

IRON SHIP.

No. 1166 Survey held at Sunderland Date, First Survey October 16th 1876 Last Survey May 12th 1877

On the Iron Steamer "Odara" Master John Clarke

Tonnage under Tonnage Deck 1042 57
 of Third, Spar, or Awning Deck. 123 43
 Ditto of Poop, or Raised Qr. Dk. 95 50
 Ditto of Houses on Deck 8 49
 Ditto of Forecastle 34 55
 as Tonnage 1304 54
 Gross Space 54 84
1249 70
 Engine Room 417 45
 or Tonnage at on Beam 832 25

ONE, OR TWO DECKED, THREE DECKED VESSEL.
SPAR, OR AWNING-DECKED VESSEL.
HALF BREADTH (moulded)... .. 15 65
DEPTH from upper part of Keel to top of Upper Deck Beams 19 62
GIRTH of Half Midship Frame (as per Rule) 31 39
1st NUMBER 66 66
1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet] 15 642
LENGTH 234 66
2nd NUMBER 15 642
PROPORTIONS—Breadths to Length under 7 1/2
 Depths to Length—Upper Deck to Keel under 12
 Main Deck ditto 12

Built at Sunderland
 When built 1877 Launched 3/3 77
 By whom built Mumsey & Foster
 Owners R. H. Perry & others
Southchurch, Southampton
 Port belonging to Southampton
 Destined Voyage Constadt
 and
 If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH as Rule ... 234 8 **BREADTH** Moulded ... 31 4 **DEPTH** top of Floors to Upper Deck Beams ... 17 11 **Power of Engines** ... 120 **Horse.** 120 **Nº of Decks with flat laid** 1 **Nº of Tiers of Beams** 2

Dimensions of Ship per Register, length 236 2 breadth 31 5 depth 17 7

KEEL, depth and thickness 8 x 2 5/8 8 1/2 x 2 1/2
STEM, moulding and thickness... .. 8 x 2 1/2 8 4 x 2 1/2
TERN-POST for Rudder do. do. 8 x 5 8 x 5
 for Propeller 5
 Distance of Frames from moulding edge to moulding edge, all fore and aft 23 23
 (Class 90A)

FRAMES, Angle Iron, for 3/4 length amidships 4 3 7 4 3 7
 Do. for 1/2 at each end 4 3 6 4 3 6
REVERSED FRAMES, Angle Iron 3 3 6 3 3 6
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 20 8 9 20 8 9
 thickness at the ends of vessel 10 7 10 7
 depth at 3/4 the half-bdth. as per Rule 10 7 10 7
 height extended at the Bilges... .. twice twice

BEAMS, Upper Spar or Awning Deck }
 Angle or double Angle Iron, Plate or Tee Bulb Iron }
 Angle or double Angle Iron on Upper edge }
 Average space... .. 46" 46"
BEAMS, Main, or Middle Deck }
 Angle or double Angle Iron, Plate or Tee Bulb Iron }
 Angle or double Angle Iron on Upper edge }
 Average space... .. on long frame approved 11

BEAMS, Lower Deck, Hold, or Orlop }
 Angle or double Angle Iron, Plate or Tee Bulb Iron }
 Angle or double Angle Iron on Upper edge }
 Average space... .. 8 1/2 8 8 1/2 8
on long frame approved

KEELSONS Centre line, single or double plate, bar, or intercostal, Plates 16 12 16 12
 " Rider Plate 10 3/4 12 10 3/4 12
 " Bulb Plate to intercostal Keelson 5 3/2 9 5 3/2 9
 " Angle Irons 5 3/2 9 5 3/2 9
 " Double Angle Iron Side Keelson 5 3/2 9 5 3/2 9
 " Side intercostal Plate 5 3/2 9 5 3/2 9
 " do. Angle Irons 5 3/2 9 5 3/2 9
 " Attached to outside plating with angle iron 5 3/2 9 5 3/2 9
 " Angle Irons 5 3/2 9 5 3/2 9
 " do. Bulb Iron... .. 7 1/2 7 7 1/2 7
 " do. Intercostal plates riveted to plating for length 5 3/2 9 5 3/2 9

