

IRON SHIP.

Rec 14/3/80
Jan 28 1880

No. 14405 Survey held at *Newcastle*

Date, First Survey *Sept 23rd 1879* Last Survey *Jan 28 1880*

On the S.S. "*Devonia*" Fr. Rig.

Master *Tyler*

Built at *Newcastle*

When built *1879* Launched *13th Dec^r 1879*

By whom built *Messrs Palmer & Co*

Owners *J & R. Bovey*

Port belonging to *London*

Destined Voyage *at pleasure*

If Surveyed while Building, Ath

TONNAGE under Tonnage Deck	1288.12	ONE, OR TWO DECKED, THREE DECKED VESSEL.
Excess of Hatchways	12.65	SPAR, OR AWNING DECKED VESSEL.
Ditto of Third, Spar, or Awning Deck.		
Ditto of Poop, or Raised Or. Dk.	42.70	HALF BREADTH (moulded) 16.50
Ditto of Houses on Deck	30.81	DEPTH from upper part of Keel to top of Upper Deck Beams 22.12
Ditto of Forecastle	22.47	GIRTH of Half Midship Frame (as per Rule) 35.56
Gross Tonnage	1396.75	1st NUMBER 7410
Less Crew Space	41.30	1st NUMBER. V. A. THREE DECKED VESSEL
Less Engine Room	1355.45	LENGTH 240.59
Less Engine Room	446.96	2nd NUMBER 17046
Register Tonnage	908.49	PROPORTIONS—Breadths to Length 7.29
out on Beam		Depths to Length—Upper Deck to Keel 10.87
		Main Deck ditto

LENGTH on deck as per Rule	Feet. Inches.	BREADTH—Moulded	Feet. Inches.	DEPTH top of Floors to Upper Deck Beams	Feet. Inches.	Power of Engines	Horse
240 7		33 0		20 1		11	

Dimensions of Ship per Register, length, 242.3 breadth, 33.2 depth, 20.1

	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	8 1/2 x 2 1/2	8 1/2 x 2 1/2
STEM, moulding and thickness	8 1/2 x 5	8 1/2 x 5
STERN-POST for Rudder do. do.	8 1/2 x 5	8 1/2 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	3 3 7	3 3 7
EVERSED FRAMES, Angle Iron	3 3 7	3 3 7
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	23 1/2 x 9	23 1/2 x 9
thickness at the ends of vessel	11 3/4	11 3/4
depth at 2/3 the half-bdth. as per Rule	47	47
height extended at the Bilges	6 3 7	5 1/2 3 7
BEAMS, Upper, Spar, or Awning Deck		
Single or double Ang. Iron, Plate or Tee Bulb Iron	24	24
Single or double Angle Iron on Upper edge		
Average space	24	24
BEAMS, Main or Middle Deck		
Single or double Ang. Iron, Plate or Tee Bulb Iron	8 9/16 x 8	8 9/16 x 8
Single or double Angle Iron, on Upper Edge		
Average space	9 x 9	9 x 9
BEAMS, Lower Deck, Hold, or Orlop		
Single or double Ang. Iron, Plate or Tee Bulb Iron	4 3/2 x 4	4 3/2 x 4
Single or double Angle Iron on Upper Edge		
Average space	13 x 11	13 x 11
KEELSONS Centre line, single or double plate, box or intercostal, Plates	10 3/4 x 11	10 3/4 x 11
" Rider Plate	5 4 9	5 4 9
" Built Plate to Intercostal Keelson		
" Angle Irons	5 4 9	5 4 9
" Double Angle Iron Side Keelson		
" Side Intercostal Plate	5 4 9	5 4 9
" do. Angle Irons		
" Attached to outside plating with angle iron	5 4 9	5 4 9
BILGE Angle Irons		
" do. Bulb Iron		
" do. Intercostal plates riveted to plating for length	5 4 9	5 4 9
BILGE STRINGER Angle Irons		
Intercostal plates riveted to plating for length		
SIDE STRINGER Angle Irons		

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

Windlass *Iron Patent* Pall Bitt *Iron*

The FRAMES extend in one length from *Keel* to *gunwale*

The REVERSED ANGLE IRONS on floors and frames extend *from across middle line to H.B.S.A.I.* and to *gunwale* 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" in. diameter, averaging 4 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 x 7/10 in. diameter, averaging 3 3/4 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 x 7/10 in. diameter averaging 3 3/4 ins. from centre to centre.

