

# IRON SHIP.

No. 17586 Survey held at Nth Shields Date, First Survey 3<sup>rd</sup> October 1883 Last Survey 24<sup>th</sup> April 1884

On the Iron Ss Rigged S.S. "Nonpareil"

TONNAGE under Tonnage Deck 1222.24  
 Ditto of Deck 196.92  
 Ditto of Houses on Deck 54.21  
 Ditto of Forecastle Hatchways & Passages 41.37  
 Gross Tonnage 1635.97  
 Less Crew Space 53.97  
 Net Tonnage 1582.00  
 Less Engine Room 523.51  
 Register Tonnage as out on Beam 1058.49

ONE, OR TWO DECKED, THREE DECKED VESSEL,  
 SPAR, OR AWNING DECKED VESSEL.  
 Half Breadth (moulded) 17-4  
 Depth from upper part of Keel to top of Upper Deck Beams 19-3  
 Girth of Half Midship Frame (as per Rule) 32-2  
 1st Number 68-9  
 1st Number, if a 3-Decked Vessel deduct 7 feet  
 Length 265-6  
 2nd Number 18299  
 Proportions— Breadths to Length 7-6  
 Depths to Length— Upper Deck to Keel 13-7  
 Main Deck ditto

Master G. Boniface.  
 Built at Nth Shields.  
 When built 1884 Launched 28<sup>th</sup> Feb'y  
 By whom built J & W Smith  
 Owners J. Scrutton Sons & Co  
 Residence 9 Gracechurch St London  
 Port belonging to London.  
 Destined Voyage Demerara.  
 If Surveyed while Building, Afloat, or in Dry Dock.  
 While building in Dry Dock

LENGTH on deck as per Rule 265 7 BREADTH— Moulded 34 9 DEPTH top of Floors to Upper Deck Beams 17 6 Power of Engines 180 No. of Decks with flat laid One No. of Tiers of Beams One

