

IRON SHIP.

No. 14047 Survey held at Newcastle Date, First Survey 21st to 26th 1877 Last Survey 25th July 1878

On the S. S. "Yoxford"

Master Cartwright

Tonnage under Tonnage Deck 1864.02

ONE, OR TWO DECKED, THREE DECKED VESSEL.
SPAR, OR AWNING DECKED VESSEL.

Built at Newcastle

Ditto of Third, Span or Awning Deck 3.56

HALF BREADTH (moulded) 17-4 1/2 Feet.

When built 1878 Launched 15th June

Ditto of Poop, or Raised Cr. Dk. 60.26

DEPTH from upper part of Keel to top of Upper Deck Beams 26-2

By whom built C. Mitchell & Co

Ditto of Houses on Deck 26.14

GIRTH of Half Midship Frame (as per Rule) 39-4 1/2

Owners Hunting & Patterson

Ditto of Forecastle 35.99

1st NUMBER 82.11

Port belonging to London

Gross Tonnage 1989.97

1st NUMBER, if a THREE-DECKED VESSEL 7-35

Destined Voyage New York

Less Crew Space 52.36

LENGTH 283.6

Surveyed while Building, Afloat, or in Dry Dock.

Less Engine Room 636.79

2nd NUMBER 21524

Register Tonnage as out on Beam 1300.82

PROPORTIONS—Breadths to Length 8.15

Official Number

LENGTH	Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of Engines	Horse.	No. of Decks with flat laid	No. of Tiers of Beams
on deck as per Rule	283	6	Moulded	34	9	top of Floors to Upper Deck Beams	24	4	200	200	2	3
						Do. do. Main Deck Beams	17	4				

Dimensions of Ship per Register, length, 285 breadth, 35 depth, 24.4

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	9 1/2 x 2 1/2	9 1/2 x 2 1/2	FLAT KEEL PLATES, breadth and thickness	36	12
STEM, moulding and thickness	9 x 2 1/2	9 x 2 1/2	PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges	10 1/2	11
STERN-POST for Rudder do. do.	9 x 5	9 x 5	of doubling at Bilge, or increased thickness, and length applied	3	11
for Propeller	24	24	fm up. part of Bilge to lr. edge of Sh'rstrake	10 1/2	11
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24	Main Sheerstrake, breadth and thickness	40	14
			of doubling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake.	40	13
FRAMES, Angle Iron, for 3/4 length amidships	5 3/8	5 3/8	Up or Spar Dk Sh'rstrake, brdth & thickness	16 3/4	9 3/4
Do. for 1/2 at each end	5 3/8	5 3/8	Butt Straps to outside plating, breadth & thickness	10-0	10-0
REVERSED FRAMES, Angle Iron	3 3/8	3 3/8	Lengths of Plating	4-0	4-0
			Shifts of Plating, and Stringers	54	10
FLOORS, depth and thickness of Floor Plate	22	10	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	54	10
at mid line for half length amidships	11	9 x 8	Angle Iron on ditto	4.4	9
thickness at the ends of vessel	11	44	Tie Plates fore and aft, outside Hatchways	14	9
depth at 3/4 the half-bdth. as per Rule	7	7	Diagonal Tie Plates on Beams No. of Pairs	14	9
height extended at the Bilges	3	3	Planksheer material and scantling		
BEAMS, Upper, Spar, or Awning Deck	6	3	Waterways do. do.	Iron	Butter
Single or double Angle Iron, Plate or Tee Bulb Iron	6	3	Flat of Upper Deck do. do.	5 x 4	5 x 4
Single or double Angle Iron on Upper edge	24	24	How fastened to Beams	out & screw bolts	
Average space	48	48	Stringer Plate on ends of Main or Middle Deck	45	9
BEAMS, Main, or Middle Deck	8 1/2	8	Beams, breadth and thickness	45	9
Single or double Angle Iron, Plate or Tee Bulb Iron	3 3/8	3 3/8	Is the Stringer Plate attached to the outside plating?	Yes	Yes
Single or double Angle Iron on Upper edge	as per rule	as per rule	Angle Irons on ditto, No. 2	4.4	9
Average space	as per rule	as per rule	Tie Plates outside Hatchways	4.4	9
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	18	13	Diagonal Tie Plates on Beams No. of pairs		
" Rider Plate	11 3/4	13	Waterways materials and scantlings	Iron	Iron
" Bulb Plate to Intercoastal Keelson	5 1/2	4	Flat of Middle Deck do. do.	6/16	iron
" Angle Irons	5 1/2	4	How fastened to Beams	by rivets	6/16
" Double Angle Iron Side Keelson	5 1/2	4	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	37	9
" Side Intercoastal Plate	5 1/2	4	Is the Stringer Plate attached to the outside plating?	Yes	Yes
" do. Angle Irons	5 1/2	4	Angle Irons on ditto, No. 2	4.4	9
" Attached to outside plating with angle iron	3 3/8	3 3/8	Stringer or Tie Plates outside Hatchways	4.4	9
BILGE Angle Irons	5 1/2	4	Flat of Lower Deck		
" do. Bulb Iron	5 1/2	4	Ceiling betwixt Decks, thickness and material	wood	Oparring
" do. Intercoastal plates riveted to plating for length	5 1/2	4	in hold do. do.	2 1/2	2 1/2
BILGE STRINGER Angle Irons	5 1/2	4	Main piece of Rudder, diameter at head	6 3/4	6 3/4
Intercoastal plates riveted to plating for length	8 1/2	8	do. at heel	3 1/2	3 1/2
SIDE STRINGER Angle Irons	8 1/2	8	Can the Rudder be unshipped afloat?	Yes	Yes
			Bulkheads No. 5 Thickness of	6/16	6/16
Transoms, material. Knight-heads. Hawse Timbers.	Iron		Height up 3 to upper deck & 2 to main deck		
Windlass Iron patent Pall Bitt	Iron		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	

The FRAMES extend in one length from Keel to Gunwale

The REVERSED ANGLE IRONS on floors and frames extend from middle line to above Mn. Dk stringer and to upper Dk 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 3 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 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 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 length amidships.

