

IRON SHIP.

No. 15164 Survey held at Newcastle Date, First Survey 31st May Last Survey 23rd December 1880
On the Screw Steamer "Yorford" Schom rigged Master MeadowsTonnage under 1785.35 ONE OR TWO DECKED THREE DECKED VESSEL.
Tonnage Deck 11.48 SPAR OR AWNING-DECKED VESSEL.
(of Third, Spar, Mast, &c.)
of Third, Spar, Mast, &c. 4.86 HALF BREADTH (moulded) 17.5 Feet.
of Awning Deck.)
Ditto of Poop, &c. 66.14 DEPTH from upper part of Keel to top of Upper Deck Beams 26.5
Raised On Deck.)
Ditto of Hatches 8.99 GIRTH of Half Midship Frame (as per Rule) 39.45
on Deck.)
Ditto of Forecastle 148.99 1st NUMBER 1
Gross Tonnage 1934.40 1st NUMBER, if a 3-DECKED VESSEL, deduct 7 feet 7
Less Crew Space 58.88 LENGTH 268.5
Less Engine Room 619.01 2nd NUMBER 20526
Register Tonnage 1256.62 PROPORTIONS—Breadths to Length 4.67
as cut on Beam) Depths to Length—Upper Deck to Keel 10.13
Main Deck ditto 14.32Built at NewcastleWhen built 1880 Launched 17th NovBy whom built Thos. In Shipbuilding Comp^yOwners Hunting & Patterson (Hoc)Port belonging to LondonDestined Voyage Marseilles

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

While building & afloatLENGTH on deck as per Rule 268.5 Breadth—Moulded 35.0 DEPTH top of Floors to Upper Deck Beams 24.5 Power of Engines 200 N^o. of Decks with flat laid Two
Do. do. Main Deck Beams 16.75 N^o. of Tiers of Beams ThreeDimensions of Ship per Register, length, 270 breadth, 35.2 depth, 24.5KEEL, depth and thickness 9 1/2 x 2 1/2 Inches in Ship. Inches per Rule. 9 1/2 x 2 1/2
STEM, moulding and thickness 9 x 2 1/2 Inches in Ship. Inches per Rule. 9 x 2 1/2
STERN-POST for Rudder do. do. 9 x 5 Inches in Ship. Inches per Rule. 9 x 5
" " for Propeller 9 x 5 Inches in Ship. Inches per Rule. 9 x 5
Distance of Frames from moulding edge to moulding edge, all fore and aft 24 Inches in Ship. Inches per Rule. 24FRAMES, Angle Iron, for 2/3 length amidships 5 3 0 Inches in Ship. Inches per Rule. 5 3 0
Do. for 1/3 at each end 5 3 0 Inches in Ship. Inches per Rule. 5 3 0REVERSED FRAMES, Angle Iron 3 1/2 3 0 Inches in Ship. Inches per Rule. 3 1/2 3 0FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 24 13 9 Inches in Ship. Inches per Rule. 24 13 9
" thickness at the ends of vessel 8 17 Inches in Ship. Inches per Rule. 8 17
" depth at 2/3 the half-bdth. as per Rule 12 Inches in Ship. Inches per Rule. 12
" height extended at the Bilges 40 Inches in Ship. Inches per Rule. 40BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron 4 2 7 Inches in Ship. Inches per Rule. 4 2 7Single or double Angle Iron on Upper edge 3 3 6 Inches in Ship. Inches per Rule. 3 3 6
