <u>good</u> Pall Bitt <u>good</u>							Are the outside Plates doubled two spaces of Frames in length? <u>yes</u>				

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 3/4 in. Rivets, about 6 apart.

The REVERSED ANGLE IRONS on floors and frames extend across middle line to Upper Deck knees 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 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, single riveted; with rivets 3/4 in. diameter, averaging 2 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 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 3/4 in. diameter, averaging 2 1/4 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 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, treble 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.

Breadth of laps of plating in double riveting length Breadth of laps of plating in single riveting length

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

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

Beams of the various Decks, how secured to the sides? Three No. of Breasthooks, Five Crutches, Four

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

Manufacturer's name or trade mark, Three

The above is a correct description.

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

2000 (12/6/75).

120469-0454

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

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies?

Are the fillings between the ribs and plates solid single pieces?

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces?

Do any rivets break into or through the seams or butts of the plating?

17563

Masts, Bowsprit, Yards, &c., are Wood 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

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 (State Machine where Tested, Date, & name of Superintendent)						Bowers					
	Fore Top Sails,												
	Fore Topmast Stay Sails		Hmpn Strm Cbl										
	Main Sails,		Hawser ...										
	Main Top Sails,		Towlines ...						Stream ...				
	and		Warp ...						Kedges ...				

Standing and Running Rigging Hemp & Wire sufficient in size and good in quality. She has one Long Boat and two others

The Windlass is good Capstan good and Rudder good Pumps 4 sets & bokey

Engine Room Skylights.—How constructed? Cornings How secured in ordinary weather? Gratings

What arrangements for deadlights in bad weather?

Coal Bunker Openings.—How constructed? Iron lids How are lids secured? ... Height above deck? Abot 12ⁱⁿ

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

Cargo Hatchways.—How formed? Ordinary size. Cornings &c.

State size Main Hatch Forehatch Quarterhatch

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, If strong and efficient? Strong & efficient

Order for Special Survey No. _____	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 }
Date _____		2nd. On the plating during the process of riveting }
Order for Ordinary Survey No. _____		3rd. When the beams were in and fastened, and before the decks were laid... }
Date _____		4th. When the ship was complete, and before the plating was finally coated or cemented.. }
No. _____ in builder's yard.		5th. After the ship was launched and equipped }

General Remarks (State quality of workmanship, &c.) This vessel having lately changed Owners, and undergone very heavy repairs, the Owner has requested that she be surveyed with the view to her Class, being transferred to the present grade granted to Iron Vessels.

I find as per 1st Entry Report, & examination of the Vessel that the scantlings (with the exception of the Sheer Strake and Stinger plates) compare favourably with the 100 A grade, but to compensate for the above exceptions, the frames are 4ⁱⁿ closer spaced than required by the present Rules, she has a doubling plate 8¹/₂ x 8¹/₆ connecting the sheer strake to the bulwark plating, she has also a strong clamp plate 15ⁱⁿ x 7¹/₆ extending all fore & aft on each side, below each tier of beams, riveted to reverse frames, under these circumstances I beg respectfully to recommend her for the favourable consideration of the Committee for the Change of Class; viz— 100. A. 1. & Marked S. S. No 3-77.

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

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

I am of opinion this Vessel should be Classed 100 A. 1.

The amount of the Entry Fee ... £ : : is received by me, }
 Special ... £ : : 187 }
 Certificate ... : : }

(Travelling Expenses, if any, £ _____).

Committee's Minute 11th January 1877

Character assigned 100 A. 1.
Lloyd's M.C. - 1877
SS No 3-77

Thos W. Blazely.

It is respectfully submitted that the vessel merits the favourable consideration of the Committee for the 100 A. 1. class as recommended.
S. S. No 3 Jan. 77
11/1/77