

IRON SHIP.

RECORDED FEB. 22

15807

No. 15807 Survey held at Newcastle Date, First Survey 15th July 1881 Last Survey 6th February 1882

On the Steamer "Borneo"

Master Samuel Vincent

TONNAGE under Tonnage Deck	465.99
Ditto of Hatchways	1.68
Ditto of Raised Or. Dk.	64.06
Ditto of Houses on Deck	16.46
Ditto of Forecastle	10.88
Gross Tonnage	562.07
Less Crew Space	33.14
	528.90
Less Engine Room	149.86
Register Tonnage as out on Beam	349.04

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAN OR AWNING DECKED VESSEL.	
Half Breadth (moulded)	12.11
Depth from upper part of Keel to top of Upper Deck Beams	15.3
Girth of Half Midship Frame (as per Rule)	25.6
1st Number	53.8
1st Number, if a 3-Decked Vessel .. deduct 7 feet	
Length	182.10 1/2
2nd Number	9.814
Proportions— Breadths to Length	7.09
Depths to Length— Upper Deck to Keel	11.99
Main Deck ditto	

Built at Newcastle

When built 1881 Launched 22nd Dec

By whom built Campbell, Macintosh & Bowstead

Owners Jasper Young

Residence 34 Leadenhall St

Port belonging to London

Destined Voyage Singapore

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

LENGTH on deck as per Rule	182 10/16	BREADTH Moulded	25 10	DEPTH top of Floors to Upper Deck Beams	13 11 1/2	Power of Engines	100	Horse	100	No. of Decks with flat laid	1	No. of Tiers of Beams	1 x 2
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	Inches in Ship	Inches per Rule	16ths per Rule										
KEEL, depth and thickness	7 1/2 x 2 1/8	7 1/2 x 2 1/8	6	3	6	3	6	3	6	3	6	3	6
STEM, moulding and thickness	6 3/4 x 2 1/8	6 3/4 x 2 1/8	6	3	6	3	6	3	6	3	6	3	6
STERN-POST for Rudder do. do.	6 3/4 x 4 1/4	6 3/4 x 4 1/4	6	3	6	3	6	3	6	3	6	3	6
" for Propeller	6 3/4 x 4 1/4	6 3/4 x 4 1/4	6	3	6	3	6	3	6	3	6	3	6
Space of Frames from moulding edge to moulding edge, all fore and aft	22"	22"	22	22	22	22	22	22	22	22	22	22	22
FRAMES, Angle Iron, for 1/2 length amidships	3 1/2	3	6	3 1/2	3	6	3 1/2	3	6	3 1/2	3	6	3 1/2
Do. for 1/4 at each end	3 1/2	3	5	3 1/2	3	5	3 1/2	3	5	3 1/2	3	5	3 1/2
REVERSED FRAMES, Angle Iron	3	3 1/2	5	3	3 1/2	5	3	3 1/2	5	3	3 1/2	5	3
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	15 1/2	6	15 1/2	6	15 1/2	6	15 1/2	6	15 1/2	6	15 1/2	6	15 1/2
thickness at the ends of vessel	7 3/4	7 3/4	7 3/4	7 3/4	7 3/4	7 3/4	7 3/4	7 3/4	7 3/4	7 3/4	7 3/4	7 3/4	7 3/4
depth at 1/4 the half-bdth. as per Rule	7 3/4	7 3/4	7 3/4	7 3/4	7 3/4	7 3/4	7 3/4	7 3/4	7 3/4	7 3/4	7 3/4	7 3/4	7 3/4
height extended at the Bilges	31	31	31	31	31	31	31	31	31	31	31	31	31
BEAMS, Upper, Span, or Awning Deck	6	6	6	6	6	6	6	6	6	6	6	6	6
Single or double Angle Iron on Upper edge	2 1/2	2 1/2	5	2 1/2	2 1/2	5	2 1/2	2 1/2	5	2 1/2	2 1/2	5	2 1/2
Average space	44	44	44	44	44	44	44	44	44	44	44	44	44
BEAMS, Main, or Middle Deck	6	6	6	6	6	6	6	6	6	6	6	6	6
Single or double Angle Iron, Plate or Tee Bulb Iron	2 1/2	2 1/2	5	2 1/2	2 1/2	5	2 1/2	2 1/2	5	2 1/2	2 1/2	5	2 1/2
