

IRON SHIP.

27901
105 Survey held at Newcastle Date, First Survey 5th March Last Survey 9th September 1880
Iron Sr. Rigged Screw Steamer "Simoom" Master C. Straker

Under }
Main Deck } 1937.50
Third, Spar, }
Lower Deck }
of Poop, } 56.16
of Bow }
on } 27.13
of }
of } 37.67
of }
of } 2070.28
of } 57.56
Less Engine Room } 662.49
Register Tonnage } 1350.23
as out on Beam }

ONE OR TWO DECKED, THREE DECKED VESSEL.
SPAR, OR AWNING DECKED VESSEL.
HALF BREADTH (moulded) 17.10 1/2
DEPTH from upper part of Keel to top of Upper Deck Beams 26.5
GIRTH of Half Midship Frame (as per Rule) .. . 40.1 1/2
1st NUMBER, if a 3-DECKED VESSEL, deduct 7 feet 24.41
LENGTH 283.33
2nd NUMBER 21932
PROPORTIONS—Breathths to Length .. . 7.9
Depths to Length—Upper Deck to Keel .. . 10.75
Main Deck ditto .. . 14.97

Built at Newcastle
When built 1880 Launched 10th August 1880
By whom built C. Mitchell & Co
Owners Bedouin Steam Navigation Co
Port belonging to Liverpool
Destined Voyage Odessa
If Surveyed while Building, Afloat, or in Dry Dock. While building

LENGTH on deck as per Rule 283.4
BREADTH Moulded 35.9
DEPTH top of Floors to Upper Deck Beams 24.5
Do. do. Main Deck Beams 16.11
Power of Engines 235
N^o. of Decks with flat laid Two
N^o. of Tiers of Beams Three

Distances of Ship per Register, length, 283.4 breadth, 36.1 depth, 24.35		Inches in Ship.		Inches per Rule.		Flat Keel Plates, breadth and thickness		Inches. In Ship.		16ths. In Ship.		Inches. per Rule.		16ths. per Rule.	
KEEL, depth and thickness	Flat Plate	10	2 3/4	10	2 3/4	36	16	36	16	36	16	36	16	36	16
STEP moulding and thickness	10	5 1/2	10	5 1/2	47	12	36	12	36	12	36	12	36	12	
POST for Rudder do. do.	10	5 1/2	10	5 1/2	11	11	11	11	11	11	11	11	11	11	
for Propeller	10	5 1/2	10	5 1/2											
Distances of Frames from moulding edge to moulding edge, all fore and aft	24	24													
FRAMES, Angle Iron, for 3/4 length amidships at each end	5	3	5	3	40	14	40	13	40	13	40	13	40	13	
VERSED FRAMES, Angle Iron	3 1/2	3	3 1/2	3	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	24	9	24	9	12 feet	10 feet	12 feet	10 feet	12 feet	10 feet	12 feet	10 feet	12 feet	10 feet	
thickness at the ends of vessel	7	7													
depth at 3/4 the half-bdth. as per Rule	7	7													
height extended at the Bilges	7	7													
Upper, Spar, or Awning Deck	3	3	3	3	4	4	4	4	4	4	4	4	4	4	
Single, or double Angle Iron, on Upper Edge	3	3	3	3	4	4	4	4	4	4	4	4	4	4	
Average space	48	48													
AMS, Main, or Middle Deck	6	3	6	3	4	4	4	4	4	4	4	4	4	4	
Single, or double Angle Iron, on Upper Edge	24	24													
Average space	48	48													
BEAMS, Lower Deck, Hold, or Orlop	3 1/2	3	3 1/2	3	4	4	4	4	4	4	4	4	4	4	
Single, or double Angle Iron, on Upper Edge	3	3	3	3	4	4	4	4	4	4	4	4	4	4	
Average space	6	6	6	6	6	6	6	6	6	6	6	6	6	6	
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	15	11	15	11	12	12	12	12	12	12	12	12	12	12	
Side Plate	13	11	13	11	12	12	12	12	12	12	12	12	12	12	
Bulk Plate to Intercoastal Keelson	6	4	6	4	6	6	6	6	6	6	6	6	6	6	
Angle Irons	6	4	6	4	6	6	6	6	6	6	6	6	6	6	
Double Angle Iron Side Keelson	6	4	6	4	6	6	6	6	6	6	6	6	6	6	
Side Intercoastal Plate	6	4	6	4	6	6	6	6	6	6	6	6	6	6	
do. Angle Irons	6	4	6	4	6	6	6	6	6	6	6	6	6	6	
Attached to outside plating with angle iron	3 1/2	3 1/2	3 1/2	3 1/2	6	6	6	6	6	6	6	6	6	6	
BILGE Angle Irons	6	4	6	4	6	6	6	6	6	6	6	6	6	6	
do. Bulb Iron	6	4	6	4	6	6	6	6	6	6	6	6	6	6	
do. Intercoastal plates riveted to plating for length	6	4	6	4	6	6	6	6	6	6	6	6	6	6	
BILGE STRINGER Angle Irons	6	4	6	4	6	6	6	6	6	6	6	6	6	6	
Intercoastal plates riveted to plating for half length	11	9	11	9	6	6	6	6	6	6	6	6	6	6	
SIDE STRINGER Angle Irons	6	4	6	4	6	6	6	6	6	6	6	6	6	6	
Transoms, material. Knight-heads. Hawse Timbers.	Iron														
Class	Harfield's Patent														

