

# IRON SHIP.

Rec'd 13th MAR 1884 7439

No. 14433 Survey held at *Newcastle* Date, First Survey 14<sup>th</sup> June 1883 Last Survey 12<sup>th</sup> February 1884

On the *Iron S. Rigger Screw Steamer "Saint Asaph"*

<b>TONNAGE</b> under Tonnage Deck 1844.70	<b>ONE, OR TWO DECKED, THREE DECKED VESSEL,</b>
<b>SPAR, OR AWNING-DECKED VESSEL.</b>	
<b>Half Breadth</b> (moulded) 17.5	
<b>Depth</b> from upper part of Keel to top of Upper Deck Beams 26.29	
<b>Girth</b> of Half Midship Frame (as per Rule) 39.04	
<b>1st Number</b> 82.83	
<b>1st Number, if a 3-Decked Vessel</b> deduct 7 feet 75.83	
<b>Length</b> 278.5	
<b>2nd Number</b> 2118	
<b>Proportions—</b> Breadths to Length 7.95	
<b>Depths to Length—</b> Upper Deck to Keel 10.5	
<b>Main Deck ditto</b> 14.8	

Master *Wm Briggs & Sons*  
 Built at *Newcastle*  
 When built 1883 Launched 29<sup>th</sup> Nov/83  
 By whom built *Campbell Macintosh & Co. Ltd.*  
 Owners *Wm Briggs & Sons*  
 Residence *Sunderland*  
 Port belonging to *Sunderland*  
 Destined Voyage *not stated*  
 If Surveyed while Building, Afloat, or in Dry Dock.  
*While building*

LENGTH on deck as per Rule	Feet. 278	Inches. 6	BREADTH—Moulded	Feet. 35	Inches. 0	DEPTH top of Floors to Upper Deck Beams	Feet. 24	Inches. 4	Power of Engines	Horse. 162	Nº. of Decks with flat laid	Two	Nº. of Tiers of Beams	Three
Dimensions of Ship per Register, length, 280 breadth, 35.3 depth, 24.2														
<b>KEEL</b> , depth and thickness	9 1/2	2 1/2		9 1/2	2 1/2									
<b>STEM</b> , moulding and thickness	9	2 1/2		9	2 1/2									
<b>STERN-POST</b> for Rudder do. do.	9	5 1/2		9	5 1/2									
" " for Propeller	9	5 1/2		9	5 1/2									
Distance of Frames from moulding edge to moulding edge, all fore and aft	24			24										
<b>FRAMES</b> , Angle Iron, for 1/2 length amidships	5	3	8	5	3	8								
Do. for 1/2 at each end	5	3	7	5	3	7								
<b>REVERSED FRAMES</b> , Angle Iron	3	3	7	3	3	7								
<b>FLOORS</b> , depth and thickness of Floor Plate at mid line for half length amidships	23 1/2	4	9	23 1/2	4	9								
thickness at the ends of vessel	7			7										
depth at 3/4 the half-bdth. as per Rule	7			7										
height extended at the Bilges	7			7										
<b>AMS</b> , Upper, Spar, or Awning Deck	7	4	7	7	4	7								
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	3	3	6	3	3	6								
Angle or double Angle Iron on Upper edge	48			48										
Average space	6	3	8	6	3	8								
<b>AMS</b> , Main, or Middle Deck	6	3	8	6	3	8								
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	24			24										
Angle or double Angle Iron, on Upper Edge	24			24										
Average space	9 1/6			9 1/6										
<b>AMS</b> , Lower Deck	9 1/2	4	9	9 1/2	4	9								
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	4	4	8	4	4	8								
Angle or double Angle Iron on Upper Edge	4	4	8	4	4	8								
Average space	18	4	13	18	4	13								
<b>AMS</b> , Hold, or Orlop	13	4	13	13	4	13								
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	5 1/2	4	9	5 1/2	4	9								
Angle or double Angle Iron on Upper Edge	5 1/2	4	9	5 1/2	4	9								
Average space	5 1/2	4	9	5 1/2	4	9								
<b>AMS</b> , Hold, or Orlop	5 1/2	4	9	5 1/2	4	9								
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	3	3	7	3	3	7								
Angle or double Angle Iron on Upper Edge	5 1/2	4	9	5 1/2	4	9								
Average space	8 1/2	4	8	8 1/2	4	8								
<b>BILGE</b> Angle Irons	5 1/2	4	9	5 1/2	4	9								
do. Bulb Iron	8 1/2	4	8	8 1/2	4	8								
do. Intercoastal plates riveted to plating for length	5 1/2	4	9	5 1/2	4	9								
<b>BILGE STRINGER</b> Angle Irons	10 1/2	4	8	10 1/2	4	8								
Intercoastal plates riveted to plating for 1/2 length														
<b>SIDE STRINGER</b> Angle Irons														

The **FRAMES** extend in one length from *Keel* to *Gunwale* Riveted through plates with 7/8 in. Rivets, about 6 1/2 apart.  
 The **REVERSED ANGLE IRONS** on floors and frames extend from *across* middle line to *M. D. S. A. I.* 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 1 1/2 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 x 3/4 in. diameter, averaging 3 1/2 x 3 ins. from centre to centre.  
 " Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 x 3/4 in. diameter averaging 3 1/2 x 3 ins. from centre to centre.  
 " Butts of 4 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 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.  
 " Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.  
 " Edges of Main 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 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 to 6 1/2 Breadth of laps of plating in single riveting 4 1/2 to 6 1/2  
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Yes* No. of Breasthooks, 6 Crutches, 8

