

IRON SHIP.

No. 15114 Survey held at *South Shields* Date, First Survey *30th June* Last Survey *1st November 18*
On the *S.S. "Joseph Viney"* Master *John Halder*

TONNAGE under Tonnage Deck *1084.93*
Ditto of *Truss, Spar, or Awaiting Deck* *106.40*
Ditto of *Deck* *104.72*
Ditto of *Raised Or. Dk.* *8.43*
Ditto of *Hatches on Deck* *8.99*
Ditto of Forecastle *25.84*
Gross Tonnage *1331.31*
Less Crew Space *45.21*
Less Engine Room *426.02*
Register Tonnage as cut on Beam *860.08*

ONE, OR TWO DECKED, THREE DECKED VESSEL.
SPAR, OR AWNING-DECKED VESSEL.
HALF BREADTH (moulded) *16.15*
DEPTH from upper part of Keel to top of Upper Deck Beams *19.15*
GIRTH of Half Midship Frame (as per Rule) *31.65*
1st NUMBER *66.95*
1st NUMBER, if a 3-DECKED VESSEL, deduct 7 feet *—*
LENGTH *247*
2nd NUMBER *16536*
PROPORTIONS—Breadths to Length *7.6*
Depths to Length—Upper Deck to Keel *12.8*
Main Deck ditto *—*

Built at *South Shields*
When built *1880* Launched *16th Oct. 1880*
By whom built *Messrs. John Readhead & Co.*
Owner *Messrs. Wilson, Taylor & Partners*
Port belonging to *North Shields*
Destined Voyage *Mediterranean*
If Surveyed while Building, Afloat, or in Dry Dock *—*

LENGTH on deck as per Rule *247* Feet. *—* Inches. BREADTH Moulded *32* Feet. *4* Inches. DEPTH top of Floors to Upper Deck Beams *17* Feet. *6* Inches. Do. do. Main Deck Beams *—* Feet. *—* Inches. Power of Engines *115* Horse. N^o. of Decks with flat laid *one* N^o. of Tiers of Beams *two*

Dimensions of Ship per Register, length, *250.0* breadth, *32.7* depth, *17.6*

	Inches in Ship.			Inches per Rule.		
	In Ship.	In Ship.	16ths In Ship.	Inches per Rule.	Inches per Rule.	16ths per Rule.
KEEL, depth and thickness	<i>8 1/2</i>	<i>2 1/2</i>	<i>8</i>	<i>8 1/2</i>	<i>2 1/2</i>	<i>8</i>
STEM, moulding and thickness	<i>8</i>	<i>2 1/2</i>	<i>8</i>	<i>8</i>	<i>2 1/2</i>	<i>8</i>
STERN-POST for Rudder do. do.	<i>10</i>	<i>4</i>	<i>8</i>	<i>8</i>	<i>4</i>	<i>8</i>
" " for Propeller	<i>10</i>	<i>4</i>	<i>8</i>	<i>8</i>	<i>4</i>	<i>8</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>23</i>	<i>—</i>	<i>—</i>	<i>23</i>	<i>—</i>	<i>—</i>
FRAMES, Angle Iron, for 2/3 length amidships	<i>4</i>	<i>3</i>	<i>7</i>	<i>4</i>	<i>3</i>	<i>7</i>
Do. for 1/3 at each end	<i>4</i>	<i>3</i>	<i>7</i>	<i>4</i>	<i>3</i>	<i>7</i>
REVERSED FRAMES, Angle Iron	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>3</i>	<i>6</i>
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<i>—</i>	<i>20</i>	<i>8</i>	<i>—</i>	<i>20</i>	<i>8</i>
" thickness at the ends of vessel	<i>—</i>	<i>—</i>	<i>7</i>	<i>—</i>	<i>—</i>	<i>7</i>
" depth at 2/3 the half-bdth. as per Rule	<i>—</i>	<i>10 1/2</i>	<i>—</i>	<i>—</i>	<i>10</i>	<i>—</i>
" height extended at the Bilges	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
BEAMS, Upper, Spar, or Awaiting Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>5 1/2</i>	<i>3</i>	<i>7</i>	<i>5 1/2</i>	<i>3</i>	<i>7</i>
Single or double Angle Iron on Upper edge	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
Average space	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
Single or double Angle Iron, on Upper Edge	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
Average space	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
BEAMS, Lower Deck, Hold, or Galley Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>3</i>	<i>6</i>
Single or double Angle Iron on Upper Edge	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>3</i>	<i>6</i>
Average space	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	<i>—</i>	<i>16</i>	<i>12</i>	<i>—</i>	<i>16</i>	<i>12</i>
" Rider Plate	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
" Bulb Plate to Intercoastal Keelson	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
" Angle Irons	<i>5</i>	<i>3 1/2</i>	<i>9</i>	<i>5</i>	<i>3 1/2</i>	<i>9</i>
" Double Angle Iron Side Keelson	<i>5</i>	<i>3 1/2</i>	<i>9</i>	<i>5</i>	<i>3 1/2</i>	<i>9</i>
" Side Intercoastal Plate	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
" do. Angle Irons	<i>5</i>	<i>3 1/2</i>	<i>9</i>	<i>5</i>	<i>3 1/2</i>	<i>9</i>
" Attached to outside plating with angle iron	<i>5</i>	<i>3 1/2</i>	<i>9</i>	<i>5</i>	<i>3 1/2</i>	<i>9</i>
BILGE Angle Irons	<i>5</i>	<i>3 1/2</i>	<i>9</i>	<i>5</i>	<i>3 1/2</i>	<i>9</i>
" do. Bulb Iron	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
" do. Intercoastal plates riveted to plating for length	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
BILGE STRINGER Angle Irons	<i>5</i>	<i>3 1/2</i>	<i>9</i>	<i>5</i>	<i>3 1/2</i>	<i>9</i>
Intercoastal plates riveted to plating for length	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
SIDE STRINGER Angle Irons	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
Transoms, material. <i>Knight heads.</i> Hawse Timbers. <i>Iron</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
Windlass <i>Harfield's path</i> Pall Bitt <i>Iron</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>

