

IRON SHIP.

(Received at London Office on 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"

Official Number

Tonnage under Deck } 497.08
 Ditto of Third, Spar, or Awning Deck } 12.85
 Ditto of Coop, or Raised Qr. Dk. } 39.47
 Ditto of Houses } 19.62
 Ditto of Forecastle } 16.49
 Gross Tonnage } 585.54
 Less Crew Space } 26.25
 Less Engine Room } 187.37
 Register Tonnage as cut on Beam } 371.92

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

Half Breadth (moulded) 14.37 Feet.
 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 Coy. & Co.
 Owners Stephenson, Clarke & 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° of Decks with flat laid one N° 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.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	16ths. per Rule	
														16ths. In Ship.	16ths. per Rule
Dimensions of Ship per Register, length, <u>158</u> breadth, <u>28.85</u> depth, <u>13.85</u> DEPTH Moulded <u>14" 8"</u>															
KEEL, depth and thickness															
STEM, moulding and thickness... ..															
STERN-POST for Rudder do. do.															
" " for Propeller															
Distance of Frames from moulding edge to moulding edge, all fore and aft															
FRAMES, Angle Iron, for 2/3 length amidships															
Do. for 1/3 at each end															
REVERSED FRAMES, Angle Iron															
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships															
" thickness at the ends of vessel															
" depth at 2/3 the half-bdth. as per Rule															
" height extended at the Bilges... ..															
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															
Average space... ..															
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single, or double Angle Iron, on Upper Edge															
Average space... ..															
BEAMS, Lower Deck— Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge															
Average space... ..															
BEAMS, Hold, or Orlop— Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge															
Average space... ..															
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates															
" Rider Plate															
" Bulb Plate to Intercostal Keelson															
" Angle Irons															
" Double Angle Iron Side Keelson															
" Side Intercostal Plate															
" do. Angle Irons															
" Attached to outside plating with angle iron															
BILGE Angle Irons															
" do. Bulb Iron... ..															
" do. Intercostal plates riveted to plating for length															
BILGE STRINGER Angle Irons															
Intercostal plates riveted to plating for length															
SIDE STRINGER Angle Irons															
The FRAMES extend in one length from <u>Tank side to Tank side</u> to <u>gunwale</u> Riveted through plates with <u>3/4</u> in. Rivets, about <u>6</u> apart.															
The REVERSED ANGLE IRONS on floors and frames extend <u>across</u> middle line to <u>Tank side & R.S.A. Iron</u> and to <u>gunwale</u> alternately															
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? <u>yes</u> And butts properly shifted? <u>yes</u>															
PLATING. Garboard, double riveted to Keel, with rivets <u>7/8</u> in. diameter, averaging <u>3 3/4</u> ins. from centre to centre.															
" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets <u>3/4</u> in. diameter, averaging <u>3 1/8</u> ins. from centre to centre.															
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets <u>3/4</u> in. diameter averaging <u>3</u> ins. from centre to centre.															
" Butts of <u>2</u> Strakes at Bilge for <u>1/2</u> length, treble riveted with Butt Straps <u>1/6</u> thicker than the plates they connect.															
" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets <u>3/4</u> in. diameter, averaging <u>3 3/8</u> ins. from cr. to cr.															
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets <u>3/4</u> in. diameter, averaging <u>3</u> 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 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 1/2 length amidships.															
" Butts of Main Stringer Plate, treble riveted for length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.															
" Breadth of laps of plating in double riveting <u>4 1/2</u> Breadth of laps of plating in single riveting <u>2 3/4</u>															
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted <u>treble & double</u> No. of Breasthooks, <u>4</u> Crutches, <u>3</u>															
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? <u>The whole of the iron</u>															
Manufacturer's name or trade mark, <u>manufactured by the Palmer's Co</u>															
Builder's Signature, <u>A. Adamson</u> Surveyor's Signature, <u>J. W. Scullard</u> Surveyor to Lloyd's Register of British and Foreign Shipping.															

Form No. 1 for Iron Ships—(400—16/11/82.)

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*

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.	W'ght req'd per Rule.	Machine where Tested & Suprtd.	
	Fore Sails,	Chain	195	1 1/8	22 3/4	195-1 1/8		6					
	Fore Top Sails,	Iron Stream Chain	60	3/4	X	60-2/16							
	Fore Topmast Stay Sails,	or Steel Wire .. or Hempen Strm) Cable ..											
	Main Sails,	Towline, Hemp.	45	8 1/2		45-8							
	Main Top Sails, and	or Steel Wire .. Hawser ..	80	6 1/2		80-6							
		Warp ..	60	3 1/2									
	Standing and Running Rigging	quality <i>good</i>											
	The Windlass is	<i>good</i>											
	Engine Room Skylights.	How constructed? <i>thoroughly of Leak</i>											
	Coal Bunker Openings.	How constructed? <i>Circular iron plate</i>											
	Scuppers, &c.	How are lids secured? <i>Patented down</i>											
	Cargo Hatchways.	How formed? <i>Plates and angles</i>											
	Hatches, If strong and efficient?	<i>yes - solid -</i>											

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

How secured in ordinary weather? *always shipped, fitted on high iron casing on R. & D.*

How are lids secured? *Patented down* Height above deck? *21"*

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 of wood fore & afters*

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No.	in builder's yard.	DATES of Surveys held while building as per Section 18.	1st.	2nd.	3rd.	4th.	5th.
1810	26 th July 1883			526			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
							1883 Aug 16. September 4		October 1. 4. 9. 17. 23. 29	November 8. 9. 15. 21. 23	December 6. 11. 12. 19. 21

General Remarks (State quality of workmanship, &c.) *This R. & Decked 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.

Stow & 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 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 deck covered with wood*

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

Special£ 27 : 19 : - *14th July 1884*

(to be sent as per margin). Certificate *gratis*

(Travelling Expenses, if any, £ -)

Committee's Minute *FRIDAY 18 JAN 1884*

Character assigned *100A*

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

