

IRON SHIP.

20433

No. 13093 Survey held at Newcastle Date, First Survey 12th July 1877 Last Survey 16th March 1878

On the S. S. Compton

Master James Hogg

TONNAGE under Tonnage Deck	1745.94	ONE, OR TWO DECKED, THREE DECKED VESSEL.
Ditto of Third Spar, or Awning Deck.		SPAR, OR AWNING DECKED VESSEL.
Ditto of Poop, or Raised Or. Dk.		HALF BREADTH (moulded) 17.25
Ditto of Houses on Deck	52.39	DEPTH from upper part of Keel to top of Upper Deck Beams 26.25
Ditto of Hatchway	5.46	GIRTH of Half Midship Frame (as per Rule) 39.00
Gross Tonnage	1803.79	1st NUMBER 82.50
Less Crew Space	40.18	1st NUMBER, if a THREE DECKED VESSEL [deduct 7 feet] 75.50
Less Engine Room	577.21	LENGTH 278.5
Register Tonnage as cut on Beam	1186.4	2nd NUMBER 21026
		PROPORTIONS—Breadths to Length 8.07
		Depths to Length—Upper Deck to Keel 10.0
		Main Deck ditto 14.6

Built at Newcastle
 When built 1878 Launched 19th Jan 78
 By whom built Richardson & Co
 Owners J. D. Millburn Esq
 Port belonging to London
 Destined Voyage
 & Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule ...	278	BREADTH Moulded ...	34	DEPTH top of Floors to Upper Deck Beams ...	26	Power of Engines ...	200	Nº. of Decks with flat laid	Two
	6		6	Do. do. Main Deck Beams ...	17			Nº. of Tiers of Beams	Three

	Inches in Ship.		Inches per Rule.		Inches in Ship.		Inches per Rule.	
	In Ship.	16ths In Ship.	Inches per Rule.	16ths per Rule.	In Ship.	16ths In Ship.	Inches per Rule.	16ths per Rule.
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	5	9	5	9	5	9	5
for Propeller ...					24		24	
Distance of Frames from moulding edge to moulding edge, all fore and aft ...	24 (Class 100A)							
FRAMES, Angle Iron, for 3/4 length amidships ...	5	3	5	3	5	3	5	3
Do. for 1/4 at each end ...	5	3	5	3	5	3	5	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 ...	23 1/2	9	23 1/2	9	23 1/2	9	23 1/2	9
thickness at the ends of vessel ...	20 per Section							
depth at 3/4 the half-bdth. as per Rule ...	47		47		47		47	
height extended at the Bilges ...	47		47		47		47	
BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron ...	7	3	7	3	7	3	7	3
Single or double Angle Iron on Upper edge ...	3	3	3	3	3	3	3	3
Average space ...	48		48		48		48	
BEAMS, Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron ...	6	3	6	3	6	3	6	3
Single or double Angle Iron, on Upper Edge ...	24		24		24		24	
Average space ...	24		24		24		24	
BEAMS, Lower Deck, Hold, or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron ...	8 1/2	8	8 1/2	8	8 1/2	8	8 1/2	8
Single or double Angle Iron on Upper Edge ...	3	3	3	3	3	3	3	3
Average space ...	8 to 10 frame spaces		8 to 10 frame spaces		8 to 10 frame spaces		8 to 10 frame spaces	
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates ...	18	13	18	13	18	13	18	13
" Rider Plate ...		13		13		13		13
" Bulb Plate to Intercostal Keelsons ...	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4
" Angle Irons ...	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4
" Double Angle Iron Side Keelson ...	8		8		8		8	
" Side Intercostal Plate ...	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4
" 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	3	3	3	3	3	3	3
BILGE Angle Irons ...	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4
" do. Bulb Iron ...	9	8	9	8	9	8	9	8
" do. Intercostal plates riveted to plating for ... length ...	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4
BILGE STRINGER Angle Irons ...	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4
Intercostal plates riveted to plating for 1/2 length ...	8		8		8		8	
SIDE STRINGER Angle Irons ...								

	Inches in Ship.	16ths in Ship.	Inches per Rule.	16ths per Rule.
Flat Keel Plates, breadth and thickness ...	36	12	36	12
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied ...	10 1/2	11	10 1/2	11
fm up. part of Bilge to lr. edge of Sh'rstrake	10 1/2	11	10 1/2	11
Main Sheerstrake, breadth and thickness of plating at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake. Up. or Spar Dk. Sh'rstrake, breadth & thickness	40	13	40	13
Butt Straps to outside plating, breadth & thickness	16 3/4	5	10	13
Lengths of Plating ...	10 ft		10 ft	
Shifts of Plating, and Stringers ...	4		4	
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness ...	54	10	54	10
Angle Iron on ditto ...	4.4	9	4.4	9
Tie Plates fore and aft, outside Hatchways	14	9	14	9
Diagonal Tie Plates on Beams No. of Pairs, Planksheer material and scantling ...	Iron Gutter			
Waterways do. do. ...	4		4	
Flat of Upper Deck do. do. ...	nut and screw bolts			
How fastened to Beams ...	40	10	40	10
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness ...	40	10	40	10
Is the Stringer Plate attached to the outside plating?	Yes		Yes	
Angle Irons on ditto, No. 2 ...	4.4	9	4.4	9
Tie Plates, outside Hatchways ...	4.4	9	4.4	9
Diagonal Tie Plates on Beams, No. of pairs, Waterways materials and scantlings ...	Iron Iron			
Flat of Middle Deck do. do. ...	6	16	6	16
How fastened to Beams ...	rivets rivets			
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams ...	26	13	37	9
Is the Stringer Plate attached to the outside plating?	Yes		Yes	
Angle Irons on ditto, No. 2 ...	4.4	9	4.4	9
Stringer or Tie Plates, outside Hatchways	4.4	9	4.4	9
Flat of Lower Deck ...	sparring			
Ceiling betwixt Decks, thickness and material in hold do. do. ...	2 1/2		2 1/2	
Main piece of Rudder, diameter at head ...	6 3/4		6 3/4	
do. at heel ...	3 1/2		3 1/2	
Can the Rudder be unshipped afloat? Yes				
Bulkheads No. 5 Thickness of 6/16				
Height up Fore 15' to upper deck. Three to main Dk. H.T. flat aft	How secured to sides of ship between double frames			
Size of Vertical Angle Irons 3, 3, 7 and distance apart 30 ins.	Are the outside Plates doubled two spaces of Frames in length? Yes			

