

IRON SHIP, 1915

Rec 30/8/17

No. 11432 Survey held at Sunderland Date, First Survey January 22nd Last Survey August 27th 1897

On the Ship "Generick" Master J. R. Gordon

ONNAGE under Tonnage Deck 1636 18 ONE, OR TWO DECKED, ~~THREE DECKED~~ VESSEL.

~~SPAR, OR AWNING DECKED VESSEL.~~

Built at Sunderland

When built 1877 Launched 1877

By whom built Mounsey & Foster

Owners Messrs L. H. Mac Intyre & Co.

Port belonging to Liverpool

Destined Voyage Singapore

~~Surveyed while Building, Afloat, or in Dry Dock~~

Feet. Inches. **HALF BREADTH** (moulded) 20 0

Feet. **DEPTH** from upper part of Keel to top of Upper Deck Beams 26 5 4

GIRTH of Half Midship Frame (as per Rule) 41 10

1st NUMBER 87 6 4

~~1st NUMBER of a THREE DECKED VESSEL~~

[deduct 7 feet]

LENGTH 240

2nd NUMBER 21033

PROPORTIONS—Breathths to Length Under 6 1/2

Depths to Length—Upper Deck to Keel Under 9 1/2

Main Deck ditto —

Feet. Inches. **DEPTH** top of Floors to Upper Deck Beams 24 3

Do. do. Main Deck Beams —

Power of Engines —

Horse. **N^o. of Decks with flat laid** 2

N^o. of Tiers of Beams 2

Dimensions of Ship per Register, length 254 6 breadth, 40 depth, 24 0 5

	Inches in Ship.		Inches per Rule.		Inches in Ship.		Inches per Rule.	
	In Ship.	16ths.	In Ship.	16ths.	In Ship.	16ths.	In Ship.	16ths.
KEEL , depth and thickness	9 1/2	2 1/2	9 1/2	2 1/2	9 1/2	2 1/2	9 1/2	2 1/2
STEM , moulding and thickness	9	2 1/2	9	2 1/2	9	2 1/2	9	2 1/2
STERN-POST for Rudder do. do.	9	2 1/2	9	2 1/2	9	2 1/2	9	2 1/2
for Propeller	9	2 1/2	9	2 1/2	9	2 1/2	9	2 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft	23	—	24	—	23	—	24	—
FRAMES , Angle Iron, for 3/4 length amidships	5 1/2	3 1/2	5 1/2	3 1/2	5 1/2	3 1/2	5 1/2	3 1/2
Do. for 1/2 at each end	5 1/2	3 1/2	5 1/2	3 1/2	5 1/2	3 1/2	5 1/2	3 1/2
REVERSED FRAMES , Angle Iron	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	28	10	28	10	28	10	28	10
thickness at the ends of vessel	12 1/2	9 5/8	12 1/2	9 5/8	12 1/2	9 5/8	12 1/2	9 5/8
depth at 3/4 the half-bdth. as per Rule	12 1/2	9 5/8	12 1/2	9 5/8	12 1/2	9 5/8	12 1/2	9 5/8
height extended at the Bilges	12 1/2	9 5/8	12 1/2	9 5/8	12 1/2	9 5/8	12 1/2	9 5/8
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	9 1/2	9	9 1/2	9	9 1/2	9	9 1/2	9
Single or double Angle Iron on Upper edge	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Average space	46	—	48	—	46	—	48	—
BEAMS, Main or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	—	—	—	—	—	—	—	—
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	9 1/2	9	9 1/2	9	9 1/2	9	9 1/2	9
Single or double Angle Iron on Upper Edge	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Average space	46	—	48	—	46	—	48	—
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates	18	13	18	13	18	13	18	13
" Rider Plate	12	13	11 1/2	13	12	13	11 1/2	13
" Bulb Plate to Intercostal Keelson	—	—	—	—	—	—	—	—
" Angle Irons	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4
" Double Angle Iron Side Keelson	—	—	—	—	—	—	—	—
" Side Intercostal Plate	—	—	—	—	—	—	—	—
" do. Angle Irons	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4
" Attached to outside plating with angle iron	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
BILGE Angle Irons	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4
" do. Bulb Iron	—	—	—	—	—	—	—	—
" do. Intercostal plates riveted to plating for length	—	—	—	—	—	—	—	—
BILGE STRINGER Angle Irons	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4
Bulb Intercostal plates riveted to plating for 3/5 length	9 1/2	9	9 1/2	9	9 1/2	9	9 1/2	9
SIDE STRINGER Angle Irons	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4
Bulb Plate fore and aft	9 1/2	9	9 1/2	9	9 1/2	9	9 1/2	9
Transoms, material, Knight-heads, Hawse Timbers, Iron	—	—	—	—	—	—	—	—
Windlass <u>East India</u> Keel <u>2 1/2</u> Pall Bitt <u>Iron</u>	—	—	—	—	—	—	—	—

