

IRON SHIP

No. 15201 Survey held at *South Shields* Date, First Survey *30 June 1881* Last Survey *30 Jan 82* 1881
On the *Scw. Sr. "Honor"* Master *J. M. Jones*

TONNAGE under Tonnage Deck	1125.65	ONE, OR TWO DECKED, THREE DECKED VESSEL.
Ditto of <i>Third, Span.</i>	110.75	SPAR, OR RUNNING DECKED VESSEL.
<i>Bridge</i> Ditto of <i>Fourth, Span.</i>	112.22	HALF BREADTH (moulded) 17.00
<i>atches</i> Ditto of <i>Lower Deck.</i>	6.50	DEPTH from upper part of Keel to top of Upper Deck Beams 19.25
<i>8' air</i> Ditto of <i>House</i>	3.88	GIRTH of Half Midship Frame (as per Rule) 32.70
Ditto of Forecastle	24.27	1st NUMBER 68.95
Gross Tonnage	1383.57	1st NUMBER, if a 3-DECKED VESSEL, deduct 7 feet
Less Crew Space	48.59	LENGTH 248.3
Less Engine Room	442.74	2nd NUMBER 17120
Register Tonnage as cut on Beam	892.24	PROPORTIONS—Breadths to Length 7.3
		Depths to Length—Upper Deck to Keel 12.8
		Main Deck ditto

Built at *South Shields*
When built *1880 & 81* Launched *2 Decr 1880*
By whom built *Messrs. John Head & Co.*
Owners *Messrs. Rick & Co.*
Port belonging to *London*
Destined Voyage *Odessa*
If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 250 Feet. Inches. BREADTH—Moulded 34 3 DEPTH top of Floors to Upper Deck Beams 17 5 Do. do. Main Deck Beams 17 5 Power of Engines 145 Horse. No. of Decks with flat laid one No. of Tiers of Beams two

Dimensions of Ship per Register, length 250.0 breadth 34.25 depth 17.4

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	9 x 2 1/2	9 x 2 1/2	STEM, moulding and thickness	8 1/2 x 2 1/2	8 1/2 x 2 1/2
STERN-POST for Rudder do. do.	9 x 5	8 1/2 x 5	" " for Propeller	10 x 4 1/2	8 1/2 x 5
Distance of Frames from moulding edge to moulding edge, all fore and aft	24 in	24 in			
FRAMES, Angle Iron, for 1/2 length amidships	4 1/2 3 2	4 1/2 3 2	Do. for 1/2 at each end	4 1/2 3 6	4 1/2 3 6
REVERSED FRAMES, Angle Iron	3 3 2	3 3 2			
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	- 21 8	- 21 8	thickness at the ends of vessel	- 7	- 7
depth at 3/4 the half-bdth. as per Rule	- 11	- 10 1/2	height extended at the Bilges	- 2 1/2	- 2 1/2
BEAMS, Upper, Spar, or Aming Deck	5 1/2 3 8	5 1/2 3 8	Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	- 8 8	- 8 8
Single or double Angle Iron on Upper edge	- 8 8	- 8 8	Average space	- 10	- 10
BEAMS, Main, or Middle Deck	- 8 8	- 8 8	Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	- 8 8	- 8 8
Single or double Angle Iron, on Upper Edge	- 8 8	- 8 8	Average space	- 10	- 10
BEAMS, Lower Deck, Hold, or Orlop	- 8 8	- 8 8	Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	- 8 8	- 8 8
Single or double Angle Iron on Upper Edge	- 8 8	- 8 8	Average space	- 10	- 10
KEELSONS Centre line, single or double plate, box, or intercostal, plates	- 17 12	- 17 12	" Rider plate	- 11 12	- 11 12
" Bulb Plate to Intercostal Keelson	- 8 8	- 8 8	" Angle Irons	5 4 9	5 4 9
" Double Angle Iron Side Keelson	5 4 9	5 4 9	" Side Intercostal Plate	- 8 8	- 8 8
" do. Angle Irons	- 8 8	- 8 8	" Attached to outside plating with angle iron	3 3 6	3 3 6
BILGE Angle Irons	5 4 9	5 4 9	" do. Bulb Iron	- 8 8	- 8 8
" do. Intercostal plates riveted to plating for length	- 8 8	- 8 8	BILGE STRINGER Angle Irons	5 4 9	5 4 9
Intercoastal plates riveted to plating for length	- 8 8	- 8 8	Intercoastal plates riveted to plating for length	- 8 8	- 8 8
SIDE STRINGER Angle Irons	5 4 9	5 4 9	Intercoastal plates riveted to plating for length	- 8 8	- 8 8
Transoms, material. <i>Knight heads. Hawse Timbers.</i>	<i>Iron</i>				
Windlass <i>Harfield's Pat.</i> Pall Bitt	<i>iron</i>				