Dimensions of Ship per Register, length, 267 breadth, 35-05 depth, 17-45

	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	36	11
STEM, moulding and thickness	8 3/4 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	10
" " for Propeller	24	24	Of d'bling at Bilge, on increased thickness, and length applied 3 Shakes	1/6	1/6
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24	From up. prt of Bilge to l. edge of Sh'rstrake	10	10
FRAMES, Angle Iron, for 1/2 length amidships	4 1/2 3 7	4 1/2 3 7	Main Sheerstrake, breadth and thickness	40	12
Do. for 1/2 at each end	6	6	Of d'bling at Sh'stk. & lng. applied 3 1/2 L	40	12
REVERSED FRAMES, Angle Iron	3 3 7	3 3 7	From M'n. to Up. or Spar Dk. Sh'rstrake	✓	
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	21	8 21	Up. or Spar Dk Sh'rstrake, br'dth & thicken'ss	✓	
" thickness at the ends of vessel	7	7	Butt Straps to outside plating, breadth & thickness	9 1/4 x 1 1/8 - 13	9 1/4 x 1 1/8 - 13
" depth at 1/2 the half-bdth. as per Rule	11	10 1/2	Lengths of Plating	6 frames	5 frames
" height extended at the Bilges	twice midship depth		Shifts of Plating, and Stringers	48 x more	48
BEAMS, Upper, Spar, or Awning Deck	6 3 8	6 3 8	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	38	10
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron			Angle Iron on ditto	5 x 4 x 9	5 x 4 x 9
Angle or double Angle Iron on Upper edge			Tie Plates fore and aft, outside Hatchways	✓	
Average space	on every frame		Diagonal Tie Plates on Beams No. of Pairs	✓	
BEAMS, Main, or Middle Deck			Flat of Up., Spar, or Awning Dk. * Iron (lutin)	6	6
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			How fastened to Beams	✓	
Single, or double Angle Iron on Upper Edge			Stringer Plate on ends of Main or Middle Deck	✓	
Average space			Beams, breadth and thickness	✓	
BEAMS, Lower Deck			Is the Stringer Plate attached to the outside plating?	✓	
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Angle Irons on ditto, No.	✓	
Single or double Angle Iron on Upper Edge			Tie Plates, outside Hatchways	✓	
Average space			Diagonal Tie Plates on Beams, No. of pairs	✓	
BEAMS, Hold, or Orlop			Flat of Middle Deck * do. do.	✓	
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			How fastened to Beams	✓	
Single or double Angle Iron on Upper Edge			Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	33 9	33 9
Average space			Is the Stringer Plate attached to the outside plating?	Yes.	
EELSONS Centre line, single or double plate, box, or Intercoastal, Plates	17	12 17	Angle Irons on ditto, No.	4 x 4 x 9	4 x 4 x 9
" Rider Plate	11	12 11	Stringer or Tie Plates, outside Hatchways	✓	
" Bulb Plate to Intercoastal Keelson	✓		Flat of Lower Deck *	✓	
" Angle Irons	5 4 9	5 4 9	Ceiling betwixt Decks, thickness and material	Between double frames	
" Double Angle Iron Side Keelson	✓		" in hold do. do.	2 1/2	2 1/2
" Side Intercoastal Plate		8	Main piece of Rudder, diameter at head	6 1/4	6 1/4
" do. Angle Irons	5 4 9	5 4 9	do. at heel	3 1/4	3 1/4
" Attached to outside plating with angle iron	3 3 7	3 3 7	Can the Rudder be unshipped afloat? Yes		
BILGE Angle Irons	5 4 9	5 4 9	Bulkheads No. 4 No. per Rule 4		
do. Bulb Iron... E. & B. iron	8 1/2	8 1/2	" Thickness of 4/16		
do. Intercoastal plates riveted to plating for length	✓		" Height up To upper deck		
LOWER STRINGER Angle Irons	5 4 9	5 4 9	" How secured to sides of ship	Between double frames	
Intercoastal plates riveted to plating for length	8 1/2	8 1/2	" Size of Vertical Angle Irons 3 x 3 x 7 and distance apart 30 ins.		
STRINGER Angle Irons	5 4 9	5 4 9	" Are the outside Plates doubled two spaces of Frames in length? Yes		

FRAMES extend in one length from Keel to Gunwale  
 REVERSED ANGLE IRONS on floors and frames extend across middle line to Gunwale  
 EELSONS. 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 3/4 in. diameter, averaging 3 1/2 ins. from centre to centre.  
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 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 x 3 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 x 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 1 1/2 - 5 1/4. Breadth of laps of plating in single riveting 1 1/2.  
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble & double No. of Breasthooks, Crutches, To all fore & aft stringers

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Plates. Consell & Co.  
 Manufacturer's name or trade mark, Angles-Dorman Long & Co.  
 The above is a correct description.

Builder's Signature, J. W. Smith Surveyor's Signature, John H. Heck  
 Surveyor to Lloyd's Register of British and Foreign Shipping.



Workmanship. Are the butts of plating planed or otherwise fitted?

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?

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces?

Do any rivets break into or through the seams or butts of the plating?

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 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 Masted for auxiliary purposes only.

Fore Mast 78' long by 25" dia. Plates 7/16 to 5/16 } Two plates to the round, edges double.  
Main Mast 70' 6" - 22 - 4 1/2 to 5 1/2 } riveted, butts treble and double, with  
doubling plate in way of wedging.

