

IRON SHIP.

No. 1201 Survey held at Stockton Date, First Survey 29th Nov 1878 Last Survey Nov 1879
 On the Screw Steamer "Coleridge" Master A C Holman
 Tonnage 868.12 ONE, OR TWO DECKED, THREE DECKED VESSEL.
 SPAR, OR AWNING-DECKED VESSEL.
 Built at Stockton
 When built 1879 Launched 23rd April
 By whom built M. P. & Co.
 Owners J. Holman
 Port belonging to Stockton
 Destined Voyage Baltic
 If Surveyed when Building, Afloat, or in Dry Dock.
Special Survey during building

GTH		Feet.		Inches.		BREADTH—		Feet.		Inches.		DEPTH top of Floors to Upper		Feet.		Inches.		Power of		Horse.		N ^o . of Decks with flat laid		N ^o . of Tiers of Beams																																																																																																																																																																																																																									
Rule		313		9		Moulded...		31		10		Deck Beams		16		6		Engine		98		one		two																																																																																																																																																																																																																									
Dimensions of Ship per Register, length, <u>215.0</u> breadth, <u>32.05</u> depth, <u>16.50</u>																																																																																																																																																																																																																																																	
<table border="1"> <thead> <tr> <th colspan="2"></th> <th colspan="2">Inches in Ship.</th> <th colspan="2">Inches per Rule.</th> </tr> </thead> <tbody> <tr> <td>KEEL, depth and thickness</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> </tr> <tr> <td>EM, moulding and thickness</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> </tr> <tr> <td>TERN-POST for Rudder do. do.</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> </tr> <tr> <td>" for Propeller</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> </tr> <tr> <td>Distance of Frames from moulding edge to moulding edge, all fore and aft</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> </tr> <tr> <td>FRAMES, Angle Iron, for $\frac{3}{4}$ length amidships</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> </tr> <tr> <td>Do. for $\frac{1}{2}$ at each end</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> </tr> <tr> <td>REVERSED FRAMES, Angle Iron</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> </tr> <tr> <td>FLOORS, depth and thickness of Floor Plate at mid line for half length amidships</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> </tr> <tr> <td>" thickness at the ends of vessel</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> </tr> <tr> <td>" depth at $\frac{3}{4}$ the half-bdth. as per Rule</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> </tr> <tr> <td>" height extended at the Bilges...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> </tr> <tr> <td>BEAMS, Upper, Spar or Awning Deck Single or double Ang. Iron, Plate or Tee Bulb Iron at Hatchways with</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> </tr> <tr> <td>Single or double Angle Iron on Upper edge</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> </tr> <tr> <td>Average space...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> </tr> <tr> <td>BEAMS, Main or Middle Deck Single or double Ang. Iron, Plate or Tee Bulb Iron</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> </tr> <tr> <td>Single, or double Angle Iron, on Upper Edge</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> </tr> <tr> <td>Average space...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> </tr> <tr> <td>BEAMS, Lower Deck, Hold, or Orlop Single or double Ang. Iron, Plate or Tee Bulb Iron</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> </tr> <tr> <td>Single or double Angle Iron on Upper Edge</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> </tr> <tr> <td>Average space...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> </tr> <tr> <td>KEELSONS Centre line, single or double plate, 7 box or Intercoastal, Plates</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> </tr> <tr> <td>" Rider Plate</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> </tr> <tr> <td>" Bulb Plate to Intercoastal Keelson</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> </tr> <tr> <td>" Angle Irons</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> </tr> <tr> <td>" Double Angle Iron Side Keelson</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> </tr> <tr> <td>" Side Intercoastal Plate</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> </tr> <tr> <td>" do. Angle Irons</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> </tr> <tr> <td>" Attached to outside plating with angle iron</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> </tr> <tr> <td>BILGE Angle Irons</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> </tr> <tr> <td>" do. Bulb Iron</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> </tr> <tr> <td>" do. Intercoastal plates riveted to plating for length</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> </tr> <tr> <td>BILGE STRINGER Angle Irons</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> </tr> <tr> <td>Intercoastal plates riveted to plating for length.</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> </tr> <tr> <td>SIDE STRINGER Angle Irons</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> </tr> </tbody> </table>																												Inches in Ship.		Inches per Rule.		KEEL, depth and thickness	EM, moulding and thickness	TERN-POST for Rudder do. do.	" for Propeller	Distance of Frames from moulding edge to moulding edge, all fore and aft	FRAMES, Angle Iron, for $\frac{3}{4}$ length amidships	Do. for $\frac{1}{2}$ at each end	REVERSED FRAMES, Angle Iron	FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	" thickness at the ends of vessel	" depth at $\frac{3}{4}$ the half-bdth. as per Rule	" height extended at the Bilges...	BEAMS, Upper, Spar or Awning Deck Single or double Ang. Iron, Plate or Tee Bulb Iron at Hatchways with	Single or double Angle Iron on Upper edge	Average space...	BEAMS, Main or Middle Deck Single or double 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 double Ang. Iron, Plate or Tee Bulb Iron	Single or double Angle Iron on Upper Edge	Average space...	KEELSONS Centre line, single or double plate, 7 box or Intercoastal, Plates	" Rider Plate	" Bulb Plate to Intercoastal Keelson	" Angle Irons	" Double Angle Iron Side Keelson	" Side Intercoastal Plate	" do. Angle Irons	" Attached to outside plating with angle iron	BILGE Angle Irons	" do. Bulb Iron	" do. Intercoastal plates riveted to plating for length	BILGE STRINGER Angle Irons	Intercoastal plates riveted to plating for length.	SIDE STRINGER Angle Irons
		Inches in Ship.		Inches per Rule.																																																																																																																																																																																																																																													
KEEL, depth and thickness																																																																																																																																																																																																																																												
EM, moulding and thickness																																																																																																																																																																																																																																												
TERN-POST for Rudder do. do.																																																																																																																																																																																																																																												