FRAMES extend in one length from Keel to Gunwale Riveted through plates with 7/8 in. Rivets, about 6 1/2 apart.
The REVERSED ANGLE IRONS on floors and frames extend from across middle line to M. H. S. A. S. 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 1/2 in. diameter, averaging 4 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 3/4 ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 3/4 ins. from centre to centre.
Butts of Three Strakes at Bilge for half length, treble riveted with Butt Straps to thicker than the plates they connect.
Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 4 ins. from cr. to ex.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 3/4 ins. from cr. to ex.
Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.
Butts of Main Sheerstrake, treble riveted for length amidships. Butts of Upper or Spar Sheerstrake, treble riveted half length amidships.
Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for half length.
Breadth of laps of plating in double riveting 5 1/2 Breadth of laps of plating in single riveting 5 1/2
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble and double riveted.
Waterway, how secured to Beams (Explain by Sketch, if necessary)
Beams of the various Decks, how secured to the sides? Welded knees No. of Breasthooks, 7 Crutches, 4
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Angles & Bulbs - Dorman Long & Co
Manufacturer's name or trade mark, Stockton Malleable Iron Co. Plates: - Bol. New Vaughan & Co, Stockton Malleable Iron Co., Consett Iron Co., and Fox Head & Co.
The above is a correct description.
Builder's Signature, J. C. Mitchell & Co Surveyor's Signature, J. H. Cooke
Surveyor to Lloyd's Register of British and Foreign Shipping.



IRON 495-0258

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.*

Masts, Bowsprit, Yards, &c., are *Iron* 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 length extreme 77ft 6" main mast length extreme 74ft Diameter of masts at the partners 22" Two plates in the round 6/16 to 5/16 in thickness. The edges double riveted, and the butts double and treble riveted. makers of the Iron Bolckow Vaughan & Co.*