Average space 40 Inches in Ship. Inches per Rule. 40BEAMS, Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron 6 3 0 Inches in Ship. Inches per Rule. 6 3 0Single or double Angle Iron, on Upper Edge 4 2 7 Inches in Ship. Inches per Rule. 4 2 7
Average space 24 Inches in Ship. Inches per Rule. 24BEAMS, Lower Deck, Hold, or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron 8 1/2 13 0 Inches in Ship. Inches per Rule. 8 1/2 13 0Single or double Angle Iron on Upper Edge 3 3 7 Inches in Ship. Inches per Rule. 3 3 7
Average space 40 Inches in Ship. Inches per Rule. 40KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates 10 13 10 Inches in Ship. Inches per Rule. 10 13 10" Rider Plate 12 13 12 Inches in Ship. Inches per Rule. 12 13 12" Bulb Plate to Intercoastal Keelson 5 1/2 4 9 Inches in Ship. Inches per Rule. 5 1/2 4 9" Angle Irons 5 1/2 4 9 Inches in Ship. Inches per Rule. 5 1/2 4 9" Double Angle Iron Side Keelson 5 1/2 4 9 Inches in Ship. Inches per Rule. 5 1/2 4 9" Side Intercoastal Plate 5 1/2 4 9 Inches in Ship. Inches per Rule. 5 1/2 4 9" do. Angle Irons 5 1/2 4 9 Inches in Ship. Inches per Rule. 5 1/2 4 9" Attached to outside plating with angle iron 5 1/2 4 9 Inches in Ship. Inches per Rule. 5 1/2 4 9BILGE Angle Irons 5 1/2 4 9 Inches in Ship. Inches per Rule. 5 1/2 4 9" do. Bulb Iron 5 1/2 4 9 Inches in Ship. Inches per Rule. 5 1/2 4 9" do. Intercoastal plates riveted to plating for length 5 1/2 4 9 Inches in Ship. Inches per Rule. 5 1/2 4 9BILGE STRINGER Angle Irons 5 1/2 4 9 Inches in Ship. Inches per Rule. 5 1/2 4 9Intercoastal plates riveted to plating for 1/2 length 3 3 7 Inches in Ship. Inches per Rule. 3 3 7STRINGER Angle Irons 5 1/2 4 9 Inches in Ship. Inches per Rule. 5 1/2 4 9Material. Knight-heads. Hawse Timbers. IronPall Bitt. IronExtend in one length from Keel to gunwaleED ANGLE IRONS on floors and frames extend across middle line to m.o.s. and to upper deckAre the various lengths of Plates and Angle Irons properly connected? YesGarboard, double riveted to Keel, with rivets 1 1/2 in. diameter, averaging 5 1/2 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 7/8 ins. from centre to centre.Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 7/8 ins. from centre to centre.Butts of 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 7/8 in. 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 3 7/8 ins. from cr. to cr.Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 7/8 ins. from cr. to cr.

