

IRON SHIP

No. Survey held at London Date, First Survey February 9th Last Survey December 27 1882

On the Iron Screw Steamer "Deerhound"

Tonnage under Tonnage Deck	328.75	ONE, OR TWO DECKED, THREE DECKED VESSEL,
Ditto of Third, Spar, or Awning Deck	6.80	SPAR, OR AWNING DECKED VESSEL
Ditto of Poop, or Raised Or. Dk.	64.36	Half Breadth (moulded)
Ditto of Houses (Built on Deck)	23.12	Depth from upper part of Keel to top of Upper Deck Beams
Ditto of Forecastle	20.28	Girth of Half Midship Frame (as per Rule)
Gross Tonnage	443.31	1st Number
Less Crew Space	30.40	1st Number, if a 3-Decked Vessel ... deduct 7 feet
Less Engine Room	141.86	Length
Net Tonnage (cut on Beam)	271.05	2nd Number
		Proportions— Breadths to Length
		Depths to Length—Upper Deck to Keel
		Main Deck ditto

Master George Smith
 Built at Wellwall
 When built 1882 Launched October 30th
 By whom built Forrest & Sons
 Owners Walker & Howard
 Residence 70 Lower Thames Street
 Port belonging to London
 Destined Voyage Dunkirk
 If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule ...	160	BREADTH—Moulded ...	24	DEPTH top of Floors to Upper Deck Beams ...	12	Inches. 2 1/2	Power of Engines ...	80	Horse.	80	Nº. of Decks with flat laid	one	Nº. of Tiers of Beams	2 aft
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Dimensions of Ship per Register, length, 159.6 breadth, 24. depth, 12.2

	Inches in Ship.	Inches per Rule.						
KEEL, depth and thickness	7 x 2	7 1/4 x 1 1/2	7 x 2	6 1/2 x 1 1/2	7 x 4	6 1/2 x 3 1/4	7 x 4	6 1/2 x 3 1/4
STEM, moulding and thickness	7 x 2	6 1/2 x 1 1/2	7 x 4	6 1/2 x 3 1/4	7 x 4	6 1/2 x 3 1/4	7 x 4	6 1/2 x 3 1/4
STERN-POST for Rudder do. do.	7 x 4	6 1/2 x 3 1/4	7 x 4	6 1/2 x 3 1/4	21 inches	21 inches	21 inches	21 inches
" " for Propeller	7 x 4	6 1/2 x 3 1/4	21 inches	21 inches	3	3	6	3
Distance of Frames from moulding edge to moulding edge, all fore and aft	21 inches	21 inches	3	3	3	3	5	3
FRAMES, Angle Iron, for 3/4 length amidships	3	3	3	3	2 1/2	2 1/2	5	2 1/2
Do. for 1/2 at each end	3	3	2 1/2	2 1/2	1 3/4	1 3/4	6	1 3/4
REVERSED FRAMES, Angle Iron	2 1/2	2 1/2	1 3/4	1 3/4	1 3/4	1 3/4	6	1 3/4
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	1 3/4	1 3/4	1 3/4	1 3/4	1 3/4	1 3/4	6	1 3/4
thickness at the ends of vessel	1 3/4	1 3/4	1 3/4	1 3/4	1 3/4	1 3/4	6	1 3/4
depth at 3/4 the half-bdth. as per Rule	1 3/4	1 3/4	1 3/4	1 3/4	1 3/4	1 3/4	6	1 3/4
height extended at the Bilges	27	27	1 3/4	1 3/4	1 3/4	1 3/4	6	1 3/4
BEAMS, Upper, Spar, or Awning Deck	6	3	6	3	6	3	6	3
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	6	3	6	3	6	3	6	3
Single or double Angle Iron on Upper edge	6	3	6	3	6	3	6	3
Average space	42	42	6	3	6	3	6	3
BEAMS, Main, or Middle Deck	6	3	6	3	6	3	6	3
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	6	3	6	3	6	3	6	3
Single, or double Angle Iron, on Upper Edge	6	3	6	3	6	3	6	3
Average space	42	42	6	3	6	3	6	3
BEAMS, Lower Deck	6	3	6	3	6	3	6	3
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	6	3	6	3	6	3	6	3
Single or double Angle Iron on Upper Edge	6	3	6	3	6	3	6	3
Average space	42	42	6	3	6	3	6	3
BEAMS, Hold, or Orlop	7	7	7	7	7	7	7	7
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	7	7	7	7	7	7	7	7
Single or double Angle Iron on Upper Edge	7	7	7	7	7	7	7	7
Average space	10	10	7	7	7	7	7	7
KEELSONS Centre line, single or double plate, box, or Intercostal Plates	11	9	11	9	11	9	11	9
" Rider Plate	7 1/2	9	7 1/2	9	7 1/2	9	7 1/2	9
" Bulb Plate to Intercostal Keelson	3 1/2	3	3 1/2	3	3 1/2	3	3 1/2	3
" Angle Irons	3 1/2	3	3 1/2	3	3 1/2	3	3 1/2	3
" Double Angle Iron Side Keelson	3 1/2	3	3 1/2	3	3 1/2	3	3 1/2	3
" Side Intercostal Plate	3 1/2	3	3 1/2	3	3 1/2	3	3 1/2	3
" do. Angle Irons	3 1/2	3	3 1/2	3	3 1/2	3	3 1/2	3
" Attached to outside plating with angle iron	3 1/2	3	3 1/2	3	3 1/2	3	3 1/2	3
BILGE Angle Irons	3 1/2	3	3 1/2	3	3 1/2	3	3 1/2	3
" do. Bulb Iron	3 1/2	3	3 1/2	3	3 1/2	3	3 1/2	3
" do. Intercostal plates riveted to plating for length	3 1/2	3	3 1/2	3	3 1/2	3	3 1/2	3
BILGE STRINGER Angle Irons	3 1/2	3	3 1/2	3	3 1/2	3	3 1/2	3
Intercostal plates riveted to plating for length	3 1/2	3	3 1/2	3	3 1/2	3	3 1/2	3
SIDE STRINGER Angle Irons	3 1/2	3	3 1/2	3	3 1/2	3	3 1/2	3

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 3/4 in. Rivets, about 6 apart, and to deck beams alternately

The REVERSED ANGLE IRONS on floors and frames extend across middle line to stringer in hold and to deck beams 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 7/8 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 in. diameter, averaging 3 ins. from centre to centre.

