

IRON SHIP 22663

Reg 572/19

No. 14203 Survey held at Newcastle Date, First Survey 13th May 1878 Last Survey 11th Jan 1879

On the S.S. "William Burkitt"

Master Freeman

TONNAGE under 1770.59 ONE OR TWO DECKED, THREE DECKED VESSEL.
Tonnage Deck 11.26 SPAR, OR AWNING DECKED VESSEL.
Ditto of Main Deck 84.62 HALF BREADTH (moulded) 17.25
Ditto of Poop, or Raised Qr. Dk. 15.56 DEPTH from upper part of Keel to top of Upper Deck Beam 26.40
Ditto of Houses on Deck 20.33 GIRTH of Half Midship Frame (as per Rule) 39.20
Ditto of Forecastle 1902.36 1st NUMBER 82.85
Gross Tonnage 62.03 1st NUMBER, if a THREE-DECKED VESSEL 7.00
Less Crew Space 1840.33 [deduct 7 feet] 75.85
Less Engine Room 608.76 LENGTH 284
Register Tonnage as out on Beam 1231.57 2nd NUMBER 21541
PROPORTIONS—Breadths to Length 8.23
Depths to Length—Upper Deck to Keel 10.75
Main Deck ditto 14.63

Built at Newcastle
When built 1878 Launched 9th Nov 78
By whom built Messrs A. Leslie & Co.
Owners Laws, Swire & Co.
Port belonging to London
Destined Voyage Bombay
Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 284 0 BREADTH—Moulded 34 6 DEPTH top of Floors to Upper Deck Beams 24 4 1/2 Do. do. Main Deck Beams 16 8 1/2 Power of Engines 250 Horse. N° of Decks with flat laid 2 N° of Tiers of Beams 3

Dimensions of Ship per Register, length, 285.8 breadth, 34.85 depth, 24.3

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

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 11 alter 2 10 11 alter 2
fm up. part of Bilge to lr. edge of Sh'rstrake 10 11 alter 2 10 11 alter 2
Main Sheerstrake, breadth and thickness of doubling at Sh'rstrake, & length applied 40 13 40 13
from Main to Up. or Spar Dk. Sh'rstrake.
Up. or Spar Dk. Sh'rstrake, breadth & thickness 16 3/4 6 9 14 1/6 6 9 1/6
Butt Straps to outside plating, breadth & thickness 10 ft 10 ft
Lengths of Plating 4 ft 4 ft
Shifts of Plating, and Stringers 54 10 54 10
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness 4.4.9 4.4.9
Angle Iron on ditto 12 1/2 10 12 1/2 10
Tie Plates fore and aft, outside Hatchways Diagonal Tie Plates on Beams No. of Pairs
Planksheer material and scantling Iron Butter
Waterways do. do. 4 4
Flat of Upper Deck do. do. 4 4
How fastened to Beams Nut & screw bolts
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness 40 10 40 10
Angle Irons on ditto, No. 2 4.4.9 4.4.9
Tie Plates, outside Hatchways
Diagonal Tie Plates on Beams, No. of pairs
Waterways materials and scantlings Complete iron 6/16
Flat of Middle Deck do. do. rivets. rivets
How fastened to Beams 37 9 37 9
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 37 9 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
Flat of Lower Deck
Ceiling betwixt Decks, thickness and material Sparving
in hold do. do. 2 1/2 12 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 4 to Main & 1 to upper deck
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 all. D. S. A. S. 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 all Strakes and Bilge for half length, treble riveted with Butt Straps 7/16 thicker than the plates they connect. in 3 Bilge strakes

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 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 1

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? Recess riveted to frame No. of Breasthooks, 6 Crutches, 5

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. Angles & Bulbs by Johnson & Co.

Manufacturer's name or trade mark & Dorman Long & Co. Plates. Bolckow, Vaughan & Co. & Consett Iron Co.

The above is a correct description.

Builder's Signature, Andrew Leslie & Co.

