

IRON SHIP.

Rec'd 12th April 1883

16428 Survey held at Newcastle Date, First Survey 14th July 1882 Last Survey 9 April 1883

On the S.S. "Malek"

Official Number 8098

TONNAGE under Deck 1553.34
 Ditto of Poop, or Raised Qr. Dk. 6.92
 Ditto of Houses on Deck 60.52
 Ditto of Forecastle
 Gross Tonnage 1620.81
 Less Crew Space 44.96
 Less Engine Room 518.66
 Register Tonnage as cut on Beam 1054.19

ONE, OR TWO DECKED, THREE DECKED VESSEL,
 SPAR, OR AWNING-DECKED VESSEL.

Half Breadth (moulded) 17.10
 Depth from upper part of Keel to top of Upper Deck Beams 18.9
 Girth of Half Midship Frame (as per Rule) 31.9
 1st Number 67.8
 1st Number, if a 3-Decked Vessel deduct 7 feet
 Length 248.5
 2nd Number 168.48
 Proportions— Breadths to Length 7.3
 Depths to Length— Upper Deck to Keel 12.1
 Main Deck ditto 13.1

Master J. W. Jones
 Built at Newcastle
 When built 1882 & 3 Launched 22 Feb 1883
 By whom built Messrs Richardson & Co.
 Owners Persiani Gulf Steam Ship Co (S.S.)
 Residence 1 Church Court, Clement's Lane, London
 Port belonging to London
 Destined Voyage Russia
 If Surveyed while Building, Afloat, or in Dry Dock.
 White building & afloat

LENGTH on deck as per Rule 248 5 BREADTH— Moulded 34 0 DEPTH top of Floors to Upper Deck Beams 24 6 Do. do. Main Deck Beams 17 3 Power of Engines 180 Horse. No. of Decks with flat laid 2 No. of Tiers of Beams 3