	Inches in Ship.	16ths in Ship.	Inches per Rule.	16ths per Rule.
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges	36	12 5/11	36	12 5/11
of doubling at Bilge, increased thickness, and length applied <u>3 Strakes</u>	—	2/16	—	4/16
fm up. part of Bilge to lr. edge of Sh'rstrake	10 5/11	—	10 5/11	—
Main Sheerstrake, breadth and thickness of doubling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk Sh'rstrake	—	—	40	13
Up. or Spar Dk Sh'rstrake, brdth & thickness	9 3/4	—	—	—
Butt Straps to outside plating, breadth & thickness	11 1/4	16 3/4	9 3/4	11 1/4
Lengths of Plating	5	—	—	—
Shifts of Plating, and Stringers	5	—	—	—
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	5 5/8	10	5 2	10
Angle Iron on ditto	3 3	8	3 3	8
Tie Plates fore and aft, outside Hatchways	5 1/2	4 9	5 1/2	4 9
Diagonal Tie Plates on Beams No. of Pairs, at masts	14	10	14	10
Planksheer material and scantling	14	10	14	10
Waterways do. do.	—	—	—	—
Flat of Upper Deck do. do.	4	3 1/2	4	—
How fastened to Beams	4	3 1/2	4	—
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	37	9	37	9
Is the Stringer Plate attached to the outside plating?	28	8	28	8
Angle Irons on ditto, No.	14	8	14	8
Stringer or Tie Plates, outside Hatchways	4	4 9	4	4 9
Flat of Lower Deck	3	—	3	—
Ceiling betwixt Decks, thickness and material in hold do. do.	—	—	—	—
Main piece of Rudder, diameter at head do. at heel	2 1/2	—	2 1/2	—
Can the Rudder be unshipped afloat? <u>Yes</u>	6 1/4	—	6 1/4	—
Bulkheads No. 1 Thickness of Height up to upper Deck	3 1/4	—	3 1/4	—
How secured to sides of ship <u>Between double frames</u>	6 5/7	—	6 5/7	—
Size of Vertical Angle Irons <u>3/2 3/2 8</u> and distance apart <u>30</u> ins.	—	—	—	—
Are the outside Plates doubled two spaces of Frames in length? <u>Yes</u>	—	—	—	—

The **FRAMES** extend in one length from the middle line to gun + Prop + Foremast Riveted through plates with 7/8 in. Rivets, about 6 apart.

The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to Upper deck stringer and to — 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 1/8 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 7/8 in. diameter, averaging 3 1/2 4 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 + 7/8 in. diameter averaging 3 1/2 4 ins. from centre to centre.

Butts of 3 Strakes at Bilge for Half 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 + 7/8 in. diameter, averaging 3 1/4 to 4 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 + 7/8 in. diameter, averaging 3 1/4 to 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 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for — length.

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

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

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

Beams of the various Decks, how secured to the sides? Beams turned on Beams No. of Breasthooks, 5 Crutches, 4

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

Manufacturer's name or trade mark, Messrs L. C. West & Co. Ltd. Plates Messrs Iron Works Co. Iron Messrs Iron Works Co.

The above is a correct description.