Surveyor's Signature, T. Moverby

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* *Im 22663*
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 *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. Foremast 82 ft long by 24" Dia.*

Mainmast 73 ft long by 24" Dia. formed with 2 plates in the round 7/16 to 9/16 thick with flush jointed edges, single riveted to edge strips 7/16 thick, all butts treble riveted with straps 7/16 thicker than plates. Two angle bars 3x3x6/16 and 30 ft long worked in way.

| NUMBER for EQUIPMENT 24881 | | | | 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. | Weight req'd per Rule. | Test req'd per Rule. |
|----------------------------|-------------------------|---------------|-------|----------|---------|-----------------------|------------------------------|----------------------|----------|------------------|--------------------|-----------------------|------------------------|----------------------|
| N ^o . | SAILS. | CABLES, &c. | Chain | | | | | | | | | | | |
| | Fore Sails, | | | 270 | 113/16 | 59 1/10 | 270.1 1/2 | 59 1/10 | Bowers | 1 | 32.3.14 | 30.15.2.14 | 32.0.0 | 30 2/20 |
| | Fore Top Sails, | | | | | 82 3/4 | | 82 3/4 | | 1 | 32.3.14 | 30.15.2.14 | 32.0.0 | |
| | Fore Topmast Stay Sails | | | Type | P. H. | R. Burrell | Sup. 11.10.7 | | | | | | | |
| | Main Sails, | | | 90 | 1 1/8 | 22 3/4 | 75.1 1/8 | 22 3/4 | | 1 | 27.3.12 | 27.0.2.14 | 27.0.23 | 26 10/20 |
| | Main Top Sails, | | | | | 34 7/8 | | 34 7/8 | | | | | | |
| | | Hmpn Strm Cbl | | 90 | 11 | | 90.12 | | | | Type | P. H. | R. Burrell | Sup. 24.8.30 |
| | | Hawser ... | | 90 | 8 1/2 | | 90.11 | | Stream | ... | 1 | 10.1.21 | 12 7/16 | 13.0.0 |
| | | Towlines ... | | 90 | 4 | | 90.7 | | | | | 2.2.14 | | |
| | | Warp ... | | 90 | 6 | | | | | | 1 | 5.1.14 | 7.14.0.7 | 6.12.0 |
| | | quality good | | 180 | 5 | | | | Kedges | ... | 1 | 2.3.0 | 5 1/4 | 3.1.0 |
| | | | | 90 | | | | | | | | 2.2.0 | | |

Standing and Running Rigging *wire & hemp* sufficient in size and *good* in quality. She has *Two* Long Boat and *Two* others

The Windlass is *Good* Capstan *Good* and Rudder *Good* Pumps *Good*

Engine Room Skylights.—How constructed? *Iron enclosure with scuttles cut in the sides* How secured in ordinary weather? *✓*

What arrangements for deadlights in bad weather? *Scuttles cut in the side of casing*

Coal Bunker Openings.—How constructed? *of Iron* How are lids secured? *hatch bars* Height above deck? *2 feet*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *8 ports cut in the bulwarks on each side*

Cargo Hatchways.—How formed? *of Iron*

State size Main Hatch *16-0 x 12-0* Forehatch *10-0 x 8-0* Quarterhatch *12-0 x 10-0*

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. <i>2267</i> | 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 | <i>1078 May 13. 15. 23. 27. 29. June 1. 5. 6. 12. 21.</i> |
| Date <i>12 June 1878</i> | | 2nd. On the plating during the process of riveting | <i>July 1. 8. 12. 19. 23. 24. 31. Aug 2. 5. 7. 12. 16. 19.</i> |
| Order for Ordinary Survey No. — | | 3rd. When the beams were in and fastened, and before the decks were laid | <i>22. 27. Sep 2. 3. 9. 13. 15. 22. 27. Oct 1. 3. 10. 15.</i> |
| Date — | | 4th. When the ship was complete, and before the plating was finally coated or cemented. | <i>24. 28. Nov 1. 7. 8. 22. 27. 28. Dec 2. 5. 6. 16.</i> |
| No. <i>192</i> in builder's yard. | | 5th. After the ship was launched and equipped | <i>20. 22. 31. 1879 Jan 11.</i> |

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

This is a vessel with two decks and three tiers of beams, she has been built in accordance with the tracings &c attached to the report of the Sister Vessel "Edwin" report N^o 14132, and with the rules for the contemplated class. She has a water ballast tank fitted in the After hold 48 ft long, one in the fore hold 40 ft long; these tanks were satisfactorily tested to the load line. Engine room tank 40 ft in length. The Poop is 40 ft long and Top Gall Forecastle 40 ft long. The workmanship throughout is well executed. Makers of mast Iron. Bolckow, Vaughan & Co.

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, *T. Young*

Special ... £ *70* : : : 24 June 1879

Certificate ...

(Travelling Expenses, if any, £ —).

Committee's Minute

Character assigned

100 A 1

100 A 1

100 A 1

100 A 1

100 A 1

100 A 1