Edges of Main 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 1/2 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 or double Riveted?

Waterway, how secured to Beams Gutter (Explain by Sketch, if necessary.)Beams of the various Decks, how secured to the sides? Beams ends turn down No. of Breasthooks, 6 Crutches, 5What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. Stockton & Donning, EnglishManufacturer's name or trade mark. FOR AND ON BEHALF OF

The above is a correct description.

Builder's Signature, H. J. Boone Surveyor's Signature, H. J. Boone

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

Flat Keel Plates, breadth and thickness 36 12 36 12 Inches in Ship. Inches per Rule. 36 12 36 12PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges 36 12 36 12 Inches in Ship. Inches per Rule. 36 12 36 12" of doubling at Bilge, or increased thickness, and length applied 10 5 11 Inches in Ship. Inches per Rule. 10 5 11" fm up. part of Bilge to l. edge of Sh'rstrake. 10 5 11 Inches in Ship. Inches per Rule. 10 5 11" Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake. 40 13 40 13 Inches in Ship. Inches per Rule. 40 13 40 13" Up. or Spar Dk Sh'rstrake, brdth & thickness 13 0 13 0 Inches in Ship. Inches per Rule. 13 0 13 0Butt Straps to outside plating, breadth & thickness 11 1/2 17 11 1/2 14 Inches in Ship. Inches per Rule. 11 1/2 17 11 1/2 14Lengths of Plating 10 11 12 13 14 15 16 17 18 19 20 Inches in Ship. Inches per Rule. 10 11 12 13 14 15 16 17 18 19 20Shifts of Plating, and Stringers 6 pairs 5 1/2 in. Inches in Ship. Inches per Rule. 6 pairs 5 1/2 in.Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness 54 9 54 9 Inches in Ship. Inches per Rule. 54 9 54 9Angle Iron on ditto 4 x 4 x 9 4 x 4 x 9 Inches in Ship. Inches per Rule. 4 x 4 x 9 4 x 4 x 9Tie Plates fore and aft, outside Hatchways 14 9 14 9 Inches in Ship. Inches per Rule. 14 9 14 9Diagonal Tie Plates on Beams No. of Pairs Plates across main Inches in Ship. Inches per Rule. Plates across mainPlanksheer material and scantling 2 1/2 2 1/2 Inches in Ship. Inches per Rule. 2 1/2 2 1/2Waterways do. do. Gutter Inches in Ship. Inches per Rule. GutterFlat of Upper Deck do. do. 4 1/2 4 1/2 Inches in Ship. Inches per Rule. 4 1/2 4 1/2How fastened to Beams Rivets & screws Inches in Ship. Inches per Rule. Rivets & screwsStringer Plate on ends of Main or Middle Deck Beams, breadth and thickness 38 10 38 10 Inches in Ship. Inches per Rule. 38 10 38 10Is the Stringer Plate attached to the outside plating? YesAngle Irons on ditto, No. 2 4 x 4 x 9 4 x 4 x 9 Inches in Ship. Inches per Rule. 4 x 4 x 9 4 x 4 x 9Tie Plates, outside Hatchways 14 9 14 9 Inches in Ship. Inches per Rule. 14 9 14 9Diagonal Tie Plates on Beams, No. of pairs 6 Inches in Ship. Inches per Rule. 6Waterways materials and scantlings 2 1/2 2 1/2 Inches in Ship. Inches per Rule. 2 1/2 2 1/2Flat of Middle Deck do. do. 4 1/2 4 1/2 Inches in Ship. Inches per Rule. 4 1/2 4 1/2How fastened to Beams Rivets & screws Inches in Ship. Inches per Rule. Rivets & screwsStringer Plates on ends of Lower Deck, Hold or Orlop Beams 31 1/2 10 31 1/2 10 Inches in Ship. Inches per Rule. 31 1/2 10 31 1/2 10Is the Stringer Plate attached to the outside plating? YesAngle Irons on ditto, No. 2 4 x 4 x 9 4 x 4 x 9 Inches in Ship. Inches per Rule. 4 x 4 x 9 4 x 4 x 9Stringer or Tie Plates, outside Hatchways 14 9 14 9 Inches in Ship. Inches per Rule. 14 9 14 9Flat of Lower Deck 4 1/2 4 1/2 Inches in Ship. Inches per Rule. 4 1/2 4 1/2Ceiling betwixt Decks, thickness and material 6 x 2 1/2 6 x 2 1/2 Inches in Ship. Inches per Rule. 6 x 2 1/2 6 x 2 1/2" in hold do. do. 2 1/2 2 1/2 Inches in Ship. Inches per Rule. 2 1/2 2 1/2Main piece of Rudder, diameter at head 6 3/4 6 3/4 Inches in Ship. Inches per Rule. 6 3/4 6 3/4" at heel 3 1/2 3 1/2 Inches in Ship. Inches per Rule. 3 1/2 3 1/2Can the Rudder be unshipped afloat? YesBulkheads No. 5 Thickness of 7 1/2 6 Inches in Ship. Inches per Rule. 7 1/2 6" Height up 4 to upper deck from to hold stringer" How secured to sides of ship double plates" Size of Vertical Angle Irons 3 1/2 x 3 1/2 and distance apart 30 ins." Are the outside Plates doubled two spaces of Frames in length? YesRiveted through plates with 7/8 in. Rivets, about 7 apart.And butts properly shifted? Yes

Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.

