

NWC 792-0173

18054

# IRON SHIP.

(Received at London) FRIDAY 12 DEC 1884

No. 18054 Survey held at Newcastle Date, First Survey 4<sup>th</sup> Sept Last Survey 2<sup>nd</sup> Dec 1884

Tonnage under Deck	893.09
Ditto of Third, Spar, or Awning Deck	52.45
Ditto of Poop, Raised Or. Dk.	48.34
Ditto of Houses on Deck	87.08
Ditto of Forecastle	29.16
Gross Tonnage	1170.81
Less Crew Space	41.90
Less Engine Room	374.66
Register Tonnage as cut on Beam	754.25

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

Half Breadth (moulded)	16.50
Depth from upper part of Keel to top of Upper Deck Beams	17.80
Girth of Half Midship Frame (as per Rule)	31.25
1st Number	65.55
2nd Number	14994
Length	228.75
Proportions - Breadths to Length	6.93
Depths to Length - Upper Deck to Keel	12.85
Main Deck ditto	5

Master Patterson  
 Built at Newcastle  
 When built 1884 Launched 4<sup>th</sup> Nov  
 By whom built Palmer & Co  
 Owners Queen Steam Navigation Co  
 Residence 17 Philip Lane, London  
 Port belonging to London  
 Destined Voyage Coasting  
 If Surveyed while Building, Afloat, or in Dry Dock. While Building afloat

LENGTH on deck as per Rule	228.75	BREADTH Moulded	33.0	DEPTH top of Floors to Upper Deck Beams	14	Power of Engines	120	Nº. of Decks with flat laid	ONE
Dimensions of Ship per Register, length	228	breadth	33.25	depth	14.9	Moulded depth at side	17.2	Nº. of Tiers of Beams	ONE

	Inches in Ship	Inches per Rule								
KEEL, depth and thickness	7 1/2 x 2 3/8	7 1/2 x 2 3/8	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4
STEM, moulding and thickness	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4
STERN-POST for Rudder do. do.	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4
" for Propeller	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4
Distance of Frames from moulding edge to moulding edge, all fore and aft	23	23	23	23	23	23	23	23	23	23
FRAMES, Angle Iron, for 2/3 length amidships	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3
Do. for 1/2 at each end	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3
REVERSED FRAMES, Angle Iron	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	3/16 x 6	3/16 x 6								
" thickness at the ends of vessel	6	6	6	6	6	6	6	6	6	6
" depth at 2/3 the half-bdth. as per Rule	5	5	5	5	5	5	5	5	5	5
" height extended at the Bilges	5	5	5	5	5	5	5	5	5	5
BEAMS, Upper, Spar, or Awning Deck	7 x 3	7 x 3	7 x 3	7 x 3	7 x 3	7 x 3	7 x 3	7 x 3	7 x 3	7 x 3
Single or double Ang. Iron, Plate or Tee Bulb Iron	7 x 3	7 x 3	7 x 3	7 x 3	7 x 3	7 x 3	7 x 3	7 x 3	7 x 3	7 x 3
Single or double Angle Iron on Upper edge	7 x 3	7 x 3	7 x 3	7 x 3	7 x 3	7 x 3	7 x 3	7 x 3	7 x 3	7 x 3
Average space	23	23	23	23	23	23	23	23	23	23
BEAMS, Main, or Middle Deck	7 x 3	7 x 3	7 x 3	7 x 3	7 x 3	7 x 3	7 x 3	7 x 3	7 x 3	7 x 3
Single or double Ang. Iron, Plate or Tee Bulb Iron	7 x 3	7 x 3	7 x 3	7 x 3	7 x 3	7 x 3	7 x 3	7 x 3	7 x 3	7 x 3
Single or double Angle Iron, on Upper Edge	7 x 3	7 x 3	7 x 3	7 x 3	7 x 3	7 x 3	7 x 3	7 x 3	7 x 3	7 x 3
Average space	23	23	23	23	23	23	23	23	23	23
BEAMS, Lower Deck	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3
Single or double Ang. Iron, Plate or Tee Bulb Iron	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3
Single or double Angle Iron on Upper Edge	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3
Average space	23	23	23	23	23	23	23	23	23	23
BEAMS, Hold, or Orlop	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3
Single or double Ang. Iron, Plate or Tee Bulb Iron	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3
Single or double Angle Iron on Upper Edge	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3
Average space	23	23	23	23	23	23	23	23	23	23
KEELSONS Centre line, single or double plate, box, or intercostal Plates	3/16 x 8	3/16 x 8								
" Rider Plate (Centre)	7	7	7	7	7	7	7	7	7	7
" Bulb Plate to Intercostal Keelson	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2
" Angle Irons	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2
" Double Angle Iron Side Keelson	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2
" Side Intercostal Plate	3/16 x 6	3/16 x 6								
" do. Angle Irons	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2
" Attached to outside plating with angle iron	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3
BILGE Angle Irons	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2
" do. Bulb Iron	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2
" do. Intercostal plates riveted to plating for length	15 x 7	15 x 7								
BILGE STRINGER Angle Irons	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2
Intercostal plates riveted to plating for whole length	15 x 7	15 x 7								
SIDE STRINGER Angle Irons	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2
Stringer plates whole length	15 x 7	15 x 7								

The REVERSED ANGLE IRONS on floors and frames extend across middle line to Upper side stringer 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 1/8 in. diameter, averaging 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 2 3/8 ins. from centre to centre.