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Angles, Strakes, & Gorman*  
 Manufacturer's name or trade mark, *Long & Co. & Palmers Co. Plates:—Consett Iron Co., St. Merton Malleable Iron Co., and*  
 The above is a correct description. *Hartlepool Malleable Iron Co.*  
 Builder's Signature, *Campbell Macintosh & Co. Ltd.* Surveyor's Signature, *J. H. Cooke*  
 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.

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

Repeat nos 1073/84 sent to M. 12/3/84



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 *Iron* in *Good* condition, and sufficient in size and length. If of Iron or Steel give Scantling, 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 Material, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit *Fore mast length extreme 81' 9" Diameter at partners 24 1/2" Main mast 73' 8" Diameter at partners 23". Two plate masts 6 1/16" to 5 1/8" in thickness. Edges double riveted. Butts treble riveted and straps to thicker than plates they connect. Masts doubled at the partners for a length of 6' 6" with 6 plates. Makers of Iron Hartlepool Malleable Iron Co.*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Supdt.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Supdt.
SAILS.							Bower Anchors	1	32" 0" 7	30" 3" 1" 21	32" 0" 0	
N <sup>o</sup> .	Chain	270	1 13/16	59 1/2	270 - 1 13/16		(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1	31" 0" 0	29" 7" 2" 5	32" 0" 0	
	Fore Sails,							1	29" 2" 7	28" 5" 3" 21	27" 1" 0	
	Fore Top Sails,											
	Fore Topmast Stay Sails,											
	Main Sails,						Stream Anchor	1	10" 2" 21	12" 13" 0" 14	10" 2" 0	
	Main Top Sails,						Kedge	1	5" 1" 21	7" 16" 1" 0	5" 1" 0	
	and Rigging Wire						2nd Kedge	1	2" 2" 14	5" 2" 2" 0	2" 2" 0	
	Standing and Running Rigging											
	The Windlass is											

*One Suit* sufficient in size and *Good* in quality. She has *2 Life* Long Boat and *2 others*

Engine Room Skylights.—How constructed? *Iron trunk 7 ft above deck* How secured in ordinary weather? *Bolted down*

What arrangements for deadlights in bad weather? *Iron Gratings and Canvas Covers*

Coal Bunker Openings.—How constructed? *Iron Cornings* How are lids secured? *Hatch bars* Height above deck? *18"*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Bright ports each side beside mooring pipes*

Cargo Hatchways.—How formed? *Iron Cornings & headledges riveted together.*

State size Main Hatch *20 ft. x 12 ft* Fore hatch *12 ft. x 10 ft* Quarter hatch *16' 12' x 12' 10'*

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

What arrangement for shifting beams? *Deep web plate in main hatch, Bull-plate shifting beam in large after hatch, and wood fore & afters in each hatchway.*

Hatches, If strong and efficient? *Yes (Solid Latches)*

Order for Special Survey No. <i>1484</i>	1st. On the several parts of the frame, when in place, and before the plating was wrought	1883 June 14. 18. 20 July 4. 7. 13. 17. 23. 27. 31.
Date <i>14th May 1883</i>	2nd. On the plating during the process of riveting	Aug 3. 6. 8. 15. 17. 21. 28. Sep 3. 6. 12. 18. 24. 26. 28
Order for Ordinary Survey No. <i>✓</i>	3rd. When the beams were in and fastened, and before the decks were laid....	Oct 2. 9. 12. 17. 19. 30. Nov. 2. 6. 13. 19. 22. 27. 30
Date <i>9th</i>	4th. When the ship was complete, and before the plating was finally coated or cemented..	Dec 5. 12. 18. 20. 27
No. <i>13</i> in builder's yard.	5th. After the ship was launched and equipped	1884 Jan 9. 14. 22. 25. 30 Feb 12

General Remarks (State quality of workmanship, &c.) *This is a three decked vessel built in accordance with approved tracings forwarded herewith, and otherwise in conformity with the Rules. She has a complete iron middle deck, and the upper deck beams are plate over in way of engine and boiler space as shown on longitudinal plan. Water ballast tanks are fitted in the after hold, engine and boiler space and main hold of the lengths and capacity set forth in form hereto attached. Tanks tested with water to the height of load line and found satisfactory and the general quality of the workmanship is good throughout. She has a Poop 26 ft., Open bridge 16 ft., and Forecastle 26 1/2 ft. in length. Stern & Rudder frame & Stem framing Report now returned.*

State if one, two, or three decked vessel, or if spar, or awning 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 Two decks (one iron) and three tiers of beams.*

The amount of the Entry Fee ... £ 4 : - : - is received by me, *W. H. B.*

Special ... £ 72 : 16 : - *12th March 1884*

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

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

Committee's Minute

Character assigned

Surveyor to Lloyd's Register of British and Foreign Shipping

Lloyd's Register Foundation