

IRON SHIP.

(Received at London Office 15 JAN 1884)

No. *14294* Survey held at *Newcastle* Date, First Survey *16th August* Last Survey *27th December 1883*

On the *Screw Steamer "John Grafton"*

TONNAGE under
Tonnage Deck } *497.08*
Ditto of Third, Spar, } *12.88*
or Awning Deck }
Ditto of *Deck* } *39.47*
Raised Or. Dk. }
Ditto of Houses } *19.62*
Ditto on Deck }
Ditto of Forecastle } *16.49*
Gross Tonnage } *585.54*
Less Crew Space } *26.25*
Less Engine Room } *187.37*
Register Tonnage } *371.92*
as cut on Beam }

ONE, OR TWO DECKED, THREE DECKED VESSEL,
SPAR, OR AWNING DECKED VESSEL.
Feet.
Half Breadth (moulded) ... *14.37*
Depth from upper part of Keel to top of Upper Deck Beams *15.00*
Girth of Half Midship Frame (as per Rule) ... *27.00*
1st Number ... *56.37*
1st Number, if a 3-Decked Vessel .. deduct 7 feet ✓
Length ... *157.08*
2nd Number ... *8,855*
Proportions— Breadths to Length... *5.4*
Depths to Length—Upper Deck to Keel... *10.4*
Main Deck ditto ... ✓

Master *Kelsey*
Built at *Newcastle*
When built *1883* Launched *15th Nov.*
By whom built *Palmer's Comp^y & Son*
Owners *St John'son, Clark & Co*
Residence *London*
Port belonging to *London*
Destined Voyage *Coasting*
Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule ... *157 0 1/2* Feet. Inches. BREADTH Moulded... *28 6* Feet. Inches. DEPTH top of Floors to Upper Deck Beams ... *13 8* Feet. Inches. Power of Engines ... *80* Horse. N^o. of Decks with flat laid *one* N^o. of Tiers of Beams *one*

Inches in Ship.		Inches per Rule.		Inches in Ship.		Inches per Rule.		Inches in Ship.		Inches per Rule.		Inches in Ship.		Inches per Rule.	
16ths.	Inches.	16ths.	Inches.	16ths.	Inches.	16ths.	Inches.	16ths.	Inches.	16ths.	Inches.	16ths.	Inches.	16ths.	Inches.
16	1	16	1	16	1	16	1	16	1	16	1	16	1	16	1
15	3/4	15	3/4	15	3/4	15	3/4	15	3/4	15	3/4	15	3/4	15	3/4
14	1/2	14	1/2	14	1/2	14	1/2	14	1/2	14	1/2	14	1/2	14	1/2
13	1/4	13	1/4	13	1/4	13	1/4	13	1/4	13	1/4	13	1/4	13	1/4
12		12		12		12		12		12		12		12	
11		11		11		11		11		11		11		11	
10		10		10		10		10		10		10		10	
9		9		9		9		9		9		9		9	
8		8		8		8		8		8		8		8	
7		7		7		7		7		7		7		7	
6		6		6		6		6		6		6		6	
5		5		5		5		5		5		5		5	
4		4		4		4		4		4		4		4	
3		3		3		3		3		3		3		3	
2		2		2		2		2		2		2		2	
1		1		1		1		1		1		1		1	
0		0		0		0		0		0		0		0	

Dimensions of Ship per Register, length, *158* breadth, *28.85* depth, *13.85* DEPTH Moulded *14 1/8"*

KEEL, depth and thickness ... *6 1/2 x 2* *6 1/2 x 17/8*
STEM, moulding and thickness... *6 1/2 x 3 3/4* *6 1/2 x 3 3/4*
STERN-POST for Rudder do. do. ... *6 1/2 x 3 3/4* *6 1/2 x 3 3/4*
" " for Propeller ... *6 1/2 x 3 3/4* *6 1/2 x 3 3/4*
Distance of Frames from moulding edge to moulding edge, all fore and aft ... *22* *22*
(Class 100A)
FRAMES, Angle Iron, for 1/2 length amidships ... *4 3 7* *4 3 7*
Do. for 1/2 at each end ... *4 3 6* *4 3 6*
REVERSED FRAMES, Angle Iron ... *3 2 1/2 6* *3 2 1/2 6*
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships ... *16 x 7* *16 x 7*
" thickness at the ends of vessel ... *11* *8*
" depth at 1/2 the half-bdth. as per Rule ... *32* *32*
" height extended at the Bilges... *32* *32*
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper edge ... *5 3 7* *5 3 7*
Average space... *22* *22*
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single, or double Angle Iron, on Upper Edge ... *3 2 1/2 6* *3 2 1/2 6*
Average space... *22* *22*
BEAMS, Lower Deck—Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge ... *3 2 1/2 6* *3 2 1/2 6*
Average space... *22* *22*
BEAMS, Hold, or Orlop—Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge ... *3 2 1/2 6* *3 2 1/2 6*
Average space... *22* *22*
KEELSONS Centre line, single or double plate, Box, or Intercoastal, Plates ... *10 x 7* *10 x 7*
" Rider Plate ... *7 1/2 x 7* *7 1/2 x 7*
" Bulb Plate to Intercoastal Keelson ... *4 3 6* *4 3 6*
" Angle Irons ... *3 1/2 3 6* *3 1/2 3 6*
" Double Angle Iron Side Keelson ... *3 1/2 3 6* *3 1/2 3 6*
" Side Intercoastal Plate ... *✓* *✓*
" do. Angle Irons ... *✓* *✓*
" Attached to outside plating with angle iron ... *✓* *✓*
BILGE Angle Irons ... *3 1/2 3 6* *3 1/2 3 6*
" do. Bulb Iron... *✓* *✓*
" do. Intercoastal plates riveted to plating for length ... *✓* *✓*
BILGE STRINGER Angle Irons ... *3 1/2 3 6* *3 1/2 3 6*
" Intercoastal plates riveted to plating for length ... *✓* *✓*
SIDE STRINGER Angle Irons ... *3 1/2 3 6* *3 1/2 3 6*