Butts of Main Stringer Plate, treble riveted for 1/2 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 4

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

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

Beams of the various Decks, how secured to the sides? Welded knees riveted to frames No. of Breasthooks, 5 Crutches, 25

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

Manufacturer's name or trade mark, Franklin, Hawks, Crawshaw & Hopkins, Pilkington & Co

The above is a correct description.

Builder's Signature, For C. Mitchell & Co Surveyor's Signature, A. M. Overly

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

5250-672021

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*

21541 Iron

Masts, Bowsprit, Yards, &c., are *Iron & 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 *Two iron masts, Foremast 78 ft long, dia 22 in. Mainmast 73 1/2 ft long, dia 22 in. Two plates in the round 1/16 & 5/16 thick double riveted edges, double & treble riveted butts. Plates from Conssett*

NUMBER for EQUIPMENT 25859		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd pr Rule.	Test req'd per Rule.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.		
one full suit and	SAILS.	CABLES, &c.	270	1 13/16	59 1/2	270.1 13/16	59 1/2	Bowers	1	32.3.14	30.15.24	32.0.0	30 2/20	
	Fore Sails,	Chain	90	1 1/8	82 3/4	90.1 1/8	82 3/4	(State Machine where Tested, Date, & name of Suprntndt.)	1	32.0.21	30.5.1.7	32.0.0		
	Fore Top Sails,	L.T.P.H.R. Buried Sup	16.5.78	1 1/8	22 3/4	90.1 1/8	22 3/4		1	27.2.0	26 3/4	27.0.23		26 10/20
	Fore Topmast Stay Sails	Hawser Strm Cbl	120	3 1/2	34 1/8	90.1 1/8	34 1/8		L.T.P.H.R. Buried Sup	8 x 16.5.	78			
	Main Sails,	Hawser ...	90	4 1/2	40.11	90.11	1		10.2.14 1/2	12.10.3.4	13.0.0			
	Towlines ...	160	6	40.7	1	5.1.0 3/4	7.11.3.14		6.2.0					
	Main Top Sails,	Warp ...	80	5 1/2	40.7	1	2.3.14 1/2		5 1/8	3.1.0				
	quality	120	5											

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

Engine Room Skylights. How constructed? *Iron enclosed B^e with leak skylight over* How secured in ordinary weather? *by bars*

What arrangements for deadlights in bad weather? *solid shutters & dead eyes*

Coal Bunker Openings. How constructed? *of Iron* How are lids secured? *by bars* Height above deck? *gins*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *eight ports and eight scuppers cut in the bulwarks on each side*

Cargo Hatchways. How formed? *of Iron*

State size Main Hatch *24 x 12* Forehatch *8 x 8* Quarterhatch *16 x 12 and 8 x 9*

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

What arrangement for shifting beams? *deep web plates*

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. *1220* Date *10 Dec 1877*

Order for Ordinary Survey No. *-* Date *-*

No. *261* in builder's yard.

DATES of Survey held while building as per Section 18.

1st. On the several parts of the frame, when in place, and before the plating was wrought *10.7.77 Dec 21. 10.7.8 Jan 9. 11. Feb 1. 4. 6. 14.*

2nd. On the plating during the process of riveting *18. 21. 26. March 5. 12. 19. 22. 28. April. 9. 16.*

3rd. When the beams were in and fastened, and before the decks were laid... *29. May 7. 10. 12. 15. 17. 21. 23. 27. 28. 31. June*

4th. When the ship was complete, and before the plating was finally coated or cemented... *13. 17. 20. 21. July 1. 2. 10. 12. 17. 19. 24. 25.*

5th. After the ship was launched and equipped

General Remarks (State quality of workmanship, &c.) *This is a sister vessel to the "Clandon" Report N^o 14002, and the "Mary Louisa" N^o 14019; She has been built in accordance with the requirements of the rules for the contemplated class; Water ballast tanks are fitted in the after hold for 90 feet, under the engines & boilers for 38 ft and in the fore hold for 26 ft, continuously, the tanks have been satisfactorily tested to the load line. She has a Poop 34 ft long and Forecastle 35 ft long. The upper deck beams are covered with 5/16 plates from the stringer to the hatches, for half the length amidships and the Sheerstrake is 1/16 thicker than req^d by rule.*

The workmanship is good throughout.

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 & 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, *T. Young*

Special ... £ 73 : 9 : : 9 Aug 1878

Certificate ...

(Travelling Expenses, if any, £ ...)

Committee's Minute 13th. August, 1878.

Character assigned *100 A 1*

Double bottom 154 ft 2 in. 3 in 15

Double bottom 154 ft

Double bottom 154 ft

Double bottom 154 ft