Single or double Angle Iron, on Upper Edge	44	44	44	44	44	44	44	44	44	44	44	44	44
Average space	44	44	44	44	44	44	44	44	44	44	44	44	44
BEAMS, Lower Deck	6	6	6	6	6	6	6	6	6	6	6	6	6
Single or double Angle Iron, Plate or Tee Bulb Iron	2 1/2	2 1/2	5	2 1/2	2 1/2	5	2 1/2	2 1/2	5	2 1/2	2 1/2	5	2 1/2
Single or double Angle Iron on Upper Edge	44	44	44	44	44	44	44	44	44	44	44	44	44
Average space	44	44	44	44	44	44	44	44	44	44	44	44	44
BEAMS, Hold, or Orlop	7	7	7	7	7	7	7	7	7	7	7	7	7
Single or double Angle Iron, Plate or Tee Bulb Iron	3	3	6	3	3	6	3	3	6	3	3	6	3
Single or double Angle Iron on Upper Edge	3	3	6	3	3	6	3	3	6	3	3	6	3
Average space	44	44	44	44	44	44	44	44	44	44	44	44	44
KEELSONS Centre line, single or double plate, Intercoastal, Plates	12	9	12	9	12	9	12	9	12	9	12	9	12
" Rider Plate	8 3/4	9	8 3/4	9	8 3/4	9	8 3/4	9	8 3/4	9	8 3/4	9	8 3/4
" Bulb Plate to Intercoastal Keelson	4	3	6	4	3	6	4	3	6	4	3	6	4
" Angle Irons	4	3	6	4	3	6	4	3	6	4	3	6	4
" Double Angle Iron Side Keelson	5	5	5	5	5	5	5	5	5	5	5	5	5
" Side Intercoastal Plate	4	3	6	4	3	6	4	3	6	4	3	6	4
" do. Angle Irons	4	3	6	4	3	6	4	3	6	4	3	6	4
" Attached to outside plating with angle iron	4	3	6	4	3	6	4	3	6	4	3	6	4
BILGE Angle Irons	6	6	6	6	6	6	6	6	6	6	6	6	6
" do. Bulb Iron	6	6	6	6	6	6	6	6	6	6	6	6	6
" do. Intercoastal plates riveted to plating for length	4	3	6	4	3	6	4	3	6	4	3	6	4
BILGE STRINGER Angle Irons	4	3	6	4	3	6	4	3	6	4	3	6	4
Intercoastal plates riveted to plating for length	4	3	6	4	3	6	4	3	6	4	3	6	4
LINE STRINGER Angle Irons	4	3	6	4	3	6	4	3	6	4	3	6	4

The FRAMES extend in one length from Keel to Gunwale

The REVERSED ANGLE IRONS on floors and frames extend from middle line to Bilge Stringer, Upper Deck and to Hold Stringer, &c. 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" in diameter, averaging 5" 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 1/8 ins. from centre to centre.

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 1/8 ins. from centre to centre.

" Butts of 2 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 1/8 ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 1/8 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 length.

" Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 3

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? No. of Breasthooks, 5 Crutches, 4

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Malleable + Syzack 16". Plates bought from

Manufacturer's name or trade mark, Malleable + Syzack 16".

The above is a correct description.

Builder's Signature, Campbell, Macintosh & Bowstead

Surveyor's Signature, J. W. Davidson

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

Report recd 2/18/82 sent to Lloyd's Register
 State clearly where plating is of alternate thickness—as distinguished from diminished thickness at ends of vessel.
 * If Iron Deck, state if whole or part, and if wood deck is laid thereon.

