

# IRON SHIP.

19890

No. 13004 Survey held at Newcastle Date, First Survey 4<sup>th</sup> May Last Survey 14<sup>th</sup> Dec 1877

On the Iron S. Steamer "Indus"

Master Jyson

<b>TONNAGE</b> under Tonnage Deck	<u>1829.00</u>	<b>ONE, OR TWO DECKED, THREE DECKED VESSEL.</b>
<b>Bitto of this, Spar, or Awning Deck.</b>		<b>SPAR, OR AWNING DECKED VESSEL.</b>
<b>Bitto of Poop, or Raised Or. Dk.</b>		<b>HALF BREADTH</b> (moulded) .. .. .
<b>Bitto of Houses on Deck</b>	<u>77.64</u>	<b>DEPTH</b> from upper part of Keel to top of Upper Deck Beams
<b>Bitto of Forecastle</b>		<b>GIRTH</b> of Half Midship Frame (as per Rule)
<b>Gross Tonnage</b>	<u>1906.64</u>	<b>1st NUMBER</b> .. .. .
<b>Less Crew Space</b>	<u>60.28</u>	<b>1st NUMBER, if a THREE-DECKED VESSEL</b>
<b>Less Engine Room</b>	<u>1846.36</u>	[deduct 7 feet
<b>Register Tonnage as cut on Beam</b>	<u>1236.24</u>	<b>LENGTH</b> .. .. .
		<b>2nd NUMBER</b> .. .. .
		<b>PROPORTIONS</b> —Breadths to Length .. .. .
		Depths to Length—Upper Deck to Keel .. .. .
		Main Deck ditto .. .. .

Built at Newcastle  
 When built 1877 Launched Oct-23<sup>rd</sup>  
 By whom built C. J. Jyson & Co.  
 Owners The Mercantile S. S. Co. Ltd  
 Port belonging to London  
 Destined Voyage Bombay  
 Surveyed while Building, Afloat, or in Dry Dock.

Official Number

<b>LENGTH</b> on deck as per Rule	Feet. <u>283</u> Inches. <u>6</u>	<b>BREADTH</b> Moulded	Feet. <u>34</u> Inches. <u>0</u>	<b>DEPTH</b> top of Floors to Upper Deck Beams	Feet. <u>24</u> Inches. <u>8 1/2</u>	Power of Engines	Horse. <u>200</u>	N <sup>o</sup> . of Decks with flat laid	<u>2</u>
				Do. do. Main Deck Beams	Feet. <u>17</u> Inches. <u>8 1/2</u>			N <sup>o</sup> . of Tiers of Beams	<u>3</u>