No.	NUMBER for EQUIPMENT	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.				Machine where Tested & Suprntd.	
									No.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.		
			Chain	270	1 1/16	59 1/2	270 - 1 1/16		Bower Anchors	1	32.3.7	30.15.2.14	32.0.0	
		Fore Sails,	breaking strain 82 1/2						(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1	32.2.0	30.10.0.0	32.0.0	
		Fore Top Sails,	breaking strain 34 1/2							1	27.2.7	26.16.3.14	27.1.0	
		Fore Topmast Stay Sails,	120	4"	makers of M. Smith									
		Hawser ...	90	9			90.12		Stream	1	10.2.7	12.10.3.21	10.2.0	
		Main Sails,	90	7	Manilla		90.11		Kedge	1	5.1.7	7.14.0.7	5.1.0	
		Main Top Sails,	180	6			90.7		Ditto	1	2.2.0	5.0.0.0	2.2.0	
		quality good.	180	4 1/2										

Standing and Running Rigging *Manilla* sufficient in size and *good* in quality. She has *2* Life *Long* Boats and *2* others

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

Engine Room Skylights. How constructed? *Iron trunk to shade deck of iron* How secured in ordinary weather? *Bolted to angles.*

What arrangements for deadlights in bad weather? *Solid shutters and bulls eyes.*

Coal Bunker Openings. How constructed? *Cast Iron Comings* How are lids secured? *By hatch bars* Height above deck? *12 1/2 in.*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Eleven ports each side besides mooring pipes.*

Cargo Hatchways. How formed? *Iron Comings and headledges riveted together.*

State size Main Hatch *20ft x 12ft.* Forehatch *8ft x 8ft.* Quarterhatch *16ft x 12ft & 16ft x 12ft.*

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

What arrangement for shifting beams? *Deep web plates & three wood fore rafters in the main hatch, a bulk plate shifting beam & three wood fore rafters in the two after hatchways, and a wood fore rafter in the fore hatchway.*

Hatches, If strong and efficient? *Yes (Solid hatches).*

Order for Special Survey No. *1420* Date *10th Feby/80* 1st. On the several parts of the frame, when in place, and before the plating was wrought } 1880 March 5. 8. 12. 16. 23. 25. April 6. 8. 20. 22. 26. 29

Order for Ordinary Survey No. *398* in builder's yard. 2nd. On the plating during the process of riveting } May 4. 7. 12. 21. 25. 28. 31 June 1. 3. 4. 9

3rd. When the beams were in and fastened, and before the decks were laid... } 15. 18. 28 July 2. 6. 7. 14. 16. 20. 22. 27. 29

4th. When the ship was complete, and before the plating was finally coated or cemented... } Aug 4. 7. 9. 14. 16. 19. 25. 31

5th. After the ship was launched and equipped } Sept 3. 8. 9

General Remarks (State quality of workmanship, &c.) *This is a three decked vessel built in accordance with the tracings attached and otherwise in accordance with the Rules. She is a sister vessel to the "Sheikh" Report No 14828 except in the construction of the bottom. The upper deck beams are plated over between the stringer plates and hatchways with plates 6/16 to 5/16 in thickness. The plating extends from the first beam before the main hatchway to the first beam abaft the after hatchway; and from side to side from the after part of the main hatchway to the after part of the engine and boiler space where practicable, and the wood deck is fitted upon the iron deck. She has a Poop 30ft long, Forecastle 35ft long, & shade deck amidships 64ft long is fitted with water ballast tanks, in the after hold 88ft, under the engines and boilers 38ft, and in the main hold 18ft. Tanks tested with a head of water to the height of load line and found satisfactory, and the general quality of the workmanship is good.*

The Hawsers and warps supplied although not strictly in accordance with the Rules, have been fixed by the Owners to suit their requirements. I respectfully beg to submit the case to the favourable consideration of the Committee.

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, fore-castle, 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 *100A1 Two decks and three tiers of beams.*

The amount of the Entry Fee ... £ 5 : - : - is received by me, *J. H. Cooke*

Special ... £ 45 : 6 : 6 *14 Sept 1880*

Certificate *Gratis* - : - : - Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *16th Sept 1880*

Character assigned *100A .1. Two decks and three tiers of beams*

A & C. P. Iron deck

The Surveyors are requested not to write on or below the space for Committee's Minute.