No. 1 for Iron Ships—4000—24/5/81.

NWC 780-012

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? *Only a few.*

Masts, Bowsprit, Yards, &c., are *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	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.						
								No.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.			
10.795	Fore Sails,	Chain	210	1 1/4	28.2.2.0	1 1/4	13	Bower Anchors	1	13.3.0	15.8.0.14	13.2.0	<i>See Report of 1881</i>	
	Fore Top Sails,	Iron Stream Chain	60	1 3/16	11.9.2.0	1 3/16	13		1	13.2.20	15.8.1.14	13.2.0		
	Fore Topmast Stay Sails,	or Steel Wire			11.16.0.0				1	11.3.1	13.13.3.0	11.2.0		
	Main Sails,	or Hempen Strm	45	8 1/2		8 1/2			1	4.2.4	6.18.3.0	4.3.0		
	Main Top Sails,	Towline, Hemp	90	6 1/2		6 1/2		Stream Anchor	1	2.3.3	5.7.2.0	2.2.0		
	and	or Steel Wire	90	4		4		Kedge	1	1.7.26		1.1.0		
	Standing and Running Rigging	W. Hemp + Main						2nd Kedge	1					
	The Windlass is	Emerson + Walker						She has	1	hip	Long Boat	and		Others
	Engine Room Skylights.	How constructed?						Pumps	3	Hand				
	Coal Bunker Openings.	How constructed?						How secured in ordinary weather?		Hand	Screws.			

What arrangements for deadlights in bad weather? *✓*
 Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *3 1/2 Square ports each side in Bulwark on Main Deck + Open Bulwarks on Raised Quarter Deck.*
 Cargo Hatchways.—How formed? *Plates + Angles.*
 State size Main Hatch *14ft 8 x 10ft -* Forehatch *5ft 6 x 5ft 6* Quarterhatch *9ft x 9ft.*
 If of extraordinary size, state how framed and secured? *Ordinary size*
 What arrangement for shifting beams? *Bulk Plates*
 Hatches, If strong and efficient? *Solid Hatches*

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No.	in builder's yard.	1st.	2nd.	3rd.	4th.	5th.
1553	9 th July 1881			2		On the several parts of the frame, when in place, and before the plating was wrought	On the plating during the process of riveting	When the beams were in and fastened, and before the decks were laid...	When the ship was complete, and before the plating was finally coated or cemented..	After the ship was launched and equipped
						1881 July 15. 26. 29 Aug 8. 15. 18. 22. 25. 31	Sept. 6. 9. 14. 21. 27 Oct 7. 12. 21. 26.	Nov 2. 8. 10. 16. 24. 28 Dec 6. 12. 16. 21. 22	1882 Jan 11. 20 Feb 1. 4. 6	

General Remarks (State quality of workmanship, &c.)
This vessel was a Raised Quarter Deck 85ft long, built under Special Survey in accordance with the Rules + the general arrangement in conformity with the Plans submitted + approved by the Committee + the Materials + Workmanship are good Pumping arrangements also as per approved Plans

State if one, two, or three decked vessel, or if open, or covering decked; and the lengths of *deck 26ft* *85 feet* *used quarter deck.* (If double bottom, state particulars on separate form)
 How are the surfaces preserved from oxidation? Inside *Cement + Paint* Outside *Paint.*
 I am of opinion this Vessel should be Classed *100 A1*

The amount of the Entry Fee ... £ 5 : - : - is received by me, *W. B. ...*
 Special ... £ 26 : 9 : - *8th Feb 1882*
 * Certificate *Given*
 (Travelling Expenses, if any, £ - : - : -)
 Committee's Minute *Friday, February 10th 1882.*
 Character assigned *100 A1*
 Surveyor to Lloyd's Register of British and Foreign Shipping
This vessel appears to be eligible to be classed 100 A1 as recommended
 Foundation

Reference should be made to any correspondence connected with the case. 1 Surveyor's Report 2 Span of Deck