

IRON SHIP.

No. 12228 Survey held at Sunderland Date, First Survey January 29th Last Survey July 14th 1879

On the Barque Pro Tem 98

Master None yet appointed

TONNAGE under 1091.28

ONE, OR TWO DECKED, THREE DECKED VESSEL.

Built at Sunderland

57.68

SPAR, OR AWNING DECKED VESSEL.

When built 1879 Launched 4th June 1879

15.45

HALF BREADTH (moulded) 17.42

By whom built R. Thompson Jun.

41.93

DEPTH from upper part of Keel to top of Upper Deck Beams 23.58

Owners John Wilson Esq

1208.18

GIRTH of Half Midship Frame (as per Rule) 36.16

Port belonging to not yet registered

53.28

1st NUMBER 7716

Destined Voyage not fixed

1154.90

1st NUMBER, if a ~~THREE DECKED VESSEL~~

and Surveyed while Building, Afloat, or in Dry Dock.

1154.90

LENGTH 210.5

1154.90

2nd NUMBER 16243

PROPORTIONS—Breadths to Length 6.04

Depths to Length—Upper Deck to Keel 8.92

Main Deck ditto

LENGTH on deck as per Rule ... 210 6 BREADTH—Moulded ... 34 10 DEPTH top of Floors to Upper Deck Beams ... 21 7 Power of Engines ... Horse. N°. of Decks with flat laid 1 N°. of Tiers of Beams 2

Dimensions of Ship per Register, length, 228' breadth, 35' depth, 21'4"

	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	$8\frac{1}{2} \times 2\frac{1}{2}$	$8\frac{1}{2} \times 2\frac{1}{2}$
STEM, moulding and thickness	$8 \times 2\frac{1}{2}$	$8 \times 2\frac{1}{2}$
STERN POST for Rudder do. do.	$8 \times 2\frac{1}{2}$	$8 \times 2\frac{1}{2}$
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>23</u>	<u>23</u> (Class 100A)
FRAMES, Angle Iron, for $\frac{1}{2}$ length amidships Do. for $\frac{1}{2}$ at each end	5×3	5×3
REVERSED FRAMES, Angle Iron	$3\frac{1}{2} \times 3$	$3\frac{1}{2} \times 3$
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<u>24</u>	<u>24</u>
" thickness at the ends of vessel	<u>8.7</u>	<u>8.7</u>
" depth at $\frac{3}{4}$ the half-bdth. as per Rule	<u>12</u>	<u>12</u>
" height extended at the Bilges	<u>48"</u>	<u>48"</u>
BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron	8×8	8×8
Single or double Angle Iron on Upper edge	3×3	3×3
Average space	<u>48"</u>	<u>48"</u>
BEAMS, Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron	8×8	8×8
Single or double Angle Iron on Upper edge	3×3	3×3
Average space	<u>48"</u>	<u>48"</u>
BEAMS, Lower Deck, Hold, or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron	8×8	8×8
Single or double Angle Iron on Upper edge	3×3	3×3
Average space	<u>48"</u>	<u>48"</u>
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	16×12	16×12
" Rider Plate	$10\frac{3}{4} \times 12$	$10\frac{3}{4} \times 12$
" Bulb Plate to Intercostal Keelson	$5 \times 3\frac{1}{2}$	$5 \times 3\frac{1}{2}$
" Angle Irons	$5 \times 3\frac{1}{2}$	$5 \times 3\frac{1}{2}$
" Double Angle Iron Side Keelson	$5 \times 3\frac{1}{2}$	$5 \times 3\frac{1}{2}$
" Side Intercostal Plate	$5 \times 3\frac{1}{2}$	$5 \times 3\frac{1}{2}$
" Attached to outside plating with angle iron	$3\frac{1}{2} \times 3$	$3\frac{1}{2} \times 3$
BILGE Angle Irons	$5 \times 3\frac{1}{2}$	$5 \times 3\frac{1}{2}$
" do. Bulb Iron	$5 \times 3\frac{1}{2}$	$5 \times 3\frac{1}{2}$
" do. Intercostal plates riveted to plating for length	$5 \times 3\frac{1}{2}$	$5 \times 3\frac{1}{2}$
BILGE STRINGER Angle Irons	$5 \times 3\frac{1}{2}$	$5 \times 3\frac{1}{2}$
" Intercostal plates riveted to plating for length	$5 \times 3\frac{1}{2}$	$5 \times 3\frac{1}{2}$
SIDE STRINGER Angle Irons	$5 \times 3\frac{1}{2}$	$5 \times 3\frac{1}{2}$