Dimensions of Ship per Register, length, 251 breadth, 34.35 depth, 24.3

	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	Flat Keel Plates, breadth and thickness		
STEM, moulding and thickness	8 1/2 x 2 1/2	8 1/2 x 2 1/2	PLATES in Garboard Strakes, br'dth & thickness	36	11
STERN-POST for Rudder do. do.	8 1/2 x 5	8 1/2 x 5	From Garboard to upper part of Bilges		10
" " for Propeller	8 1/2 x 5	8 1/2 x 5	Of d'bling at Bilge, or increased thickness, and length applied		
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24	From up. prt of Bilge to lr. edge of Sh'rstrake	10	10
FRAMES, Angle Iron, for 2/3 length amidships	4 3/4 x 7	4 3/4 x 7	Main Sheerstrake, breadth and thickness	40	12
Do. for 1/3 at each end	4 3/4 x 6	4 3/4 x 6	Of d'bling at Sh'stk. & lng. applied	20	8
REVERSED FRAMES, Angle Iron	5 3/4 x 6	5 3/4 x 6	From M'n. to Up. or Spar Dk. Sh'rstrake	8	8
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	20 1/2 x 8	20 1/2 x 8	Up. or Spar Dk Sh'rstrake, br'dth & thicken'ss.	40	10
thickness at the ends of vessel	17	17	Butt Straps to outside plating, breadth & thickness	11 1/2 x 8	8 x 13
depth at 3/4 the half-bdth. as per Rule	10 1/4	10 1/4	Lengths of Plating	144	120
height extended at the Bilges	41	41	Shifts of Plating, and Stringers	48	48
BEAMS, Upper, Spar, or Awning Deck	6 1/2 x 6	6 1/2 x 6	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	42	8
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Angle Iron on ditto	4 x 4 x 9	4 x 4 x 9
Single or double Angle Iron on Upper edge	5 3/4 x 5	5 3/4 x 5	Tie Plates fore and aft, outside Hatchways	24	8
Average space	48	48	Diagonal Tie Plates on Beams No. of Pairs		
BEAMS, Main, or Middle Deck	5 1/2 x 8	5 1/2 x 8	Flat of Up., Spar, or Awning Dk.	3 1/2	3 1/2
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			How fastened to Beams	Galvanized iron screw bolts & nuts	
Single, or double Angle Iron, on Upper Edge			Stringer Plate on ends of Main or Middle Deck		
Average space	24	24	Beams, breadth and thickness	35 1/2	10
BEAMS, Lower Deck			Is the Stringer Plate attached to the outside plating?	Y/N	
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Angle Irons on ditto, No.	4 x 4 x 9	4 x 4 x 9
double Angle Iron on Upper Edge			Tie Plates, outside Hatchways		
Average space			Diagonal Tie Plates on Beams, No. of pairs		
Hold, or Orlop	8 1/2 x 8	8 1/2 x 8	Flat of Middle Deck* do. do.	6	6
double Angle Iron on Upper Edge	3 3/4 x 7	3 3/4 x 7	How fastened to Beams	Riveted	
Average space	22	22	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	31	9
DECKS Centre line, single or double plate, box, or Intercostal, Plates	17 x 12	17 x 12	Is the Stringer Plate attached to the outside plating?	Y/N	
Side Plate	10 1/2 x 12	10 1/2 x 12	Angle Irons on ditto, No.	4 x 4 x 9	4 x 4 x 9
Half Plate to Intercostal Keelson			Stringer or Tie Plates, outside Hatchways		
Angle Irons	5 1/4 x 9	5 1/4 x 9	Flat of Lower Deck*		
Double Angle Iron Side Keelson	5 1/4 x 9	5 1/4 x 9	Ceiling betwixt Decks, thickness and material	2 1/2	3/4
Side Intercostal Plate			" in hold do. do.	2 1/2	3/4
do. Angle Irons			Main piece of Rudder, diameter at head	6 1/4	6 1/4
Attached to outside plating with angle iron	3 3/4 x 7	3 3/4 x 7	do. at heel	3 1/2	3 1/2
Angle Irons	5 1/4 x 9	5 1/4 x 9	Can the Rudder be unshipped afloat?	Yes	
do. Bulb Iron	8 x 8	8 x 8	Bulkheads No. 4 No. per Rule 4		
Intercostal plates riveted to plating for length			" Thickness of	6/16	
STRINGER Angle Irons	5 1/4 x 9	5 1/4 x 9	" Height up	One to spar, two to main & one to lower deck	
Intercostal plates riveted to plating for length			" How secured to sides of ship	Between double frames	
STRINGER Angle Irons			" Size of Vertical Angle Irons	3 1/2 x 6/16 and distance apart 30 ins.	
			" Are the outside Plates doubled two spaces of Frames in length?	Y/N	

BEAMS extend in one length from Keel to Gunwale Riveted through plates with 3/8 in. Rivets, about 1 1/2 apart.

REVERSED ANGLE IRONS on floors and frames extend across middle line to Main Deck Stringer & 2 and to Spar Deck alternately

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Y/N And butts properly shifted? Y/N

PLATING. Garboard, double riveted to Keel, with rivets 1 1/8 in. diameter, averaging 5 1/2 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 3 3/8 ins. from centre to centre.

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 1 1/2 ins. from centre to centre.

" Butts of Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 7/8 thicker than the plates they connect.

" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 1 3/8 ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 1 1/2 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 1/4 Breadth of laps of plating in single riveting

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? as per rule No. of Breasthooks, 6 Crutches, 4 & 3 transoms

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Best

Manufacturer's name or trade mark. Middlesbrough - Norman Lang & Co. Plates West-Stockton Iron Co. Moor Iron Works

The above is a correct description.

Builder's Signature, William Richardson Surveyor's Signature, J. Williams James Sibum Surveyor to Lloyd's Register of British and Foreign Shipping.