Dimensions of Ship per Register, length 285.2 breadth, 34.2 depth, 24.6

	Inches in Ship.			Inches per Rule.		
	In Ship.	In Ship.	16ths In Ship.	Inches per Rule.	Inches per Rule.	16ths per Rule.
<b>KEEL</b> , depth and thickness	<u>9 1/2</u>	<u>2 1/2</u>	<u>8</u>	<u>9 1/2</u>	<u>2 1/2</u>	<u>8</u>
<b>STEM</b> , moulding and thickness	<u>9</u>	<u>2 1/2</u>	<u>7</u>	<u>9</u>	<u>2 1/2</u>	<u>7</u>
<b>STERN-POST</b> for Rudder do. do.	<u>9</u>	<u>4 1/2</u>	<u>7</u>	<u>9</u>	<u>5</u>	<u>7</u>
for Propeller	<u>9</u>	<u>5 1/2</u>	<u>7</u>	<u>9</u>	<u>5</u>	<u>7</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>24</u>			<u>24</u>		
<b>FRAMES</b> , Angle Iron, for 3/4 length amidships	<u>5</u>	<u>3</u>	<u>8</u>	<u>5</u>	<u>3</u>	<u>8</u>
* Do. for 1/2 at each end	<u>5</u>	<u>3</u>	<u>7</u>	<u>5</u>	<u>3</u>	<u>7</u>
<b>REVERSED FRAMES</b> , Angle Iron	<u>3</u>	<u>3</u>	<u>7</u>	<u>3</u>	<u>3</u>	<u>7</u>
<b>FLOORS</b> , depth and thickness of Floor Plate at mid line for half length amidships	<u>2 3/2</u>	<u>9</u>	<u>7</u>	<u>2 3/2</u>	<u>9</u>	<u>7</u>
thickness at the ends of vessel		<u>7</u>			<u>7</u>	
depth at 3/4 the half-bdth. as per Rule	<u>11 3/4</u>		<u>47</u>	<u>11 3/4</u>		<u>47</u>
height extended at the Bilges	<u>4</u>	<u>7</u>		<u>4</u>	<u>7</u>	
<b>BEAMS, Upper, Spar, or Awning Deck</b>	<u>7</u>	<u>3</u>	<u>8</u>	<u>7</u>	<u>3</u>	<u>8</u>
Single or double Ang. Iron, Plate or Tee Bulb Iron	<u>3</u>	<u>3</u>	<u>6</u>	<u>3</u>	<u>3</u>	<u>6</u>
Single or double Angle Iron on Upper edge		<u>48</u>			<u>48</u>	
Average space		<u>48</u>			<u>48</u>	
<b>BEAMS, Main, or Middle Deck</b>	<u>5 1/2</u>	<u>3</u>	<u>8</u>	<u>5 1/2</u>	<u>3</u>	<u>8</u>
Single or double Ang. Iron, Plate or Tee Bulb Iron		<u>24</u>			<u>24</u>	
Single, or double Angle Iron, on Upper Edge		<u>24</u>			<u>24</u>	
Average space		<u>24</u>			<u>24</u>	
<b>BEAMS, Lower Deck, Hold, or Orlop</b>	<u>8 1/2</u>	<u>3</u>	<u>8</u>	<u>8 1/2</u>	<u>3</u>	<u>8</u>
Single or double Ang. Iron, Plate or Tee Bulb Iron	<u>3</u>	<u>3</u>	<u>7</u>	<u>3</u>	<u>3</u>	<u>7</u>
Single or double Angle Iron on Upper Edge		<u>5 to 10</u>			<u>frame spaces</u>	
Average space		<u>5 to 10</u>			<u>frame spaces</u>	
<b>KEELSONS</b> Centre line, single or double plate, box, or Intercostal, Plates	<u>18</u>	<u>13</u>	<u>13</u>	<u>18</u>	<u>13</u>	<u>13</u>
" Rider Plate	<u>12</u>	<u>13</u>	<u>12</u>	<u>12</u>	<u>13</u>	<u>12</u>
" Bulb Plate to Intercostal Keelson	<u>5 1/2</u>	<u>4</u>	<u>9</u>	<u>5 1/2</u>	<u>4</u>	<u>9</u>
" Angle Irons	<u>2 2 1/2</u>	<u>8</u>	<u>8</u>	<u>2 2 1/2</u>	<u>8</u>	<u>8</u>
" Double Angle Iron Side Keelson	<u>5 1/2</u>	<u>4</u>	<u>9</u>	<u>5 1/2</u>	<u>4</u>	<u>9</u>
" Side Intercostal Plate	<u>3</u>	<u>3</u>	<u>7</u>	<u>3</u>	<u>3</u>	<u>7</u>
" do. Angle Irons	<u>5 1/2</u>	<u>4</u>	<u>9</u>	<u>5 1/2</u>	<u>4</u>	<u>9</u>
" Attached to outside plating with angle iron	<u>5 1/2</u>	<u>4</u>	<u>9</u>	<u>5 1/2</u>	<u>4</u>	<u>9</u>
<b>BILGE</b> Angle Irons	<u>5 1/2</u>	<u>4</u>	<u>9</u>	<u>5 1/2</u>	<u>4</u>	<u>9</u>
" do. Bulb Iron	<u>8</u>	<u>8</u>	<u>8</u>	<u>8</u>	<u>8</u>	<u>8</u>
" do. Intercostal plates riveted to plating for length		<u>8</u>			<u>8</u>	
<b>BILGE STRINGER</b> Angle Irons	<u>5 1/2</u>	<u>4</u>	<u>9</u>	<u>5 1/2</u>	<u>4</u>	<u>9</u>
Intercostal plates riveted to plating for length	<u>8</u>	<u>8</u>	<u>8</u>	<u>8</u>	<u>8</u>	<u>8</u>
<b>SIDE STRINGER</b> Angle Irons						