GE STRINGER Angle Irons 5 3/2 9 5 3/2 9
 Intercostal plates riveted to plating for length 5 3/2 9 5 3/2 9

SIDE STRINGER Angle Irons 5 3/2 9 5 3/2 9

Flat Keel Plates, breadth and thickness 34 10 9 34 10 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 7 1/2 length
 fm up. part of Bilge to lr. edge of Sheerstrake Main Sheerstrake, breadth and thickness of doubling at Sheerstrake, & length applied from Mn. to Upr. or Spar Dk. Sheerstrake. Up or Spar Dk. Sheerstrake, breadth & thickness
 Butt Straps to outside plating, breadth & thickness Lengths of Plating 10 spaces
 Shifts of Plating, and Stringers... .. 2 spaces
 Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness... .. 48 10 50 9
 Angle Iron on ditto 29 8 28 8
 Tie Plates fore and aft, outside Hatchways Diagonal Tie Plates on Beams No. of Pairs, Planksheer material and scantling 48 10 50 9
 Waterways do. do. 29 8 28 8
 Flat of Upper Deck do. do. 5 3/2 9 5 3/2 9
 How fastened to Beams 12 9 12 9
 Stringer Plate on ends of Main or Middle Deck } Beams, breadth and thickness 24 8 24 8
 Is the Stringer Plate attached to the outside plating? yes
 Angle Irons on ditto, No. 5 3/2 9 5 3/2 9
 Tie Plates, outside Hatchways 5 3/2 9 5 3/2 9
 Diagonal Tie Plates on Beams, No. of pairs Waterways materials and scantlings 48 10 50 9
 Flat of Middle Deck do. do. 29 8 28 8
 How fastened to Beams 5 3/2 9 5 3/2 9
 Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 30 8 30 8
 Is the Stringer Plate attached to the outside plating? yes
 Angle Irons on ditto, No. 4 and 31 2 4 x 4 8 4 x 4 8
 Stringer or Tie Plates, outside Hatchways Flat of Lower Deck 5 3/2 9 5 3/2 9
 Ceiling betwixt Decks, thickness and material in hold do. do. 2 1/2 2 1/2
 Main piece of Rudder, diameter at head 5 3/4 5 3/4
 do. at heel 3 3
 Can the Rudder be unshipped afloat? yes
 Bulkheads No. 4 Thickness of 6.5 6.5
 Height up Lower Upper and Bridge deck
 How secured to sides of ship between double frames
 Size of Vertical Angle Irons 3 x 3 x 6 and distance apart 30 ins.
 Are the outside Plates doubled two spaces of Frames in length? yes

Transoms, material. Knight-heads. Hawse Timbers. Iron
 Adlass Iron patent Pall Bitt none required

FRAMES extend in one length from the middle line to Main + raised deck Riveted through plates with 3/4 in. Rivets, about 6 apart.
REVERSED ANGLE IRONS on floors and frames extend from middle line to above Hold stringer and to Main + raised deck 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 5 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 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 7/16 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 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 1 length amidships.
 Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1 length.
 Breadth of laps of plating in double riveting 6 times Breadth of laps of plating in single riveting 1
 Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? yes
 Orway, how secured to Beams full the gunwale. (Explain by Sketch, if necessary.)
 Sides of the various Decks, how secured to the sides? Planks turned on frame No. of Breasthooks, 5 Crutches, 3
 description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. Plates. Bownfield + Sherrin
 Manufacturer's name or trade mark, Bownfield + Sherrin Angles 8. 1/2 inch. Hopkin's and 80
 The above is a correct description. S. J. J. J. Hopkin's & Co
 Builder's Signature, Mumsey & Foster Surveyor's Signature, [Signature]
 Surveyor to Lloyd's Register of British and Foreign Shipping.