	Inches in Ship.	16ths in Ship.	Inches per Rule.	16ths per Rule.
Flat Keel Plates, breadth and thickness	<u>34</u>	<u>11.10</u>	<u>34</u>	<u>11.10</u>
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges	<u>10.9</u>	<u>10.9</u>	<u>10.9</u>	<u>10.9</u>
" of doubling at Bilge, or increased thickness, and length applied	<u>none required</u>	<u>none required</u>	<u>none required</u>	<u>none required</u>
" fin up part of Bilge to l. edge of Sh'rstrake.	<u>10.9</u>	<u>10.9</u>	<u>10.9</u>	<u>10.9</u>
" Main Sheerstrake, breadth and thickness of doubling at Sh'rstrake, & length applied from Mid. to Upper Spar Deck Sh'rstrake.	<u>36</u>	<u>12</u>	<u>36</u>	<u>12</u>
" Upper or Spar Deck Sh'rstrake, breadth & thickness	$9\frac{3}{4} \times 16\frac{3}{4}$	$9\frac{3}{4} \times 16\frac{3}{4}$	$9\frac{3}{4} \times 16\frac{3}{4}$	$9\frac{3}{4} \times 16\frac{3}{4}$
Butt Straps to outside plating, breadth & thickness	<u>8 to 15</u>	<u>8 to 15</u>	<u>8 to 15</u>	<u>8 to 15</u>
Lengths of Plating	<u>8</u>	<u>8</u>	<u>8</u>	<u>8</u>
Shifts of Plating, and Stringers	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	4×2	10×4	4×2	10×4
Angle Iron on ditto	2×8	8×2	2×8	8×2
Tie Plates fore and aft, outside Hatchways	$5 \times 3\frac{1}{2}$	$9 \times 5\frac{1}{2}$	$5 \times 3\frac{1}{2}$	$9 \times 5\frac{1}{2}$
Diagonal Tie Plates on Beams No. of Pairs, 3	<u>12</u>	<u>10</u>	<u>12</u>	<u>10</u>
Planksheer material and scantling	<u>Gutter</u>	<u>Gutter</u>	<u>Gutter</u>	<u>Gutter</u>
Waterways do. do.	<u>14</u>	<u>14</u>	<u>14</u>	<u>14</u>
Flat of Upper Deck do. do.	<u>14</u>	<u>14</u>	<u>14</u>	<u>14</u>
How fastened to Beams	<u>Galv.</u>	<u>Galv.</u>	<u>Galv.</u>	<u>Galv.</u>
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	<u>31</u>	<u>9</u>	<u>31</u>	<u>9</u>
" Is the Stringer Plate attached to the outside plating?	<u>yes</u>	<u>yes</u>	<u>yes</u>	<u>yes</u>
Angle Irons on ditto, No. 2	4×4	8×4	4×4	8×4
Stringer or Tie Plates, outside Hatchways	12×10	12×10	12×10	12×10
Flat of Lower Deck	<u>sparring</u>	<u>sparring</u>	<u>sparring</u>	<u>sparring</u>
Ceiling betwixt Decks, thickness and material	<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>
" in hold do. do.	<u>5 1/2</u>	<u>5 1/2</u>	<u>5 1/2</u>	<u>5 1/2</u>
Main piece of Rudder, diameter at head	<u>6</u>	<u>6</u>	<u>6</u>	<u>6</u>
" do. at heel	<u>8</u>	<u>8</u>	<u>8</u>	<u>8</u>
Can the Rudder be unshipped afloat? <u>Yes</u>	<u>yes</u>	<u>yes</u>	<u>yes</u>	<u>yes</u>
Bulkheads No. 1 Thickness of	<u>16</u>	<u>16</u>	<u>16</u>	<u>16</u>
" Height up <u>to upper deck</u>	<u>16</u>	<u>16</u>	<u>16</u>	<u>16</u>
" How secured to sides of ship <u>Between double frames</u>	<u>Between double frames</u>	<u>Between double frames</u>	<u>Between double frames</u>	<u>Between double frames</u>
" Size of Vertical Angle Irons <u>3 1/2 x 3 x 6</u> and distance apart <u>30</u> ins.	<u>3 1/2 x 3 x 6</u>	<u>3 1/2 x 3 x 6</u>	<u>3 1/2 x 3 x 6</u>	<u>3 1/2 x 3 x 6</u>
" Are the outside Plates doubled two spaces of Frames in length? <u>yes</u>	<u>yes</u>	<u>yes</u>	<u>yes</u>	<u>yes</u>

Transoms, material. Knight-heads. Hawse Timbers. Iron

Windlass Harfield Pat. Pall Bitt none reqd.

The FRAMES extend in one length from the Keel to the Gunwale Riveted through plates with $\frac{3}{4}$ in. Rivets, about 6 apart.

The REVERSED ANGLE IRONS on floors and frames extend from middle line to gunwale on iron frame and to 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 $\frac{1}{8}$ in. diameter, averaging $\frac{5}{2}$ ins. from centre to centre.

- " Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets $\frac{7}{8}$ in. diameter, averaging $\frac{3}{4}$ ins. from centre to centre.
- " Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets $\frac{3}{4}$ in. diameter averaging $\frac{3}{4}$ ins. from centre to centre.
- " Butts of 3 Strakes at Bilge for half length, treble riveted with Butt Straps $\frac{1}{16}$ thicker than the plates they connect.
- " Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets $\frac{3}{4}$ in. diameter, averaging $\frac{3}{4}$ ins. from cr. to cr.
- " Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets $\frac{3}{4}$ in. diameter, averaging $\frac{3}{4}$ 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 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 length.
- " Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting and

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

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

Beams of the various Decks, how secured to the sides? Arms turned on Beams No. of Breasthooks, 5 Crutches, 3

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

Manufacturer's name or trade mark, Plates Conssett Iron Co. Bolehow, Vaughan & Co Stockton M. I. Co., J. Tyack & Co.

The above is a correct description. Stockton, M. I. Co., Foxhead and Co.

Builder's Signature, pp. Robert Thompson Jun. Surveyor's Signature, (sgd) Chas. Besant.

(sgd) J. L. Thompson Surveyor to Lloyd's Register of British and Foreign Shipping.

Copy of Register of British and Foreign Shipping

IRON 486-0091

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 only

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 As per sketch enclosed, portions of the plates used in their construction have been tested in accordance with the Rules and found of good quality. Makers of plates Bolckow, Vaughan & Co.

NUMBER for EQUIPMENT 17325		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.	W'ght req'd per Rule.	Test req'd per Rule.
N ^o .	SAILS.	CABLES, &c.					Bowers	1	30.3.18	29.7.20	30.0.0	25 9/10
1	Fore Sails,	Chain		55 1/8	270 1 1/2	55 1/8		1	30.1.18	29.0.00	30.0.0	28 9/10
1	Fore Top Sails,	Tested by the R.W.C.P.S. by J. Hartness		77 1/8		77 1/8		1	25.3.0	25.8.0.14	25.2.0	25 1/10
1	Fore Topmast Stay Sails	June 6 th 1879 Stream chain April 28 th 79						1	May 28 Jun 9 May 14.24	25+28	1879	
1	Main Sails,	Hawser ...		15 1/16	75 5/16	15 1/16	Stream	1	9.2.21	11.15.2.14	9.2.0	11 1/10
1	Main Top Sails,	Towlines ...		and	90 10 1/2	23 1/10	Kedges	1	4.3.7	7.5.0.8	4.3.0	7 1/2 1/10
1	and	Warp ...		90	9 5/8				2.2.7	5.2.2.0	2.2.0	5
		quality good										

Standing and Running Rigging Wire & Manilla sufficient in size and good in quality. She has Four Long Boats and one The Windlass is good Capstans good and Rudder good Pumps good and sufficient Engine Room Skylights. How constructed? How secured in ordinary weather?

What arrangements for deadlights in bad weather? Coal Bunker Openings. How constructed? How are lids secured? Height above deck? Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? Ports and scuppers on each side and mowing pipes.

Cargo Hatchways. How formed? Trop in the usual way State size Main Hatch 15' 4" x 10' Forehatch 7' 8" x 7' 6" Quarterhatch 7' 8" x 7' 6" If of extraordinary size, state how framed and secured? Shipping beam and fore and after What arrangement for shifting beams? secured between angles and Bolts and nuts Hatches, If strong and efficient? Yes solid 2 1/2 in.

For Special Survey No. 2525	1st. On the several parts of the frame, when in place, and before the plating was wrought	Build under L.L. and Surveyed 1879 Jan 29 30 31 Feb 5 6
Date 19 Dec 1878	2nd. On the plating during the process of riveting	7.10.12.17.19.24.26.28. March 7.10.13.17.19.21.26.28. April 2.4.8.10.18.22.24.28
For Ordinary Survey No. 1	3rd. When the beams were in and fastened, and before the decks were laid	29 May 1.2.5.14.16.19.21.22.28.30.31. June 4.7.11.12.14.17.19.28
Date	4th. When the ship was complete, and before the plating was finally coated or cemented	July 3.7.12.14
No. 98 in builder's yard.	5th. After the ship was launched and equipped	

General Remarks (State quality of workmanship, &c.) The workmanship is of good quality. This Vessel has been built in conformity with the Rules and in accordance with the Midship section attached with a view to class 100 A1. She has a poop, Topgallant forecastle and house on deck for the Crew and is respectfully submitted to the Committee for their favorable consideration

State if one, two, or three decked vessel, or if open, or mowing decked; and the lengths of poop, forecastle, or raised quarter deck, and the length of double, or part double bottom. 26' 21'
How are the surfaces preserved from oxidation? Inside Cement and paint Outside Paint & Composition
I am of opinion this Vessel should be Classed + 100 A1

The amount of the Entry Fee ... £ 5 : : : is received by me, (ind) W. M. Besant
Special ... £ 53 : 17 : 6 15 July 1879
Certificate ... : : :
(Travelling Expenses, if any, £ : : :)

Committee's Minute 18th July 1879
Character assigned 100 A1
A & B. P. (ind) J. B. W.

