

IRON SHIP

15201

No. 15201 Survey held at *South Shields* Date, First Survey *30 June 1880* Last Survey *30 June 1881* 1881

On the *Scow* *St. Homer* Master *J. M. Jones*

TONNAGE under Tonnage Deck	1125.65	ONE, OR TWO DECKED, THREE DECKED VESSEL.
Ditto of <i>Third, Span, Bridge or Lower Deck.</i>	110.75	SEAP, OR RUNNING DECKED VESSEL.
Ditto of <i>Upper Deck.</i>	112.22	HALF BREADTH (moulded) 17.00
Raised Or. Dk.	6.80	DEPTH from upper part of Keel to top of Upper Deck Beams 19.25
Ditto of Houses on Deck	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* Launched *2 Decr. 1880*
 By whom built *Messrs. John Head & Co.*
 Owners *Messrs. Wick & Co.*
 Port belonging to *London*
 Destined Voyage *Odessa*
 If Surveyed while Building, Afloat, or in Dry Dock.

Official Number

LENGTH on deck as per Rule	250	BREADTH—Moulded	34 3	DEPTH top of Floors to Upper Deck Beams	17 5	Power of Engines	145	N ^o . of Decks with flat laid	one
				Do. do. Main Deck Beams				N ^o . 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	
	Feet	Inches	Feet	Inches
KEEL, depth and thickness	9	2 1/2	9	2 1/2
STEM, moulding and thickness	8 1/2	2 1/2	8 1/2	2 1/2
STERN-POST for Rudder do. do.	9	5	8 1/2	5
" " for Propeller	10	4 1/4	8 1/2	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	4 1/2	3
Do. for 1/4 at each end	4 1/2	3	4 1/2	3
REVERSED FRAMES, Angle Iron	3	3	3	3
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 fair taper			
BEAMS, Upper, Spar, or Aming Deck	5 1/2	3	5 1/2	3
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	8 8		8 8	
Single or double Angle Iron on Upper edge	on every frame			
Average space	10 spaces			
BEAMS, Main, or Middle Deck	8 8		8 8	
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	Semi box			
Single or double Angle Iron on Upper Edge	3	3	3	3
Average space	10 spaces			
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				
" Angle Irons	5	4	5	4
" Double Angle Iron Side Keelson	5	4	5	4
" Side Intercostal Plate	8			
" do. Angle Irons	8			
" Attached to outside plating with angle iron	3	3	3	3
BILGE Angle Irons	5	4	5	4
" do. Bulb Iron	8 8			
" do. Intercostal plates riveted to plating for length				
BILGE STRINGER Angle Irons	5	4	5	4
Intercostal plates riveted to plating for length				
SIDE STRINGER Angle Irons	5	4	5	4
in wake of raised deck				
Transoms, material	Iron			
Windlass	Harfield's Patent			
Pall Bitt	Iron			

	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	-	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	15
Lengths of Plating	6. Spaces of frames			
Shifts of Plating, and Stringers	2 x 3. Spaces of frames			
Gunwale Plate on ends of Aming Spar	3 5/8	10	3 5/8	10
Upper Deck Beams, breadth and thickness				
Angle Iron on ditto	5	4	9	5
Tie Plates fore and aft, outside Hatchways	Nil			
Diagonal Tie Plates on Beams No. of Pairs	Nil			
Planksheer material and scantling	As per sketch			
Waterways do. do.	As per sketch			
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?	Yes			
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 Outlet Beams	32	9	32	9
Is the Stringer Plate attached to the outside plating?	Yes			
Angle Irons on ditto, No.	3	4	9	5
Stringer or Tie Plates, outside Hatchways	4	4	9	4
Flat of Lower Deck				
Ceiling betwixt Decks, thickness and material	2 1/2	8	2 1/2	8
" in hold do. do.	2 1/2	8	2 1/2	8
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?	Yes			
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	Between double frames			
" 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?	Yes			

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 *1/16* thicker than the plates they connect.

" Edges from bilge to Main Sheerstrake, worked clencher, double 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 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 *1/2* 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 3/4* 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.; Consett*

Manufacturer's name or trade mark, *iron Co.; McKean iron Co.; Bowfield iron Co.; Angles by Torman Long & Co.*

The above is a correct description. *Sandy Lyzack & Co & John Abbott & Co.* Builder's Signature, *John Head & Co.* Surveyor's Signature, *James Gibson* Surveyor to Lloyd's Register of British and Foreign Shipping.

Vertical text on right edge: *Report No. 1572/80 sent to Lloyd's*

Vertical text on right edge: *5500-47-2111 N XIC 777-0055*

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 *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

NUMBER for EQUIPMENT 1883		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W ^g t req'd per Rule.	Machine where Tested & Suprntd.	
SAILS.	CABLES, &c.												
	Chain	270	1 5/8	47 x 66	1 10/16		Bower Anchors	1	26.0.14	25.14.1.14			
Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	<i>rated</i>	<i>22</i>	<i>18 x 27</i>	<i>1</i>	<i>marked P.H.M.W</i>		1	25.3.11	25.10.1.7	25.2.0	<i>marked L.P.H. W</i>	
Fore Top Sails,	Iron Str'm Chain	75	1	18 x 27	1	<i>marked P.H.M.W</i>		1	22.0.10	22.9.1.14	21.3.0	<i>marked L.P.H. W</i>	
	Ditto do.												
Fore Topmast Stay Sails,	Hmpn Strm Cbl						Stream	...	1	8.2.19	10.16.1.0	8.2.0	<i>marked L.P.H. W</i>
	Hawser ...	90	8 1/2	-	90-8 1/2		Kedge	...	1	4.2.14	7.0.0.0	4.1.0	<i>marked L.P.H. W</i>
Main Sails,	Towlines	90	10 1/2	-	90-10		Ditto	...	1	2.1.11	4.17.2.0	2.1.0	<i>marked L.P.H. W</i>
Main Top Sails, and	Warp ...	90	6	-	90-6								
	quality <i>good</i>	<i>180</i>	<i>8</i>	-	<i>nil</i>								

Standing and Running Rigging *wire & hemp* sufficient in size and *good* in quality. She has *one* *Life* 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 inch* Forehatch *10.0 x 8.0 x 40 inch* Quarterhatch *20.0 x 10.6 x 27 inch*

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.	Date	Order for Ordinary Survey No.	Date	No.	in builder's yard.	DATES of Surveys held while building as per Section 18.	1st.	2nd.	3rd.	4th.	5th.
1451	28 June 1880	-	-	166			On the several parts of the frame, when in place, and before the plating was wrought	1880 June 30 Aug 19. 25. 30. Sept 3. 8			
							On the plating during the process of riveting	13. 15. 17. 21. 24. 28. Oct 1. 6. 9. 13. 15. 19			
							When the beams were in and fastened, and before the decks were laid....	21. 25. 27. Nov 3. 11. 15. 20. 23. 25. 29			
							When the ship was complete, and before the plating was finally coated or cemented..	Dec 2. 6. 7. 9. 13. 14. 16. 20. 23. 28. 31			
							After the ship was launched and equipped	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 midship 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 building.

State if *one, two, or three* decked vessel, or *if open, or covering deck*; and the lengths of *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 Bilge & paint above*

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

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

Certificate *gratis*

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

Committee's Minute *Tuesday January, 18th, 1881.*

Character assigned *100 A. 1.*

Lloyd's Register of British and Foreign Shipping

James Gibson

Surveyor to Lloyd's Register of British and Foreign Shipping

This vessel appears eligible for classification as recommended by the Committee.

Lloyd's Register Foundation