Butts of 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 9/16 thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double ~~single~~ riveted; with rivets 3/4 x 7/10 in. diameter, averaging 3 3/4 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 x 7/10 in. diameter, averaging 3 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 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 length

Breadth of laps of plating in double riveting 4 1/2 5 1/2 Breadth of laps of plating in single riveting

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

Waterway, how secured to Beams *(Explained by Sketch, if necessary)*

Beams of the various Decks, how secured to the sides? *welded & riveted*

No. of Breasthooks, 6

Crutches, 4

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

Manufacturer's name or trade mark, *Palmer's C^o*

The above is a correct description.

Builder's Signature, *Palmer's*

Surveyor's Signature, *R. J. Reed*

Surveyor to Lloyd's Register of British and Foreign Shipping

Lloyd's Register of British and Foreign Shipping

IRON 490-0293

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? *fairly so*
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 *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 *Fore mast 73'-6" diam 22". Main mast 67'-6" diam 22".*
2 plates in the round, 1/16" & 5/16" thick, seams double riveted - all butts treble riveted - plates
doubled at the partners - material from Palmer's Co.

EQUIPMENT	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
CABLES, &c.	270	1 5/8	47 5/10	270-1 1/2	47 5/10	Bowers	1	26-0-0	25-12-2-0	25 1/2	25 3/4
Chain			66 5/10		66 5/10		1	25-3-14	25-10-1-7	25 1/2	25 3/4
J. Harbress Sunderland							1	22-1-0	22-11-1-0	21 3/4	
75	1	10/11/79	75-1" in			J. Harbress Sunderland				28/1/79.	
90	11	27 Jms	90-11			Stream	1	8-3-0	10-17-2-0	8 1/2	10 1/2
90	10		90-10			Kedges	1	4-1-7	6-15-0-0	4 1/2	6 1/2
90	8		90-10					2-1-2	5-0-0-0	2 1/2	4 1/2
75	5		90-6								

manilla sufficient in size and *good* in quality. She has *2* life Long Boats and *2* others.
Capstan *good* and Rudder *good* Pumps *good and sufficient.*
top & hull eyes. How secured in ordinary weather? *it is an iron painted top.*
covers. How are lids secured? *iron straps* Height above deck? *30"*

show of water, in case of shipping a sea? *eight ports & moving pipes each*
and head ledges joined together.
Hatch *20' 0" X 11' 0" No 3* Quarter hatch *16' 0" X 11' 0" No 4 = 16' 0" X 11' 0"*
small

frame, when in	1879	Sept 23. 25. 29	Oct 6. 9. 15. 20. 24. 29.
ing was wrought		Nov 4. 7. 11. 14. 19. 24. 27	Dec. 1. 4. 8
process of riveting		10. 11. 13. 17. 19. 22. 26. 31.	
and before the decks were laid...	1880	Jan'y 5. 9. 12. 22. 28	
4th. When the ship was complete, and before the			
plating was finally coated or cemented..			
5th. After the ship was launched and equipped			

(State quality of workmanship, &c.) *This is a two decked vessel built in*
ance with the plans attached, and in other respects in
ance with the Rules. She has a full poop 20' long;
allant forecastle 33 feet long; and a bridge house
slips 14 feet long. She has a water ballast tank in the
loa 20 feet long; one throughout engine & boiler space 44 feet
and one in the after hold (in two compartments) 70 feet long;
the whole of them having been duly tested and proved tight and
satisfactory. All the deck openings are well and
efficiently protected, and the workmanship throughout is
good.

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 *by cement & paint* Outside *paint & composition.*
I am of opinion this Vessel should be Classed *100A.1.*

The amount of the Entry Fee ... *£ 5 : - : -* is received by me, *W. S.*
Special ... *£ 58 : 17 : 6* *11th Feb'y 1880*
Certificate ... *- : - : -*
(Travelling Expenses, if any, £ - - -).
Committee's Minute *Tuesday, February, 17th 1880.*
Character assigned *100A.1. Iron Sk. Double bottom 11 1/2" thick*
Iron Sk. Double bottom 11 1/2" thick