" for Propeller																																																																																																																																																																																																																																												
Distance of Frames from moulding edge to moulding edge, all fore and aft																																																																																																																																																																																																																																												
FRAMES, Angle Iron, for $\frac{3}{4}$ length amidships																																																																																																																																																																																																																																												
Do. for $\frac{1}{2}$ at each end																																																																																																																																																																																																																																												
REVERSED FRAMES, Angle Iron																																																																																																																																																																																																																																												
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships																																																																																																																																																																																																																																												
" thickness at the ends of vessel																																																																																																																																																																																																																																												
" depth at $\frac{3}{4}$ the half-bdth. as per Rule																																																																																																																																																																																																																																												
" height extended at the Bilges...																																																																																																																																																																																																																																												
BEAMS, Upper, Spar or Awning Deck Single or double Ang. Iron, Plate or Tee Bulb Iron at Hatchways with																																																																																																																																																																																																																																												
Single or double Angle Iron on Upper edge																																																																																																																																																																																																																																												
Average space...																																																																																																																																																																																																																																												
BEAMS, Main or Middle Deck Single or double 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 double Ang. Iron, Plate or Tee Bulb Iron																																																																																																																																																																																																																																												
Single or double Angle Iron on Upper Edge																																																																																																																																																																																																																																												
Average space...																																																																																																																																																																																																																																												
KEELSONS Centre line, single or double plate, 7 box or Intercoastal, Plates																																																																																																																																																																																																																																												
" Rider Plate																																																																																																																																																																																																																																												
" Bulb Plate to Intercoastal Keelson																																																																																																																																																																																																																																												
" Angle Irons																																																																																																																																																																																																																																												
" Double Angle Iron Side Keelson																																																																																																																																																																																																																																												
" Side Intercoastal Plate																																																																																																																																																																																																																																												
" do. Angle Irons																																																																																																																																																																																																																																												
" Attached to outside plating with angle iron																																																																																																																																																																																																																																												
BILGE Angle Irons																																																																																																																																																																																																																																												
" do. Bulb Iron																																																																																																																																																																																																																																												
" do. Intercoastal plates riveted to plating for length																																																																																																																																																																																																																																												
BILGE STRINGER Angle Irons																																																																																																																																																																																																																																												
Intercoastal plates riveted to plating for length.																																																																																																																																																																																																																																												
SIDE STRINGER Angle Irons																																																																																																																																																																																																																																												