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

Masts, Bowsprit, Yards, &c., are of 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 Schooner rigged

18345 Iron

NUMBER for EQUIPMENT <u>17206</u>		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.	Wght req'd per Rule.	Test req'd per Rule.
N ^o . <u>One</u> <u>Unit</u>	SAILS.	CABLES, &c.		270	19 1/16	43 9/10	Bowers	1	24.0 14	23.19 22 1/2	23 1/2	23 1/2
	Fore Sails,	Chain		61 1/4	270 19 1/16	43 9/10		1	22.0 14	21.9 14	23 1/2	23 1/2
	Fore Top Sails,	Total at 12 1/2 C. 10 fath.		61 1/4	270 19 1/16	43 9/10		1	21.3 6	22.6 07	20	20 1/2
	Fore Topmast Stay Sails	Hamp Strm Cbl		90	7 1/8	90 10		8 and 28	10.1 20	11.0 00	10.00	10.00
	Main Sails,	Hawser ...		90	9 1/2	90 9 1/2		Stream ...	5.0 0	6.7 2 0	5.0 0	5.0 0
	Main Top Sails,	Towlines ...		90	1 1/2	90 6		Kedges ...	2.2 14	4.10 00	2.2 0	2.2 0
and		Warp ...		160	5							
		quality <u>good</u>		160	5							

Standing and Running Rigging Whitthump sufficient in size and good in quality. She has 4 Long Boats and 2 fitted in life boats

The Windlass is Harfield Patent Capstan good and Rudder good Pumps good & sufficient for raising & discharging

Engine Room Skylights.—How constructed? Plate iron and Wood How secured in ordinary weather? Wood shutters

What arrangements for deadlights in bad weather? Wood shutters and double eyes

Coal Bunker Openings.—How constructed? Plate & angle iron How are lids secured? Bars & Hatches Height above deck? 12"

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? 6 Ports and 6 scuppers each side

Cargo Hatchways.—How formed? Plate & angle iron

State size Main Hatch 19' x 10 1/2 Forehatch 19' 10" x 10 Quarterhatch 7' 6" x 7' 6"

If of extraordinary size, state how framed and secured? Deep wearing plate and strong plate beams

What arrangement for shifting beams? Weld and screw to double angle iron

Hatches, If strong and efficient? yes. Wood Hatches 2 1/4"

Order for Special Survey No. <u>2657</u>	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	<u>Builder under S.S. and Surveyed 1876 October 16 20 23 30</u>
Date <u>23rd Sept. 1876</u>		2nd. On the plating during the process of riveting	<u>14 16 20 21 22 24 30 Dec 4 15 18 23 29 77 Jan 5 6 11 16 18 22 23 26 Feb 13 5 9 12 16 21 27</u>
Order for Ordinary Survey No. <u>—</u>		3rd. When the beams were in and fastened, and before the decks were laid....	<u>March 25 4 21 22 24 April 4 10 11 17 19 23 26 May 2 8 9 12</u>
Date <u>—</u>		4th. When the ship was complete, and before the plating was finally coated or cemented..	
No. <u>49</u> in builder's yard.		5th. After the ship was launched and equipped	

General Remarks (State quality of workmanship, &c.) The workmanship is good. This vessel has been built in general conformity with the Rules and in accordance with the haulings and arrangements shown on the approved midship section and profile tracing attached which was sanctioned by the Surveyors letter dated 28th September 1876. The plating at breast of Bridge House at the fore end is 9/16th. She has water ballast arranged as shown on the tracing. Also a Raised deck 88 feet fore-castle 29' and Bridge House 61 feet. As the arrangement for Hold Beams has been fully carried out through the Engine and Boiler space as shown on the tracing and the iron deck continued through this space and the Hold beam stringer carried through for its entire width properly shifted it was not considered necessary to submit this point for approval. The Ballast tanks have been proved to a head of water equal to the maximum load line and found to be efficient.

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

How are the surfaces preserved from oxidation? Inside Paint and Paint Outside Red lead and Paint

I am of opinion this Vessel should be Classed 90 A.1. part double bottom

The amount of the Entry Fee ... £ 5 : : : is received by me, May
Special ... £ 56 : 5 : : 19th May 1877
Certificate ... : : : :
(Travelling Expenses, if any, £ —)

Committee's Minute 22nd May 1877

Character assigned 90 A.1.

TRW Lloyd's

This record is
digitized by
the
90 Lloyd's Register
Foundation