Flat Keel Plates, breadth and thickness *—*
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges *36* *11* *34* *11*
" of doubling at Bilge, or increased thickness, and length applied *2* *strakes*
" fin up part of Bilge to lr. edge of Sh'rstrake. *alternately*
" Main Sheerstrake, breadth and thickness of d'ble at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake. *23 feet in wake of break deck at front of fore-edge of main*
" Up. or Spar Dk Sh'rstrake, brdth & thickness *alternately*
Butt Straps to outside plating, breadth & thickness *10 1/2* *19* *8 1/2* *15* *9 1/2* *13* *9 1/2*
Lengths of Plating *6* spaces of frames
Shifts of Plating, and Stringers *3* spaces of frames
Gunwale Plate on ends of Awaiting, Spar, or Upper Deck Beams, breadth and thickness *35* *10* *35* *10*
Angle Iron on ditto *5* *3 1/2* *9* *5* *3 1/2* *9*
Tie Plates fore and aft, outside Hatchways *nil*
Diagonal Tie Plates on Beams No. of Pairs *nil*
Planksheer material and scantling *as per tracing of*
Waterways do. do. *as per tracing of*
Flat of Upper Deck do. do. *Iron* *6* *6*
How fastened to Beams *Riveted*
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness *—*
Is the Stringer Plate attached to the outside plating? *—*
Angle Irons on ditto, No. *—*
Tie Plates, outside Hatchways *—*
Diagonal Tie Plates on Beams, No. of pairs *—*
Waterways materials and scantlings *—*
Flat of Middle Deck do. do. *—*
How fastened to Beams *—*
Stringer Plates on ends of Lower Deck, Hold, or Galley Beams *31* *9* *31* *9*
Is the Stringer Plate attached to the outside plating? *Yes*
Angle Irons on ditto, No. *3* *4* *5* *3 1/2* *9* *5* *3 1/2* *9*
Stringer or Tie Plates, outside Hatchways *as per deck plan*
Flat of Lower Deck *—*
Ceiling betwixt Decks, thickness and material *2 1/2* *3* *plate iron*
" in hold do. do. *2 1/2*
Main piece of Rudder, diameter at head *—* *5 1/2* *—* *5 1/2*
do. at heel *—* *5* *—* *5*
Can the Rudder be unshipped afloat? *Yes*
Bulkheads No. *4* Thickness of *—* *6* *—* *6*
" Height up to upper deck, after one as per rule *—*
" How secured to sides of ship *Between double frames*
" Size of Vertical Angle Irons *3* *3* *3/4* and distance apart *30* ins.
" Are the outside Plates doubled two spaces of Frames in length? *Yes*

The FRAMES extend in one length from *Keel* to *Gunwale* Riveted through plates with *3/4* in. Rivets, about *6* apart.
The REVERSED ANGLE IRONS on floors and frames extend *near* middle line to *Hold 12th stringer 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 *1/16* in. diameter, averaging *5* ins. from centre to centre.
" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets *7/16* in. diameter, averaging *8 1/2* ins. from centre to centre.
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *3/4* in. diameter averaging *3 1/2* ins. from centre to centre.
" Butts of *3* Strakes at Bilge for *1/2* length, treble riveted with Butt Straps *1/16* thicker than the plates they connect.
" Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets *3/4* in. diameter, averaging *3 1/2* ins. from cr. to cr.
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *3/4* in. diameter, averaging *3 1/4* 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 length.
" Breadth of laps of plating in double riveting *4* *2* *5/16* Breadth of laps of plating in single riveting *nil*
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Double & treble throughout*
Waterway, how secured to Beams *As per mid section (Explain by Sketch, if necessary.)*
Beams of the various Decks, how secured to the sides? *Turned down ends of riveted plates* No. of Breasthooks, *5* Crutches, *59*
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Angles & Bulb by Messrs.*
Manufacturer's name or trade mark *Abbott & Co. & Torman, Long & Co.; Plates by Fox, Head & Co. & Thorne & Co.*
The above is a correct description.
Builder's Signature, *John Readhead & Co.* Surveyor's Signature, *—* Surveyor to Lloyd's Register of British and Foreign Shipping.