No. of Breasthooks, 6 Crutches, 5

Stockton & Donning, English

Stockton & Palmers, 2 plates

H. J. Boone

Lloyd's Register

Foundation

IRON 97-0492

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*

28870 Iron

Masts, Bowsprit, Yards, &c., are *in & 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 *Main Mast 43ft. 6 long dia 20" Fore Mast 49ft 3" long dia 20" In two plates in the wind battle table double riveted / edges double riveted, with doubling plates in way of partners 6 to 5 16 thickness plates.*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate	Inches per Rule	Machine where Tested & Suprtd.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate	Weight req'd per Rule.	Machine where Tested & Suprtd.
SAILS.												
No.	CABLES, &c.											
	Chain	270	1 3/4	55 1/2	2 1/2	1 3/4	Bower Anchors	1	31.0.17	29.10.1.7	30.0.0	
	Fore Sails,							1	30.1.0	28.16.1.0	30.0.0	
	Fore Top Sails,	75	1 7/8	13 1/2	2 1/2			1	25.3.7	25.10.1.7	25.2.0	
	Fore Topmast Stay Sails,	90	1 1/2		11		Stream	1	9.2.0	11.16.1.0	9.2.0	
	Hmpn Strm Cbl	90	7 1/2		9 1/2		Kedge	1	4.3.21	7.6.1.0	4.3.0	
	Hawser	90	6 1/2				Ditto	1	2.2.7	5.2.2.0	2.2.0	
	Main Sails,	90	6									
	Towlines	90	6									
	Warp	140	5 1/2									
	and											

Standing and Running Rigging *Wood & hemp* sufficient in size and *good* in quality. She has 2 *Long* Boat Sand 2 others

The Windlass is *Patent* Capstan *Efficient* and Rudder *Efficient* Pumps *In each compartment 4 a thumb*

Engine Room Skylights. How constructed? *In sides with oak casings* How secured in ordinary weather? *Screws*

What arrangements for deadlights in bad weather? *—*

Coal Bunker Openings. How constructed? *In casing & wood* How are lids secured? *In bars* Height above deck? *2 1/2"*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Patent & scuppers*

Cargo Hatchways. How formed? *In casing*

State size Main Hatch *20 x 12* Fore hatch *8 x 12* Quarter hatch *20 x 12* After *12 x 12*

If of extraordinary size, state how framed and secured? *In casing & wood fast after with wood patches*

What arrangement for shifting beams? *Deep ribs*

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. <i>1443</i>	DATES of Surveys held while building as per Section 18:	1st. On the several parts of the frame, when in place, and before the plating was wrought	1880 May 31 June 9. 11. 14. 16. 14. 18. 22 July 3. 6
Date <i>31st May 1880</i>		2nd. On the plating during the process of riveting	8. 9. 14. 16. 24 Aug 2. 3. 5. 16. 25. 30
Order for Ordinary Survey No. <i>1443</i>		3rd. When the beams were in and fastened, and before the decks were laid...	Sept 1. 3. 4. 10. 13. 14. 20. 24. 27. 29
Date <i>1st Oct 1880</i>		4th. When the ship was complete, and before the plating was finally coated or cemented...	Oct 6. 4. 13. 21. 29 Nov 2. 8. 9. 13. 19. 23
No. <i>29</i> in builder's yard.		5th. After the ship was launched and equipped	26. 29 Dec 4. 10. 13. 14. 22. 23

General Remarks (State quality of workmanship, &c.) *This vessel has been built in conformity with the Rules. Sketch of Midship section & longitudinal plan herewith appended which were submitted & approved by the Committee in letter dated 20th May 1880*

Is fitted with part double bottom as per ballast tank form attached which has been tested as required by the Rules.

The pumping arrangements are fitted as per sketch appended which were submitted & approved by the Committee in letter dated 20th Oct 1880

The workmanship & materials are of good quality.

Bridge open *30ft 34ft 36ft*
State if one, two, or three decked vessel, or if open, 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 *Cement & Paint* Outside *Paint & Composition*

I am of opinion this Vessel should be Classed *100 A 1 Two Decks & Three tiers of beams*

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

Special ... £ 41 : 18 : - *23rd Decr 1880*

Certificate *gratis* : - : -

(Travelling Expenses, if any, £)

Committee's Minute *Tuesday, December, 28th 1880.*

Character assigned *100 A 1*

Surveyor to Lloyd's Register of British and Foreign Shipping.
This vessel is built in accordance with the rules and appears eligible to be classed
+ 100 A "Three decked Rule". The second
Hull is of steel.
Lloyd's Register
Foundation