	Inches. In Ship.	16ths. In Ship.	Inches. per Rule.	16ths. per Rule.
Flat Keel Plates, breadth and thickness	<u>36</u>	<u>12</u>	<u>36</u>	<u>12</u>
<b>PLATES</b> in Garboard Strakes, breadth and thickness	<u>10 1/2</u>	<u>11</u>	<u>10 1/2</u>	<u>11</u>
ness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied	<u>1/16</u>		<u>1/16</u>	
fm up. part of Bilge to lr. edge of Sh'rstrake	<u>10 1/2</u>	<u>11</u>	<u>10 1/2</u>	<u>11</u>
<b>Main Sheerstrake</b> , breadth and thickness of doubling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake.	<u>40</u>	<u>13</u>	<u>40</u>	<u>13</u>
Up. or Spar Dk Sh'rstrake, brdth & thickness	<u>16 3/4</u>	<u>5 11/4</u>	<u>16 5/16</u>	<u>5 9/16</u>
Butt Straps to outside plating, breadth & thickness	<u>10</u>	<u>feet</u>	<u>10</u>	<u>feet</u>
Lengths of Plating	<u>4</u>		<u>4</u>	
Shifts of Plating, and Stringers	<u>52</u>	<u>10</u>	<u>52</u>	<u>10</u>
Gunwale Plate on ends of <del>Awning, Spar, or</del> Upper Deck Beams, breadth and thickness	<u>4.4</u>	<u>9</u>	<u>4.4</u>	<u>9</u>
Angle Iron on ditto	<u>14</u>	<u>9</u>	<u>14</u>	<u>9</u>
Tie Plates fore and aft, outside Hatchways				
Diagonal Tie Plates on Beams No. of Pairs,				
<b>Planksheer material and scantling</b>				
Waterways do. do.	<u>Iron</u>	<u>Butter</u>		
Flat of Upper Deck do. do.	<u>4</u>	<u>J.P.</u>	<u>4</u>	
How fastened to Beams	<u>50</u>	<u>9</u>	<u>50</u>	<u>9</u>
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	<u>Yes</u>		<u>Yes</u>	
Is the Stringer Plate attached to the outside plating?	<u>4.4</u>	<u>9</u>	<u>4.4</u>	<u>9</u>
Angle Irons on ditto, No. <u>2</u>				
Tie Plates outside Hatchways				
Diagonal Tie Plates on Beams, No. of pairs				
Waterways materials and scantlings	<u>6/16</u>	<u>iron</u>	<u>6/16</u>	
Flat of Middle Deck do. do.	<u>35</u>	<u>9</u>	<u>35</u>	<u>9</u>
How fastened to Beams	<u>Yes</u>		<u>Yes</u>	
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	<u>4.4</u>	<u>9</u>	<u>4.4</u>	<u>9</u>
Is the Stringer Plate attached to the outside plating?				
Angle Irons on ditto, No. <u>2</u>				
Stringer or Tie Plates, outside Hatchways				
Flat of Lower Deck	<u>wood</u>	<u>sparring</u>		
Ceiling betwixt Decks, thickness and material	<u>2 1/2</u>		<u>2 1/2</u>	
in hold do. do.	<u>6 3/4</u>		<u>6 3/4</u>	
Main piece of Rudder, diameter at head	<u>3 1/2</u>		<u>3 1/2</u>	
do. at heel				
Can the Rudder be unshipped afloat?	<u>6/16</u>		<u>6/16</u>	
Bulkheads No. <u>5</u> Thickness of				
Height up <u>Collision to top of Orlop, others to main deck</u>				
How secured to sides of ship	<u>3, 3, 7</u>		<u>30</u>	
Size of Vertical Angle Irons and distance apart	<u>Yes</u>		<u>Yes</u>	
Are the outside Plates doubled two spaces of Frames in length?				

Transoms, material. Knight-heads. Hawse Timbers. Iron  
 Windlass Iron patent Pall Bitt Iron

The **FRAMES** extend in one length from Keel to Gunwale Riveted through plates with 7/8 in. Rivets, about 6 3/4 part.  
 The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to M<sup>d</sup>. S. Angle iron 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 1/8 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 7/8 in. diameter, averaging 3 7/8 ins. from centre to centre.  
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 7/8 ins. from centre to centre.  
 Butts of three Strakes at Bilge for 1/2 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 7/8 in. diameter, averaging 3 7/8 ins. from cr. to cr.  
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 7/8 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 1/2 length amidships.  
 Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.  
 Breadth of laps of plating in double riveting 6 times Breadth of laps of plating in single riveting ✓

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble & double  
 Waterway, how secured to Beams ✓ (Explain by Sketch, if necessary.)  
 Beams of the various Decks, how secured to the sides? Frames riveted to frames No. of Breasthooks, 5 Crutches, 5  
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Plate by Messrs. Palmer  
 Manufacturer's name or trade mark, Ample & Co. Newcastle

The above is a correct description.  
 Builder's Signature, C. J. Jyson Surveyor's Signature, A. Moverly  
 Surveyor to Lloyd's Register of British and Foreign Ships

IRON 475-0285