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 7 apart.
 The REVERSED ANGLE IRONS on floors and frames extend from middle line to Main Dk stringer and to upper 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 1/8 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 half 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 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 half 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 and double
 Waterway, how secured to Beams Rivets (Explain by Sketch, if necessary.)
 Beams of the various Decks, how secured to the sides? Angles riveted to frame No. of Breasthooks, 5 Catches, 5
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Plates by the Cornsett Co
 Manufacturer's name or trade mark, Angles & Bulbs by Dorman, Long & Co

The above is a correct description.
 Builder's Signature, Richardson Surveyor's Signature, R. J. Reed
 Lloyd's Register of Shipping and Foreign Shipping.

160N476-0483

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* 20432 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 *Iron Masts. Schooner rigged. Fore Mast 87-6 long x 24 in dia; Main Mast 78-0 x 24 in dia. plates 1/16 thick, double riveted edges, treble & double riveted butts. Plates by the Cometto Iron Co.*

NUMBER for EQUIPMENT 22976		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per 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.
N ^o .	SAILS.	Chain		272	13/4	558	Bowers	1	31.1.0	29.11.10	30.0.0	28 1/2
one	Fore Sails,	B.S.		77 1/2		77 1/2		1	30.3.24	29.6.27	30.0.0	28 1/2
full	Fore Top Sails,	Lipton P. H. C. R. Saitt		10 x 18.17				1	26.0.0	25.12.20	25.2.0	25 1/2
part	Fore Topmast Stay Sails	Hawse Strm Cbl		75	1 1/16	90.1 1/16						
	Main Sails,	Towlines		90	11	90.11	Stream	1	12.1.7		12.0.0	
and	Main Top Sails,	Warp		90	8	90.7	Kedges	1	6.0.0		6.0.0	
		quality good		90	7	90.7			3.0.24		3.0.0	

Standing and Running Rigging *Wire & hemp* sufficient in size and *good* in quality. She has *Iron* Life Boat and *Iron* other
 The Windlass is *Good* Capstan *Good* and Rudder *Good* Pumps *Good*

Engine Room Skylights.—How constructed? *Iron enclosure with teak skylight over* How secured in ordinary weather? *by bars*

What arrangements for deadlights in bad weather? *Solid shutters & bulls eyes*

Coal Bunker Openings.—How constructed? *of iron* How are lids secured? *by bars* Height above deck? *10 ins*

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

Cargo Hatchways.—How formed? *of Iron*

State size **Main Hatch** *22-0 x 11-10* Forehatch *12-0 x 11-10* Quarterhatch *22-0 x 11-10*

If of extraordinary size, state how framed and secured? *✓*

What arrangement for shifting beams? *deep web plates in the large hatches*

Hatches, If strong and efficient? *Yes.*

Order for Special Survey No.	Order for Ordinary Survey No.	DATE of Surveys held while building as per Section 18.	1st.	2nd.	3rd.	4th.	5th.
1178	1179	22 July 1877	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
			1877 July 12, Aug 10, 14, 24, 29, 31, Sep 7, 12, 19.	Oct 1, 8, 12, 16, 22, 30, 31, Nov 7, 14, 28, Dec 14.	21, 26, 1878 Jan 9, 17, 21, 24, Feb 6, 14, 20, 26.	March 1, 5, 16.	

General Remarks (State quality of workmanship, &c.)

This vessel has two decks and three tiers of beams, the main deck is of iron. She has been built in accordance with the enclosed tracings of midship section, longitudinal elevation, and deck plan, the Committee's letters of the 15th May, and 9th of June 1877, and in accordance with the rules for the class contemplated. Water ballast tanks are fitted in the main and after holds, the fore tank is 66 ft long, and the after tank 80 ft in length. These tanks were satisfactorily tested to the load line. The workmanship throughout is very good.

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 *Cement & paint* Outside *paint*

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

The amount of the Entry Fee ... £ 5 : : : is received by me, *Peppong. W. Moverly.*
 Special ... £ 69 : 2 : : 20th March 1878
 Certificate ... - : - : -

(Travelling Expenses, if any, £ ...)
 Committee's Minute *22nd March, 1878.*
 Character assigned *100 A 1*
 State Sur: *22/3/78*
2 Dks Iron Dh double bottom + 146 ft
9 1/2 Burs

No. 105 in builder's yard. DATES of Surveys held while building as per Section 18.