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 2 1/2 ins. 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 3 1/2 ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 x 3 1/2 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 5

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? As per rule No. of Breasthooks, 6 Crutches, 3

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Best

Manufacturer's name or trade mark, Palmer & Co. Ltd.

The above is a correct description.

Builder's Signature, Wm. Patterson Surveyor's Signature, R. Williams  
 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 *✓* in *good* condition, and sufficient in size and length. If of Iron or Steel give Scanlings 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 *Wood Masts.*

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

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Supplied.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Supplied.
<b>SAILS.</b>												
<b>CABLES, &amp;c.</b>												
N <sup>o</sup> .	Chain	240	1 3/8	40 1/2	58 7/8	240 x 1 7/8	Bower Anchors	1	22.0.0	22.7.0	21.0.0	
	Fore Sails,						(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
	Fore Top Sails,	75	1 5/16	15 5/8	23 7/8	75 x 1 5/16	1	21.3.2	22.7.2	21.0.0		
	Fore Topmast Stay Sails,											
	Towline, Hemp.	90	3 1/2	Stat	90.10			1	19.0.0	19.17.2	18.0.0	
	Main Sails,	75	2 1/2	"	90.8							
	Main Top Sails,	75	2 1/4	"	90.5 1/2							
	and quality <i>good</i>	90	5 1/2									
	Standing and Running Rigging	sufficient in size and <i>good</i> in quality. She has <i>1</i> life Long Boat and <i>2</i> others										
	The Windlass is <i>Comerson's Walker's</i>	Capstan <i>one</i> and Rudder <i>good</i> Pumps <i>good</i>										
	Engine Room Skylights.—How constructed?	<i>Deck framing</i> How secured in ordinary weather? <i>Bolted to iron coaming</i>										
	What arrangements for deadlights in bad weather?	<i>Solid teak sashes with bullseyes fitted in the same</i>										
	Coal Bunker Openings.—How constructed?	<i>Plates &amp; girders</i> How are lids secured? <i>Iron studs</i> Height above deck? <i>15"</i>										
	Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea?	<i>Teight ports and six scuppers fitted on each side.</i>										
	Cargo Hatchways.—How formed?	<i>Iron coaming</i>										
	State size Main Hatch	<i>27'6" x 13'0" Fore hatch 21'6" x 11'0" Quarter hatch 19'0" x 13'0" - 21'0" x 13'0"</i>										
	If of extraordinary size, state how framed and secured?	<i>Pica's Patent self draining hatches</i>										
	What arrangement for shifting beams?	<i>Dep web plates</i>										
	Hatches, If strong and efficient?	<i>Solid 2 1/2"</i>										

Order for Special Survey No. *1863*  
 Date *4<sup>th</sup> August 1884*  
 Order for Ordinary Survey No. *1863*  
 Date *10<sup>th</sup> August 1884*  
 No. *546* 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 } *1884 Sept. 4. 10. 11. 15. 17. 22. 25. 29*  
 2nd. On the plating during the process of riveting } *Oct. 1. 3. 13. 16. 20. 23. 27. 29.*  
 3rd. When the beams were in and fastened, and before the decks were laid... } *Nov. 3. 4. 10. 11. 18. 21. 24. 25. 27. 28. 29*  
 4th. When the ship was complete, and before the plating was finally coated or cemented.. } *Dec 2*  
 5th. After the ship was launched and equipped

**General Remarks** (State quality of workmanship, &c.) *This is a raised quarter decked vessel built in accordance with the accompanying approved tracing (3 built) and in other respects in conformity with the Rules and the Secretary's letters dated 3<sup>rd</sup> July, 14<sup>th</sup> August, & 7<sup>th</sup> October 1884.*  
*She has a raised quarter deck 80 feet long, an enclosed Bridge House 44 feet long and a Coppebant fore-castle 24 feet long. The Ballast tanks extend all fore and aft, the same having been duly tested as required by the Rules and found satisfactory.*  
*The workmanship throughout is good.*  
*Plans & Rudder frame & Stem frame Report now forwarded.*

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 *Portland Cement & paint* Outside *Paint*  
 I am of opinion this Vessel should be Classed *100 A1*  
 The amount of the Entry Fee .....£ 4 : - : - is received by me, } *W. L. S.*  
 Special .....£ 53 : 4 : 6 *11<sup>th</sup> Dec 1884* } *R. Williams*  
 (to be sent as per margin). Certificate *gratis* : - : - } *Surveyor to Lloyd's Register of British and Foreign Shipping*  
 (Travelling Expenses, if any, £ - - - )  
 Committee's Minute *TUESDAY 16 DEC 1884 18*  
 Character assigned  
*DMB TRW*

The Surveyors are requested not to write on or below the space for Committee's Minute.