NUMBER for EQUIPMENT 20129.		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.												
CABLES, &c.												
N <sup>o</sup> .	Chain .....	270	1 1/8	71 3/4 51 1/4	270-1 1/8	24 Mar/84	Bower Anchors (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	13337	29-0-0	27-17-2-0	Bl. MC	24 Mar/84
Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	R. Wear Comm. St. J. Nantress.										
Fore Top Sails,	Iron Stream Chain	45	1 1/8	20 3/4 20 3/4	75 x 1 1/8	26 Mar/84	13166	26-0-0	25-12-2-0	79-0-0	18 Feb/84	29 Mar/84
Fore Topmast Stay Sails,	<del>Steel Wire</del> <del>Hempen Stem</del> Cable	30	1 1/8	-		27 Mar/84						
Main Sails,	Towline, Hemp.	90	11		90 x 11		13336	24-3-0	24-10-2-0			
	<del>Steel Wire</del>						R. Wear Commission St. J. Nantress.					
Main Top Sails,	Hawser .....	90	9		90 x 9		Stream Anchor	13339	8-3-0	10-17-2-0	8-3-0	31 Mar/84
and	Warp .....	90	7		90 x 7		Kedge	13340	4-2-14	7-0-0-0	4-2-0	31 Mar/84
	quality	Good										
							2nd Kedge	13341	2-0-21	4-15-0-0	2-1-0	31 Mar/84

Standing and Running Rigging 4 wire rope sufficient in size and good in quality. She has two Long Boats and two others.

The Windlass is Harfield's Patent Capstan 3. The Winches and Rudder Good Pumps Good

Engine Room Skylights.—How constructed? Non plates & angles How secured in ordinary weather? Screws.

What arrangements for deadlights in bad weather? Circular glass in skylight flaps.

Coal Bunker Openings.—How constructed? plates & angles How are lids secured? Hatch bars Height above deck? 2' above B. Deck

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

Seven ports and seven scuppers on each side

Cargo Hatchways.—How formed? plates and angles

State size Main Hatch 24' by 12' Fore hatch 8' by 8' Quarter hatch 24' by 12' & 6' by 8'

If of extraordinary size, state how framed and secured? Main and large after hatches have two deep web

What arrangement for shifting beams? Plate beams with three tiers of wood fore and afters.

Hatches, If strong and efficient? Yes. 2 1/2" solid hatches.

Order for Special Survey No. 1805

Date 3<sup>rd</sup> 4<sup>th</sup> 11<sup>th</sup> July 1883

Order for Ordinary Survey No. 1805

Date 1<sup>st</sup> 2<sup>nd</sup> 3<sup>rd</sup> 4<sup>th</sup> 11<sup>th</sup> July 1883

No. 88 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....

4. When the ship was complete, and before the plating was finally coated or cemented..

5th. After the ship was launched and equipped

1883 Oct. 3. 5. 12. 19. 24. 31. Nov. 2. 8. 13. 17. 22. 28.

Dec. 6. 10. 14. 20. Jan. 5. 7. 10. 18. 22. 30

Feb. 6. 9. 14. 18. 21. 23. 28. 26

March 8. 14. 19. 24. April 10. 16. 24

State dates of letters respecting this case 1883 Oct 18<sup>th</sup> 24<sup>th</sup> also June 30<sup>th</sup> 1883.

General Remarks (State quality of workmanship, &c.)

Good.

This vessel has been constructed in accordance with the approved plans, agreeably with the Secretary's letters and in general conformity to the Rules.

She has been built with double bottom in the fore and after holds, particulars of which are attached on printed slip. These water ballast tanks have been tested as required by the Rules and found satisfactory.

She is a one decked vessel, having raised quarter deck 92 ft bridge house 84 ft and forecabin 30 ft long.

Stem & Rudder frame joining Report now returned

Tracings forwarded with Freeboard Report No. 17517 on 19 April 1884

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 Cement and Paint Outside Paint.

I am of opinion this Vessel should be Classed 300 A1.

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

Special .....£ 64 : 11 : - 19<sup>th</sup> May 1884

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

(Travelling Expenses, if any, £ ..).

Committee's Minute

Character assigned

FRIDAY 30 MAY 1884

18

J. Shilstone.

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

Lloyd's Register Foundation