	Inches in Ship.	16ths in Ship.	Inches per Rule.	16ths per Rule.
Flat Keel Plates, breadth and thickness	-	-	-	-
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges	37	11	36	11
" of doubling at Bilge, or increased thickness, and length applied 2 strakes	-	11	-	11
" fm up. part of Bilge to lr. edge of Sh'rstrake.	-	10	-	10
" Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake.	40	14	40	14
" Up. or Spar Dk Sh'rstrake, brdth & thickness	-	-	-	-
Butt Straps to outside plating, breadth & thickness	10 1/2	19	8 1/2	19
Lengths of Plating	-	-	-	-
Shifts of Plating, and Stringers	-	-	-	-
Gunwale Plate on ends of Aming Spar, or	35 1/2	10	35 1/2	10
Upper Deck Beams, breadth and thickness	-	-	-	-
Angle Iron on ditto	5 x 4 x 9	5 x 4 x 9	5 x 4 x 9	5 x 4 x 9
Tie Plates fore and aft, outside Hatchways	-	-	-	-
Diagonal Tie Plates on Beams No. of Pairs	-	-	-	-
Planksheer material and scantling	-	-	-	-
Waterways do. do.	-	-	-	-
Flat of Upper Deck do. do.	-	-	-	-
How fastened to Beams	-	-	-	-
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 Orlop Beams	32	9	32	9
Is the Stringer Plate attached to the outside plating?	-	-	-	-
Angle Irons on ditto, No.	3 x 4	5 x 4 x 9	5 x 4 x 9	5 x 4 x 9
Stringer or Tie Plates, outside Hatchways	4 x 4 x 9	4 x 4 x 9	4 x 4 x 9	4 x 4 x 9
Flat of Lower Deck	-	-	-	-
Ceiling betwixt Decks, thickness and material	2 1/2	3	2 1/2	3
" in hold do. do.	2 1/2	3	2 1/2	3
Main piece of Rudder, diameter at head	6 1/4	-	6 1/4	-
do. at heel	3 1/4	-	3 1/4	-
Can the Rudder be unshipped afloat?	-	-	-	-
Bulkheads No. 4 Thickness of	-	5 1/6	-	5 1/6
" Height up to upper deck, after one as per sketch	-	-	-	-
" How secured to sides of ship	-	-	-	-
" Size of Vertical Angle Irons 3 x 3 x 1/6 and distance apart 30 ins.	-	-	-	-
" Are the outside Plates doubled two spaces of Frames in length?	-	-	-	-

The FRAME and in one length from *Keel* to *Gunwale* Riveted through plates with *7/8* in. Rivets, about *6 1/2* apart.
The REVEL ANGLE IRONS on floors and frames extend *near* middle line to *Hold on 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 1/8* in. diameter, averaging *5* ins. from centre to centre.
" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets *7/8* in. diameter, averaging *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 *3* Strakes at Bilge for *1/2* length, treble riveted with Butt Straps *1/6* thicker than the plates they connect.
" Edges from bilge to Main Sheerstrake, worked clencher, double ~~single~~ riveted; with rivets *7/8* in. diameter, averaging *3 3/8* ins. from cr. to cr.
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *7/8* 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 *5 1/4* 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 sketch* (Explain by Sketch, if necessary.)
Beams of the various Decks, how secured to the sides? *welded & bracket knees* No. of Breasthooks, *4* Crutches, *3 x 1 transom*
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, & *Plates by Fox, Head & Co.; Consell*
Manufacturer's name or trade mark, *iron Co.; McKene iron Co.; Bowditch iron Co.; Angles by Warriman Long & Co.*
The above is a correct description. *Samp. Enzack & Co. & John Abbott & Co.*
Builder's Signature, *John Head & Co.* Surveyor's Signature, *James Libby*
Surveyor to Lloyd's Register of British and Foreign Shipping.