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

" Butts of one Strakes at Bilge for half length, treble riveted with Butt Straps 1/10 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 or 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 or 3 1/2 ins. from cr. to cr.

" Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.

" Butts of Upper or Spar Sheerstrake, treble riveted length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.

" Butts of Main Sheerstrake, treble riveted for half length amidships.

" Butts of Main Stringer Plate, treble riveted for half length amidships.

" Breadth of laps of plating in double riveting 4 1/2 or 5 1/4 Breadth of laps of plating in single riveting per Rule No. of Breasthooks through Crutches at the ends

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? per Rule No. of Breasthooks through Crutches at the ends

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? The Angle iron from the Glasgow Iron Company & from Dundee Brothers, Plates from Glasgow Iron Company

Manufacturer's name or trade mark, Glasgow Iron Company & from Dundee Brothers, Plates from Glasgow Iron Company

The above is a correct description.

Builder's Signature, [Signature] Surveyor's Signature, [Signature]

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

State clearly where plating is of a greater thickness—as distinguished from unthickened plates at ends of vessel.

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L 2026 6 9 - 0 4 3 0

Workmanship.

Are the butts of plating planed or otherwise fitted? *Chipped and filed*
 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 in the butts*

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

The masts are of wood sufficient in size and length and made with Poles.

NUMBER for EQUIPMENT	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.
SAILS.											
Chain	195	1 1/8	34.2.2.0	1/16	30.8.0.0	Bower Anchors	3	10.0.5	12.2.0.2	8.1.0	10.14.0.0
Fore Sails,						(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
Fore Top Sails,	60	3/4	15.2.2.0	60.1/16	135.4.2	Certificates		9.3	15.12.0.0		
Fore Topmast Stay Sails,						135.4.2					
Main Sails,	90	7/8	75.4.7/8		135.4.2	from Netherland signed by D. G. Lewis		8.3.0	10.7.2.0		
Main Top Sails, and	90	5/8	90.4.5/8			Stream Anchor		3.3.14	6.5.1.7	2.2.0	5.0.0.0
Standing and Running Rigging						Kedge		1.2.22	4.4.1.14	1.1.0	
The Windlass is						2nd Kedge		3.0			

Standing and Running Rigging *Wire & hemp* sufficient in size and *good* in quality. She has *one* Long Boat and *another*
 The Windlass is *patent, iron, good* Capstan *and* Rudder *good* Pumps *good*
 Engine Room Skylights.—How constructed? *Iron Coaming 2.3 above D-deck* How secured in ordinary weather? *bolted*
 What arrangements for deadlights in bad weather? *Solid sashes with bulls eyes*
 Coal Bunker Openings.—How constructed? *Cast iron deck plates* How are lids secured? *locked by turning* Height above deck? *flush with D-deck*
 Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *ports in bulwarked beam with hinges and scuppers through sheerstrake*
 Cargo Hatchways.—How formed? *framed with Carlings and half beams, Iron Coaming, and hatched floor*
 State size Main Hatch *17.5 x 10.0* Forehatch *11.4 x 8.0* Quarterhatch *13.11 x 10.0*
 If of extraordinary size, state how framed and secured?
 What arrangement for shifting beams? *dup web plate fitted at main hatchway*
 Hatches, if strong and efficient? *they are strong and efficient*

Order for Special Survey No. _____
 Order for Ordinary Survey No. _____
 Date _____
 No. *1156* in builder's yard.
 DATES OF SURVEYS held while building as per Section 18.
 1st. On the several parts of the frame, (such as in plate, and before the plating was wrought)
 2nd. On the plating during the process of riveting
 3rd. When the beams were in and (between, and before the decks were laid, &c.)
 4th. When the ship was complete, and before the plating was finally coated or cemented.
 5th. After the ship was launched and equipped.
This vessel has been built under special survey during her construction and fitting out between the 9th of February 1882 and the present date.

General Remarks (State quality of workmanship, &c.)
Has a forepeak ballast tank 30 ft long, and one aft 14.0, the capacity of forward tank 46 tons, and of after do 22 1/4 tons. The stringers at the Break extend through as prescribed by, and the riveting in conformity with the Rules Section 45. This vessel is a duplicate of the S. S. Lottie Kershaw.
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State if one, two, or three decked vessel, or if spar, or awning deck; and the lengths of poop, bridge, forecastle, or raised quarter deck. (If double bottom, state particulars on separate form.)
 How are the surfaces preserved from oxidation? Inside *Portland Cement & Bridges Paint* Outside *White of Iron & other Paint*
 I am of opinion this Vessel should be classed *100 A 1*
 The amount of the Entry Fee *5* is received by me, *L. J. Miles*
 Special *22.3* 8.1 1888
 Certificate *Gratis*
 (Travelling Expenses, if any, £ _____)
 Committee's Minute *Friday, 5th January 1888*
 Character assigned *100 A 1*

L. J. Miles
 Surveyor to Lloyd's Register of British and Foreign Shipping
 This vessel appears eligible to be classed as recommended by Lloyd's Register
 10.0.0.0
 1888
 5/1/83