The FRAMES extend in one length from *Tank side* *Tank side* to *gunwale* Riveted through plates with *3/4* in. Rivets, about *6* apart.

The REVERSED ANGLE IRONS on floors and frames extend *across* middle line to *Tank side* *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 *7/8* in. diameter, averaging *3 3/4* 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* 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* 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 *4 1/2* Breadth of laps of plating in single riveting *2 3/4*

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted *treble & double* No. of Breasthooks, *4* Crutches, *3*

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *The whole of the iron*

Manufacturer's name or trade mark, *manufactured by the Palmer's Co*
Builder's Signature, *A. Adamson* Surveyor's Signature, *J. W. Scullard*
Surveyor to Lloyd's Register of British and Foreign Shipping.

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 *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 *Has two wood masts as auxiliary to the steam power*

NUMBER for EQUIPMENT 9440

N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprtd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Wt. req'd per Rule.	Machine where Tested & Suprtd.
	Fore Sails,	Chain	195	1 1/8	22 3/4	195-1 1/8		Bower Anchors	6				
	Fore Top Sails,	Iron Stream Chain	60	3/4	X	60-2 1/2		(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)		10.0.7	12.2.0.21	10 cwt	
	Fore Topmast Stay Sails,	or Steel Wire ..								10.0.7	-	10 cwt	
	Main Sails,	or Hempen Strm } Cable	75	8 1/2		75-8				9.0.7	11.4.2.21	8 1/2 - 11	
	Main Top Sails, and	Towline, Hemp.	80	6 1/2		80-6							
		or Steel Wire ..	60	4				Stream Anchor		4.2.8	6.7.2.0	3 3/4 - 11	
		Hawser	60	3 1/2				Kedge ...		1.3.14	4.7.0.21	1 3/4 - 11	
		Warp						2nd Kedge ...		3.12		3/4 - 11	
		quality <i>good</i>											

Standing and Running Rigging *wire & hemp* sufficient in size and *good* in quality. She has *one* Long Boat and 2 others
 The Windlass is *good* Capstan *✓* and Rudder *good* Pumps *good*

Engine Room Skylights.—How constructed? *thoroughly of Leake* How secured in ordinary weather? *always shipped, fitted on high iron casing on R & D.*

Coal Bunker Openings.—How constructed? *Circular iron plate* How are lids secured? *Patented down* Height above deck? *21"*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *3 ports & 3 Scuppers on upper deck, and low bulwarks & rails on R & D.*

Cargo Hatchways.—How formed? *Plates and angles*
 State size Main Hatch *22 x 11* Fore hatch *14 x 9 x 11* Quarter hatch

If of extraordinary size, state how framed and secured? *✓*

What arrangement for shifting beams? *Deep beams & wood fore & afters*
 Hatches, If strong and efficient? *yes - solid -*

Order for Special Survey No. *1810*

Date *26 July 1883*

Order for Ordinary Survey No. *1810*

Date *26 July 1883*

No. *526* in builder's yard.

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
- 2nd. On the plating during the process of riveting
- 3rd. When the beams were in and fastened, and before the decks were laid...
- 4th. When the ship was complete, and before the plating was finally coated or cemented..
- 5th. After the ship was launched and equipped

1883 Aug 16. September 4
 October 1. 4. 9. 17. 23. 29
 November 8. 9. 15. 21. 23
 December 6. 11. 12. 19. 21

State dates of letters respecting this case

General Remarks (State quality of workmanship, &c.) *This R. & Decket Vessel has been built in accordance with the drawings submitted and approved see secretary's letter of the 24th July 1883 and in other respects to the Rules for the 100 A grade. Has a fore-castle 18ft, Bridge deck house 13ft and a R & D 43 ft long - Workmanship & materials good. The ballast tanks were tested by water pressure as per Rule & found satisfactory.*

Stem & Rudder frame & Stem faying Report now returned

State if one, two, or three decked vessel, or if open, or evening decked; and the lengths of *13ft 18ft 43ft* poop, bridge, fore-castle, or 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 A. 1. Iron & wood covered with wood*

The amount of the Entry Fee£ 3 : - : - is received by me, *W. B.*

Special£ 27 : 19 : - *14th Jan 1884*

(to be sent as per margin). Certificate *fratio* : : : *W. B.*

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

Committee's Minute

Character assigned

100 A

100 A

100 A

100 A

100 A

100 A

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



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