

IRON SHIP.

No. 16448 Survey held at

Newcastle

Date, First Survey 2nd Aug^r/82

Last Survey 1st May 1883

1883

On the

Scw. Sr "Eeta"

Master - Richards

TONNAGE under Tonnage Deck 878.37
Ditto of Third, Spar, or Awning Deck. 12.79
Ditto of Poop, 262.46
Ditto of Houses on Deck 6.66
Ditto of Forecastle 31.08
Less Tonnage 1191.36
Less Crew Space 45.03
Less Engine Room 381.24
Gross Tonnage as out on Beam 765.09

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

Half Breadth (moulded) 16.00
Depth from upper part of Keel to top of Upper Deck Beams 17.25
Girth of Half Midship Frame (as per Rule) 29.85
1st Number 63.12
1st Number, if a 3 Decked Vessel deduct 7 feet
Length 233.5
2nd Number 147.33
Proportions— Breadths to Length 7.29
Depths to Length—Upper Deck to Keel 18.5

Built at Newcastle

When built 1882 & 3 Launched 24 March/83

By whom built Wigham Richardson & Co.

Owners The Remerara & Berke Steam Shipping Co.
Residence

Port belonging to London

Destined Voyage West Indies

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

Special Survey

LENGTH on deck as per Rule 233.5 Feet. Inches. BREADTH—Moulded 32.0 Feet. Inches. DEPTH top of Floors to Upper Deck Beams 14.9 Feet. Inches. Do. do. Main Deck Beams 14.9
Dimensions of Ship per Register, length, 233.5 breadth, 32.3 depth, 14.6

KEEL, depth and thickness 7 1/2 x 2 1/2
TEMP, moulding and thickness 7 1/2 x 2 1/2
TERN-POST for Rudder do. do. 7 1/2 x 4 3/4
" for Propeller 7 1/2 x 4 3/4
Distance of Frames from moulding edge to moulding edge, all fore and aft 23

FRAMES, Angle Iron, for 1/2 length amidships 4 3 7
Do. for 1/2 at each end 4 3 6
REVERSED FRAMES, Angle Iron 3 2 6
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 4 3 6
thickness at the ends of vessel 4 3 6
depth at 3/4 the half-bdth. as per Rule 4 3 6
height extended at the Bilges 4 3 6

BEAMS, Upper, Spar, or Awning Deck Single or double Ang. Iron, Plate or Tee Bulb Iron 5 1/2 3 8
Single or double Angle Iron on Upper edge 5 1/2 3 8
Average space 23

BEAMS, Main, or Middle Deck Single or double Ang. Iron, Plate or Tee Bulb Iron 5 1/2 3 8
Single or double Angle Iron on Upper Edge 5 1/2 3 8
Average space 23

BEAMS, Lower Deck Single or double Ang. Iron, Plate or Tee Bulb Iron 5 1/2 3 8
Single or double Angle Iron on Upper Edge 5 1/2 3 8
Average space 23

BEAMS, Hold, or Orlop Single or double Ang. Iron, Plate or Tee Bulb Iron 5 1/2 3 8
Single or double Angle Iron on Upper Edge 5 1/2 3 8
Average space 23

KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates 30 x 8
Rider Plate 30 x 8
Bulb Plate to Intercoastal Keelson 30 x 8
Angle Irons 30 x 8
Double Angle Iron Side Keelson 30 x 8
Side Intercoastal Plate 30 x 8
do. Angle Irons 30 x 8
Attached to outside plating with angle iron 30 x 8

FLG Angle Irons 30 x 8
do. Bulb Iron 30 x 8
do. Intercoastal plates riveted to plating for length 30 x 8
FLG STRINGER Angle Irons 30 x 8
Intercoastal plates riveted to plating for length 30 x 8
DE STRINGER Angle Irons 30 x 8

FRAMES extend in one length from Keel to Gunwale
REVERSED ANGLE IRONS on floors and frames extend across middle line to Lower Deck Stringer A. 2 and to Main Deck
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes

LATING. Garboard, double riveted to Keel, with rivets 1 1/2 in. diameter, averaging 4 in. from centre to centre.
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 1 1/2 in. diameter, averaging 4 1/2 in. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 in. 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 or single riveted; with rivets 3/4 in. diameter, averaging 2 7/8 in. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 in. 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 4 1/2 Breadth of laps of plating in single riveting Nil

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? No. of Breasthooks, 4 Crutches, 3 x 2 Transoms
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. Plates Iron, Head & C. & Walker
Manufacturer's name or trade mark, Wigham Richardson & Co. Iron & Steel Works Co.