3000 (12/25/78)

IRON 497-0047

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 very well*
 Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *A few Yes*
 Do any rivets break into or through the seams or butts of the plating? *A very few*

Masts, Bowsprit, Yards, &c., are *of wood 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 *28543 Iron*

N ^o .	NUMBER for EQUIPMENT 18189 SAILS, CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
	Chain	270	1 9/16	43 1/2 x 6 1/8	1 9/16		Bower Anchors	1	24.3.0	24.10.2.14	23.2.0	
	Fore Sails,							1	24.1.0	24.1.3.14		
	Fore Top Sails,	75	1	18 x 27	75-1			1	20.2.0	21.3.0.6	20.0.0	
	Fore Topmast Stay Sails,						Stream	1	8.1.0	10.7.2.0	8.0.0	
	Hawser ...	90	8	-	90-8		Kedge	1	4.1.0	6.12.2.0	4.0.0	
	Main Sails,	90	10	-	90-10		Ditto	1	2.0.10	4.12.2.0	2.0.0	
	Main Top Sails, and quality <i>good</i>	90	6	-	not required							

Standing and Running Rigging *Wire & Hemp* sufficient in size and *good* in quality. She has *One* Long Boat and *2* others.
 The Windlass is *good* Capstan *—* and Rudder *good* Pumps *Metal & good*

Engine Room Skylights. How constructed? *On Bridge deck* How secured in ordinary weather? *with thumb screws*

What arrangements for deadlights in bad weather? *Solid Teak Shutters with thick circular glass*

Coal Bunker Openings.—How constructed? *Iron framing* How are lids secured? *with hatch bars* Height above deck? *15 ins*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *6 Scuppers & 7 ports on each side*

Cargo Hatchways.—How formed? *Iron plate comings & Head ledges*

State size *Main Hatch 22.6 x 10.0 x 36 high* Forehatch *11.3 x 8.0 x 36 high* Quarterhatch *15.6 x 10.0 x 24 high*

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

What arrangement for shifting beams? *Deep web plate in main Hatch & strong beam in After Hatch*

Hatches, If strong and efficient? *3 in solid & good*

Order for Special Survey No. *1450* DATES OF SURVEYS held while building as per Section 18:
 Date *28th June 1880* 1st. On the several parts of the frame, when in place, and before the plating was wrought } *1880 June 30 July 23. 30*
 Order for Ordinary Survey No. *165* 2nd. On the plating during the process of riveting } *Aug 2. 4. 10. 12. 19. 25. 30*
 Date *—* 3rd. When the beams were in and fastened, and before the decks were laid.... } *Sept 3. 8. 13. 15. 17. 21. 24. 28*
 No. *165* in builder's yard. 4th. When the ship was complete, and before the plating was finally coated or cemented.. } *Oct 1. 6. 9. 13. 15. 19. 21. 25. 27*
 5th. After the ship was launched and equipped } *Nov 2. 11*

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the rules and the tracings of Approved Builders Section and deck plan; She has a raised quarter deck about 95.0 in length; a Bridge House about 49.9 in length, and a Top-gallant-Forecastle about 25.9 in length. A water-Ballast tank in the after hold extending from the after Bulkhead of Engine room aft to within 10 frame spaces of the after Bulkhead and about 74.6 in length, and one in the fore hold extending from the Foremost Bulkhead of Engine room, forward about 99.6 in length and which have been tested to a Head of water not less than the height of the load line & proved very satisfactory. She is also fitted with an iron centre line Bulkhead between the Hatchways of 5/16 iron, riveted to double angle irons top & bottom, & solid half round pillars on each side 3 ins x 1 1/4 thick, the usual distance apart and well riveted throughout their whole length.*

State if *one, two, or three* decked vessel, or if *open or covering* decked; and the lengths of *gun, forecastle, or raised* quarter deck, and the length of *double, or part double* bottom.

How are the surfaces preserved from oxidation? Inside *Portland Cement to upper* Outside *3 Coats of paint*

I am of opinion this Vessel should be Classed *100 A I* *turn of Bilge & paint above*

The amount of the Entry Fee ... £ *5 : 0 : 0* is received by me, *W.G.P.*

Special ... £ *54 : 3 : 0* *23rd Nov 1880*

Certificate gratis *— : — : —*

(Travelling Expenses, if any, £ *—*).

Committee's Minute *Friday, November 26th, 1880*

Character assigned *100 A I*

James Sibers
 Surveyor to Lloyd's Register of British and Foreign Shipping.

W.G.P.

The materials and workmanship are of a good description for