Transoms, material. Knight-heads. Hawse Timbers. <u>Iron</u>																																																																																																																																																																																																																																																	
Windlass <u>Emerson & Walker</u> Pall Bitt <u>Iron</u>																																																																																																																																																																																																																																																	
The FRAMES extend in one length from <u>Keel</u> to <u>Gunnwale</u>																																																																																																																																																																																																																																																	
The REVERSED ANGLE IRONS on floors and frames extend <u>across</u> middle line to <u>Top of Hull Beam</u> and to <u>Gunnwale</u> alternately																																																																																																																																																																																																																																																	
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? <u>Yes</u> And butts properly shifted? <u>Yes</u>																																																																																																																																																																																																																																																	
PLATING. Garboard, double riveted to Keel, with rivets <u>7/8</u> in. diameter, averaging <u>4</u> ins. from centre to centre.																																																																																																																																																																																																																																																	
" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets <u>7/8</u> in. diameter, averaging <u>4</u> ins. from centre to centre.																																																																																																																																																																																																																																																	
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets <u>7/8</u> in. diameter averaging <u>4</u> ins. from centre to centre.																																																																																																																																																																																																																																																	
" Butts of <u>3</u> Strakes at Bilge for <u>1/2</u> length, treble riveted with Butt Straps <u>7/16</u> thicker than the plates they connect.																																																																																																																																																																																																																																																	
" Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets <u>7/8</u> in. diameter, averaging <u>4</u> ins. from cr. to cr.																																																																																																																																																																																																																																																	
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets <u>7/8</u> in. diameter, averaging <u>4</u> ins. from cr. to cr.																																																																																																																																																																																																																																																	
Lower Edges of Main Sheerstrake, double <u>single</u> riveted. Upper Sheerstrake, double or single riveted.																																																																																																																																																																																																																																																	
" Butts of Main Sheerstrake, treble riveted for <u>1/2</u> length amidships. Butts of Upper or Spar Sheerstrake, treble riveted <u>length</u> amidships.																																																																																																																																																																																																																																																	
" Butts of Main Stringer Plate, treble riveted for <u>1/2</u> length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for <u>length</u> .																																																																																																																																																																																																																																																	
" Breadth of laps of plating in double riveting <u>5/16</u> Breadth of laps of plating in single riveting <u>5/16</u>																																																																																																																																																																																																																																																	
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? <u>Angle iron properly shifted & strapped</u>																																																																																																																																																																																																																																																	
Waterway, how secured to Beams (Explain by Sketch, if necessary.)																																																																																																																																																																																																																																																	
Beams of the various Decks, how secured to the sides? <u>Welded Keels riveted to frames</u> No. of Breasthooks, <u>Five</u> Crutches, <u>None</u>																																																																																																																																																																																																																																																	
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? <u>Stockton Malleable Co.</u>																																																																																																																																																																																																																																																	
Manufacturer's name or trade mark, <u>Hartlepool Malleable Co. & Bowditch</u>																																																																																																																																																																																																																																																	
The above is a correct description.																																																																																																																																																																																																																																																	
Builder's Signature, <u>A. C. Holman</u> Surveyor's Signature, <u>M. Davidson</u>																																																																																																																																																																																																																																																	
Surveyor to Lloyd's Register of British and Foreign Shipping.																																																																																																																																																																																																																																																	