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? *Yes*

Do any rivets break into or through the seams or butts of the plating? *A very few*

Masts, Bowsprit, Yards, &c., are of *hard* & 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

NUMBER for EQUIPMENT/8832

N ^o .	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.
	Fore Sails,	Chain	270	1 5/8	47 1/2 x 66 1/2	1 1/16		Bower Anchors	1	26.0.14	25.14.1.14		
	Fore Top Sails,	Iron Str'm Chain	25	1	18 x 27	1			1	25.3.11	25.10.1.7	25.2.0	
	Fore Topmast Stay Sails,	Ditto do.							1	22.0.10	22.9.1.14	21.3.0	
	Main Sails,	Hmpn Strm Cbl	90	8 1/2		90-8 1/2		Stream	...	8.2.19	10.16.1.0	8.2.0	
	Main Top Sails,	Hawser ...	90	10 1/2		90-10		Kedge	...	4.2.14	7.0.0.0	4.1.0	
	and	Towlines ...	90	6		90-6		Ditto	...	2.1.11	4.17.2.0	2.1.0	
		Warp ...	90	6		90-6							
		quality <i>good</i>	180	8		Nil							

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 *good* 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 wood shutters and thick circular glass*

Coal Bunker Openings. How constructed? *Iron plate scuttles* How are lids secured? *Solid Hatches* Height above deck? *12 ins*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *8 ports & 6 Scuppers on each deck*

Cargo Hatchways. How formed? *Iron plate comings and Headledges*

State size Main Hatch *20.0 x 10.6 x 40 ins high* Forehatch *10.0 x 8.0 x 40 ins high* Quarterhatch *20.0 x 10.6 x 27" high*

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? *Deep web plates as per plan*

Hatches, If strong and efficient? *3 in Solid*

Order for Special Survey No. *1451*

Date *28 June 1880*

Order for Ordinary Survey No. -

Date -

No. *166* in builder's yard.

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
- 2nd. On the plating during the process of riveting
- 3rd. When the beams were in and fastened, and before the decks were laid....
- 4th. When the ship was complete, and before the plating was finally coated or cemented..
- 5th. After the ship was launched and equipped

1880 June 30 Aug 19. 25. 30. Sept 3. 8
13. 15. 17. 21. 24. 28. Oct 1. 6. 9. 13. 15. 19
21. 25. 27. Nov 3. 11. 15. 20. 23. 25. 29
Dec 2. 6. 7. 9. 13. 14. 16. 20. 23. 28. 31
Jan 10

General Remarks (State quality of workmanship, &c.) *This is a Sister Vessel to the S.S. "Grimsealers," report No. 15009, & has been constructed in accordance with rules, & tracings of Ship's Section & plans submitted and approved.*

She has a long raised quarter deck about 95 feet in length; a Bridge House about 50 feet in length, and a Top-gallant Forecastle about 25 feet in length. A Ballast tank is fitted in the after hold, extending from the After Bulkhead of Engine-room, aft to within 4 frame spaces of the After Bulkhead, and about 74 feet in length, & one in the fore hold extending from the foremost bulkhead of Engine-room forward for about 72 feet in length, constructed in the usual manner with longitudinal girders on each side of the centre keelson, & have been tested to a Head of water not less than the load line of the ship & proved very satisfactory. The workmanship and materials throughout the vessel are of a good description.

Please see Secretary's letter dated 25 Nov. 1880, to Builders in reference to date of

State if *one, two, or three* decked vessel, or *if open, or moving deck*; and the lengths of *fore, forecastle, & 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. 1.* Turn of Riggers & paint above

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

Special ... £ 58 : 7 : 6 14th Jan 1881

Certificate *grat* - : - : -

(Travelling Expenses, if any, £ - : - : -)

Committee's Minute Tuesday January, 18th 1881.

Character assigned *100 A. 1.*

Lloyd's Register

Foundation