The above is a correct description.
Builder's Signature, Wigham Richardson & Co. Surveyor's Signature, J. Williams & Co. Surveyor to Lloyd's Register of British and Foreign Shipping.

ROBT. EDMOND. TAYLOR & SONS Commercial and General Steam Printers, 19, Old Street, Goswell Road, E.C., London.

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.

W 785-0080

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?

Are the fillings between the ribs and plates solid single pieces?

Yes

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 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 Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit

This Vessel is fitted with Pole masts, the Foremast 64 ft. & the main mast 61 ft. in length by 2 1/2 in Diam. Length of plates 10' 6" by 7/16 at deck, 9/16 at heel and 5/16 at upper ends, double rivetted landing edges & nearly all treble rivetted Butts. Makers of Iron Stockton iron works.

NUMBER for EQUIPMENT 16206

N°.	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 where Tested & Suprntd.
	Fore Sails,	Chain	240	1 1/2	40 1/2	15/16		Bower Anchors	1	22.2.7	22.16.3.14	21.0.0	
	Fore Top Sails,	Iron Stream Chain	75	15/16	15 8/10	15/16		(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1	21.2.14	22.1.1.14		
	Fore Topmast Stay Sails,	or Steel Wire ..			23 4/10				1	18.2.0	19.8.3.0	18.0.0	
		or Hempen Strm Cable											
	Main Sails,	Towline, Hemp.	90	3 1/2	Steel tested as per rule	90-3 1/4		Stream Anchor	1	7.3.7	10.0.1.7	7.1.0	
		or Steel Wire ..	90	8		90-8		Kedge	1	3.2.14	6.0.3.21	3.2.0	
	Main Top Sails,	Hawser	180	6		90.5 1/2		2nd Kedge	1	1.3.7	4.7.0.21	1.3.0	
	and	Warp	45	5 3/4									
		quality good	45	3 1/2									

Standing and Running Rigging wire & hemp sufficient in size and good in quality. She has 2 Long Boats and 2 others

The Windlass is good Capstan and Rudder good Pumps Metal & good

Engine Room Skylights.—How constructed? On Coop deck How secured in ordinary weather? with thumb Screws

What arrangements for deadlights in bad weather? Solid Teak shutters & thick circular glass

Coal Bunker Openings.—How constructed? Iron plate hatchways How are lids secured? Solid latches Height above deck? 2 feet

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? 3 Ports & 3 Scuppers on each side

Cargo Hatchways.—How formed? Iron plate coverings & Headbedges

State size Main Hatch 19' 2" x 11' 0" Forehatch 23' 8" x 11' 0" Quarterhatch 13' 5" x 11' 0"

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? Deep web plates as per rule

Hatches, If strong and efficient? 3 in solid

Order for Special Survey No. 1678	1st. On the several parts of the frame, when in place, and before the plating was wrought	1882 Aug 2. 4. 8. 11. 14. 22. 24. 31. Sep 4. 7. 11. 20. 23. 30.
Date 4 th July/82	2nd. On the plating during the process of riveting	Oct 2. 4. 7. 17. 18. 21. 26. 31. Nov 3. 9. 13. 27.
Order for Ordinary Survey No. 1679	3rd. When the beams were in and fastened, and before the decks were laid....	Dec 12. 20. 26. 1883 Jan 6. 8. 18. 26. 29, 31
Date 1 st July/82	4th. When the ship was complete, and before the plating was finally coated or cemented..	Feb 5. 13. 15. 20. 21. 24. 28 Mar. 1. 10. 14. 19. 28.
No. 153 in builder's yard.	5th. After the ship was launched and equipped	Apr 5. 9. 28 May 1

General Remarks (State quality of workmanship, &c.) This Vessel has been constructed in accordance with the rules and approved tracings of midships Section & Profile. She has a full Coop 134 ft. in length and a Top-gall' forecastle 31 ft. in length. Built on the cellular bottom principle with double bottom fore & aft, and which has been tested to a Head of water not less than the height of the load water. mark & proved very satisfactory. The materials & workmanship throughout the vessel being of a good description

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, forecastle, 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 Ridges & paint-above

The amount of the Entry Fee ... £ 5 - - - is received by me, 10/6

Special ... £ 53 : 13 - - 5th May 1883

Certificate (to be sent as per margin).

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

Committee's Minute

Tuesday, 8th May, 1883

Character assigned

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

has submitted that this vessel appears eligible to be classed 100 A. I. as recommended

one deck (iron)

1st & 2nd Buns black frames

Cell. 5. B.

1st & 2nd Buns & Web frame 15/83