Are the butts of plating planed or otherwise fitted? *Yes*
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? *Yes Several in butts as seen from top*

23655 Jun

Masts, Bowsprit, Yards, &c., are *Iron & Pine* 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
Foremast Extreme Length 67' diameter 19 1/2" at Deck as per approved plans
Mainmast " " 62' 9" " 18" " "
Bowsprit Iron and tested Cold in accordance with Rule

NUMBER for EQUIPMENT <i>15331</i>		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.	Weight req'd per Rule.	Test req'd per Rule.
SAILS.	CABLES, &c.	<i>240</i>	<i>1 1/8</i>	<i>40 5/16</i>	<i>240.1 1/8</i>	<i>40 5/16</i>	Bowers	<i>3</i>	<i>28. 2. 14</i>	<i>31. 18. 0. 14</i>	<i>21. 0. 0</i>	<i>21. 12. 0. 0</i>
	Chain	<i>1 Hartnups Sup. Sunderland</i>							<i>20. 2. 14</i>	<i>21. 5. 3. 21</i>	<i>21. 0. 0</i>	<i>21. 12. 0. 0</i>
	Fore Sails,	<i>21" Feb 1879</i>							<i>18. 1. 14</i>	<i>19. 6. 2. 7</i>	<i>18. 0. 0</i>	<i>19. 0. 0. 0</i>
	Fore Top Sails,								<i>22. 2. 22</i>	<i>25. 11. 2. 7</i>	<i>18. 0. 0</i>	<i>19. 0. 0. 0</i>
	Fore Topmast Stay Sails	<i>Hamp Strm Cbl</i>	<i>75</i>	<i>15 1/16</i>	<i>15. 16. 0. 0</i>	<i>75. 15 1/16</i>						
	Main Sails,	Hawser ...	<i>80</i>	<i>6 1/2</i>		<i>90. 10 1/2</i>						
Main Top Sails,	Towlines ...		<i>90</i>	<i>10 1/2</i>		<i>90. 9</i>	Stream ...	<i>1</i>	<i>7. 1. 14</i>	<i>9. 11. 2. 7</i>	<i>7. 1. 0</i>	<i>9. 9. 0. 0</i>
	Warp ...		<i>90</i>	<i>5 3/4</i>		<i>90. 5 1/4</i>	Kedges ...	<i>2</i>	<i>3. 3. 0</i>	<i>6. 3. 0. 14</i>	<i>3. 2. 0</i>	<i>5. 18. 0. 0</i>
and other rigging		quality <i>good</i>	<i>90</i>	<i>8 1/2</i>					<i>1. 3. 7</i>	<i>4. 7. 0. 21</i>	<i>1. 3. 0</i>	<i>4. 4. 0. 0</i>

Standing and Running Rigging *Iron & Hemp & Manila* sufficient in size and *good* in quality. She has *One* Long Boat and *two* others

The Windlass is *Emerson & Co. London* Capstan *Iron* and Rudder *good* Pumps *good*

Engine Room Skylights.—How constructed? *Iron* How secured in ordinary weather? *Hinges & Slides*

What arrangements for deadlights in bad weather? *Bulls Eyes*

Coal Bunker Openings.—How constructed? *Iron* How are lids secured? *Solid & Hatched* Height above deck? *20' above Bulkhead*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *2 Ports Mainmast pipes & Scuppers each side at Break Deck, open at Bridge, 3 Ports Mainmast pipes & Scuppers on each side between Bridge & Foremast*

Cargo Hatchways.—How formed? *Iron rounded corners*

State size Main Hatch *19' x 10'* Fore hatch *7' 6" x 10'* Quarter hatch *19' x 10'*

If of extraordinary size, state how framed and secured? *Main Hatchway Sup. lock plate & 3 fore & aft*

What arrangement for shifting beams? *Deep web plates at main & after Hatchway & 3 fore & aft*

Hatches, If strong and efficient? *Solid Iron*

Order for Special Survey No. *24* Date *23rd Dec 78*

Order for Ordinary Survey No. *169* in builder's yard, Date *23rd Dec 78*

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

Is finished in accordance with the Ruleship Section and Elevations
Engine Skylight & Mast plans herewith returned Double Stanchions
being fitted from top of water ballast or keelson to the upper deck
all companions & skylights constructed with Iron & Bulls Eyes fitted at
Cabin & Engine room
Water ballast tested to load line

W. G. Davidson

State if one, two, or three decked vessel, or if span, 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 *With Cement & Paints* Outside *With Paints*

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

The amount of the Entry Fee ... £ *5* : - : - is received by me, *W. G. Davidson*

Special ... £ *51* : *16* : - *7th June 1879*

Certificate ...

(Transferring Expenses, if any, £ ...)

Committee's Minute *10th June, 1879*

Character assigned *100 A 1*

W. G. Davidson

