

IRON SHIP.

RECEIVED FEB. 22. 1882

No. 15807 Survey held at Newcastle Date, First Survey 15th July 1881 Last Survey 6th February 1882
On the S.S. "Borneo"

TONNAGE under 465.99
Tonnage Deck 1.68
Ditto of ~~Deck~~ ^{hatches} 1.68
or Awning Deck.
Ditto of ~~Deck~~ ^{64.06}
Raised Or. Dk.
Ditto of Houses 16.46
on Deck
Ditto of Forecastle 10.88
Gross Tonnage 562.04
Less Crew Space 33.14
528.90
Less Engine Room 149.86
Register Tonnage 349.04
as out on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL,
SPAR 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

Master Samuel Vincent
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	Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of	Horse.	N ^o . of Decks with flat laid	N ^o . of Tiers of Beams
on deck as	182	10 1/2	Moulded...	25	10	top of Floors to Upper	13	11 1/2	Engines ...	100	1	1 x 2
per Rule ..						Deck Beams	17	5 1/2				
						Do. do. Main Deck Beams						
Dimensions of Ship per Register, length, 184.3 breadth, 26.0 depth, 13.9												
KEEL, depth and thickness	7 1/2	2 1/8	6 1/4	2 1/8	6 1/4	2 1/8	7 1/2	2 1/8				
STEM, moulding and thickness	6 3/4	2 1/8	6 3/4	2 1/8	6 3/4	2 1/8	6 3/4	2 1/8				
STERN POST for Rudder do. do.	6 3/4	4 1/4	6 3/4	4 1/4	6 3/4	4 1/4	6 3/4	4 1/4				
" for Propeller	6 3/4	4 1/4	6 3/4	4 1/4	6 3/4	4 1/4	6 3/4	4 1/4				
ance of Frames from moulding edge to	22		22		22		22					
moulding edge, all fore and aft												
FRAMES, Angle Iron, for 1/2 length amidships	3 1/2	3	3 1/2	3	3 1/2	3	3 1/2	3				
Do. for 1/2 at each end	3 1/2	3	3 1/2	3	3 1/2	3	3 1/2	3				
REVERSED FRAMES, Angle Iron	3	2 1/2	3	2 1/2	3	2 1/2	3	2 1/2				
FLOORS, depth and thickness of Floor Plate	15 1/2	6	15 1/2	6	15 1/2	6	15 1/2	6				
at mid line for half length amidships	7 1/4	7 1/4	7 1/4	7 1/4	7 1/4	7 1/4	7 1/4	7 1/4				
thickness at the ends of vessel	7 1/4	7 1/4	7 1/4	7 1/4	7 1/4	7 1/4	7 1/4	7 1/4				
depth at 1/2 the half-bdth. as per Rule	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2				
height extended at the Bilges	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2				
BEAMS, Upper, Spar, or Awning Deck	6	6	6	6	6	6	6	6				
Single or double Angle Iron, Plate or Tee Bulb Iron	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2				
Single or double Angle Iron on Upper edge	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4				
Average space	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4				
BEAMS, Main, or Middle Deck	6	6	6	6	6	6	6	6				
Single or double Angle Iron, Plate or Tee Bulb Iron	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2				
Single or double Angle Iron on Upper edge	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4				
Average space	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4				
BEAMS, Lower Deck	6	6	6	6	6	6	6	6				
Single or double Angle Iron, Plate or Tee Bulb Iron	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2				
Single or double Angle Iron on Upper edge	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4				
Average space	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4				
BEAMS, Hold, or Orlop	6	6	6	6	6	6	6	6				
Single or double Angle Iron, Plate or Tee Bulb Iron	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2				
Single or double Angle Iron on Upper edge	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4				
Average space	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4				
KEELSONS Centre line, single or double plate,	12	9	12	9	12	9	12	9				
" Intercoastal, Plates	8 1/4	9	8 1/4	9	8 1/4	9	8 1/4	9				
" Rider Plate	4	3	4	3	4	3	4	3				
" Bulb Plate to Intercoastal Keelson	4	3	4	3	4	3	4	3				
" Angle Irons	5	5	5	5	5	5	5	5				
" Double Angle Iron Side Keelson	5	5	5	5	5	5	5	5				
" Side Intercoastal Plate	4	3	4	3	4	3	4	3				
" do. Angle Irons	4	3	4	3	4	3	4	3				
" Attached to outside plating with angle iron	4	3	4	3	4	3	4	3				
BILGE Angle Irons	6	6	6	6	6	6	6	6				
" do. Bulb Iron	6	6	6	6	6	6	6	6				
" do. Intercoastal plates riveted to	4	3	4	3	4	3	4	3				
plating for length	4	3	4	3	4	3	4	3				
BILGE STRINGER Angle Irons	4	3	4	3	4	3	4	3				
Intercoastal plates riveted to plating for	4	3	4	3	4	3	4	3				
length	4	3	4	3	4	3	4	3				
IDE STRINGER Angle Irons	4	3	4	3	4	3	4	3				

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, A.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. 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 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.? Angle Irons, Strakes, Plates, &c.
Manufacturer's name or trade mark, Mallett & Tysack & Co.
The above is a correct description.
Builder's Signature, Campbell, Macintosh & Bowstead
Surveyor's Signature, J. Davidson
Surveyor to Lloyd's Register of British and Foreign Shipping.

Report recd 7/2/82 sent 6/2/82

State clearly where plating is of alternate thicknesses—as distinguished from diminished thickness at ends of vessel.

* If Iron Deck, state if whole or part, and if wood deck is laid thereon.

NW 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 Seamlings 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

Reference should be made to any correspondence connected with the case.

1 Deck Certificate
x 2 Span Deck 1/2

NUMBER for EQUIPMENT 10.795		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.		CABLES, &c.										
N ^o .	Chain	210	1 1/4	28.2.2.0	1 1/4	1 Deck 1 1/2 Deck						

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

General Remarks (State quality of workmanship, &c.)
This vessel has 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 Plan

State if one, two, or three decked vessel, or if open, or running decked; and the lengths of *deck 26ft* *85ft* *raised 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. 8th Feb 1882*
Special ... £ 26 : 9 : -
Certificate *Good*
(to be sent as per margin).
(Travelling Expenses, if any, £ - : - : -)
Committee's Minute Friday, February 10th 1882.
Character assigned *100 A1*
Lloyd's Register
Surveyor to Lloyd's Register of British and Foreign Shipping
This vessel appears to be eligible to be classed 100 A1 as recommended
100 x 822
Foundation