Builder's Signature, Mounsey & Foster Surveyor's Signature, W. M. B. MANT

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

IRON 473-0380

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 only*

19115 Iron

Masts, Bowsprit, Yards, &c., are *all* 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 *Cape Mast attached. The plates were made by the Boursfield Iron Company and stamped with Mathus name, and submitted to the several Hot and Cold Tests as required by the Rules, and found to be of very good quality. The Mast and Bowsprit Caps are of solid forged iron*

NUMBER for EQUIPMENT		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 .	SAILS.	CABLES, &c.		27 1/2	1 1/8	67 1/2	Bowers	1	37.0.21	33.17.37	36 1/2	33 3/4											
		Chain											270 1 1/8	132 1/2	94 1/2	1	35.2.7	32.15.32	36 1/2	33 3/4			
Two Suits	Fore Sails,	15' x 23' 1/2		Tested at J. Mathus & Co. 77	20 angles provided to support	117 3/4	Stream	...	14	0.14	13.19.22	14.0.0											
	Fore Top Sails,	30											1 1/8	90.11	126 3/4	Kedges	...	7.2.14	8.12.29	7.0.0			
	Fore Topmast Stay Sails	70											1 1/8	90.10 1/2	90.6 1/2						3.2.11	5.7.20	3.2.0
	Main Sails,	90											10 1/2	Tested at the Boursfield Iron Works Loms 20 P. Test by J. Mathus May 24 '30 & June 13 '77									
	Main Top Sails,	90											6 1/2										
and	920		5 1/2																				

Standing and Running Rigging *Wire + Manila* sufficient in size and *good* in quality. She has *4* Iron Boats and *2* fitted as Life Boats
 The Windlass is *good*. Steam Winch, Capstan *good* and Rudder *good* Pumps *2 main + 2 Bidge of Iron*

Engine Room Skylights.—How constructed? *✓* How secured in ordinary weather? *✓*
 What arrangements for deadlights in bad weather? *✓*
 Coal Bunker Openings.—How constructed? *✓* How are lids secured? *✓* Height above deck? *✓*
 Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *3 Ports 4 Scuppers 2 Mousing pipes 5 a side*

Cargo Hatchways.—How formed? *Plate and angle iron*
 State size Main Hatch *15' 3" x 11' 10"* Forehatch *6' x 6'* Quarterhatch *7' 8" x 7'*
 If of extraordinary size, state how framed and secured? *A plate beam and strong fore and after*
 What arrangement for shifting beams? *Riveted to Laming Plates*
 Hatches, If strong and efficient? *Yes solid 2 1/2" fir*

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.	2nd.	3rd.	4th.	5th.
2657	21 st Nov. 1876			81			On the several parts of the frame, when in place, and before the plating was wrought	On the plating during the process of riveting	When the beams were in and fastened, and before the decks were laid...	When the ship was complete, and before the plating was finally coated or cemented..	After the ship was launched and equipped
							Built under S.P. and Surveyed 1877 Jan. 22 23 26 Feb. 13 5 7 12.16 27 March 29 14 21 23 29 April 4 10 13 19 24 26 27 May 2 5 8 15 17 19 22 23 25 29 30 June 4 6 12 15 20 27 July 5 10 12 13 14 20 24 25 August 3 13 12 20 22 27				

General Remarks (State quality of workmanship, &c.) *The workmanship is of good quality and well finished throughout. This vessel has been built under special survey in general conformity with the Rules, and in accordance with the approved midship section attached which was sanctioned by the Secretary's letter dated the 8th of December 1876. To compensate for the non attachment of the Holdbeam stringer to the shell plating the frames are spaced 25" and a supporting plate 14 inches by 8 1/16 is fitted behind the hold beam stringer angle iron. She has a Prop Top fullant forecastle and a House on deck for the crew. 3 strakes of plating at the Bulges are 1/16 thicker than required by the rules and the upper deck overhead stringer plate, and strakes of plating in way of Hold Beams are also in excess of Rules by 1/16 in thickness and the stringer plate 3" wider than required*

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

How are the surfaces preserved from oxidation? Inside *Cement and paint* Outside *Red lead and Paint*
 I am of opinion this Vessel should be Classed *100 A.1*

The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me, *HW*
 Special ... £ 68 : 7 : 6 29th August 1877
 Certificate ... : : :
 (Travelling Expenses, if any, £ ...)

Committee's Minute 31st August 1877

Character assigned *100 A.1*
HW

This vessel has been built in accordance with the midship section attached and it is submitted appears eligible for class 100 A.1 as recommended by the Rules.
 2 Dec 3/1877