State clearly where plating is of alternate thickness—as distinguished from diminished thickness at ends of vessel. Report rec'd 11/4/83 sent to Gen. 11/4/83

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

Form No. 1 for ship

1200-58172M

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? *A few*

Masts, Bowsprit, Yards, &c., are *of Iron & 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 Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of riveting, quality of Material, and if stamped with Maker's name.
 State also Length and Diameter of Lower Masts and Bowsprit *One Mast. Total length of Mainmast 105 feet; S. Fore Mast 114 feet; Mast 20 1/2 dia. Length of plates 10.9 by 7/16 to 5/16 in thickness; Seams double riveted, and Batts treble riveted. Makers of Iron, Johnson & Reay*

NUMBER for EQUIPMENT	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.		N°.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine when Tested & Suprntd.
								Bower Anchors	Stream Anchor					
20451	Fore Sails,	Chain	270	1 1/16	71 3/4 51 1/2	270	1 1/16	1	27-2-21	1	26-17-3-7	27-3-0	Marked L.F.H. - 1. W. signed Robert Cunell	
	Fore Top Sails,	Iron Steam Chain	75	1 1/16	30 4/10 20 3/10	75		1	28-0-14	1	27-4-3-16	27-3-0		
	Fore Topmast Stay Sails,	or Steel Wire						1	23-3-14		23-15-2-14	23-2-0		
	Main Sails,	or Hempen Strm Cable	90	9	90-9	90-9								
	Main Top Sails,	Towline, Hemp.	90	3 1/2	Steel tested as per rule	90-7								
	and	Hawser	180	5	nil	nil								
	Standing and Running Rigging	Warp	120	3										
	The Windlass is	quality good												
	Capstan	good												
	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 Lead shutter & thick circular glass*
 Coal Bunker Openings.—How constructed? *Hatch on Bridge deck* How are lids secured? *Solid latches* Height above deck? *16 ins*
 Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *7 Ports & 6 Scuppers on each side*
 Cargo Hatchways.—How formed? *Iron plate comings and Headledges*
 State size Main Hatch *22.0 x 11.0* Forehatch *22.0 x 11.0* Quarterhatch *12.0 x 11.0*
 If of extraordinary size, state how framed and secured?
 What arrangement for shifting beams? *Deep keel plates*
 Hatches, If strong and efficient? *3 ins solid*

Order for Special Survey No.	Date	1st.	2nd.	3rd.	4th.	5th.
1675	1 st July 1882	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
		1882 July 14. 25. Aug 2. 4. 8. 11. 14. 18. 22. 24. 31. Sep 4. 7.	20. 23. Oct 2. 4. 7. 10. 17. 18. 21. 24. 26. 31. Nov. 3. 6.	9. 13. 20. 23. 27. Dec. 7. 12. 20. 21. 26.	1883 Jan 6. 8. 18. 26. 29. 31. Feb 5. 13. 15. 20. 21. 24. 28. Mar.	19. 14. 19. 28. Apr 5-9

General Remarks (State quality of workmanship, &c.) *This is a spar decked vessel built in accordance with the accompanying tracings and in other respects in conformity with the Rules and the Secretary's letters dated the 29th June & 28th July 1882. The workmanship is good.*

The Ballast tanks have been tested to a head of water not less than the height of the load line and proved very satisfactory. She has an open bridge deck about 45 feet in length.

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, forecabin, or raised quarter deck. (If double bottom, state particulars on separate form)
 How are the surfaces preserved from oxidation? Inside *Portland cement to upper turn* Outside *3 coats of paint*
 I am of opinion this Vessel should be Classed *100 A.I. of Bilges and paint above*
 The amount of the Entry Fee ... £ 5 : - : - is received by me, *W.H.B.*
 Special ... £ 64 : 6 : - *9th Apr 1883*
 Certificate *frates* (to be sent as per margin).
 (Travelling Expenses, if any, £ - - -)

Committee's Minute *Friday, 13th April, 1883.*
 Character assigned *100 A.I. of Bilges and paint above*
 Lloyd's Register Foundation

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

No. of ...
 Thickness ...
 Working ...
 Combustion ...
 Pitch of ...
 If stays a ...
 Diameter ...
 End plates ...
 Working ...
 Front plat ...