

# IRON SHIP.

(Received at London Office, 11th JULY 1887)

No. 20455 Survey held at Newcastle Date, First Survey 1st April Last Survey 8th July 1887  
On the Iron Twin Screw Steamer "New-Amsterdam." (Fitted off for H.M.G.)

<b>TONNAGE</b> under Tonnage Deck } <u>83.63</u>	<b>ONE, OR TWO-DECKED, THREE-DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.</b>	Master <u>J. Stadden</u>
Ditto of Third, Spar, or Awning Deck. } <u>19.31</u>	<b>Half Breadth</b> (moulded) .. .. . <u>8.5</u>	Built at <u>Newcastle</u>
Ditto of Poop, or Raised Qr. Dk. } <u>102.94</u>	<b>Depth</b> from upper part of Keel to top of Upper Deck Beams .. .. . <u>7.5</u>	When built <u>1887</u> Launched <u>14th June/87</u>
Ditto of Houses on Deck } <u>10.08</u>	<b>Girth</b> of Half Midship Frame (as per Rule) .. .. . <u>14.25</u>	By whom built <u>C.S. Swan &amp; Hunter</u>
Ditto of Forecastle } <u>39.39</u>	<b>1st Number</b> .. .. . <u>30.25</u>	Owners <u>Sproston, Son &amp; Co.</u>
Gross Tonnage } <u>53.47</u>	<b>1st Number, if a 2-Decked Vessel</b> .. .. . deduct 7 feet	Residence <u>12 Lime Street, Glasgow</u>
Less Crew Space } <u>92.86</u>	<b>Length</b> .. .. . <u>99.25</u>	Port belonging to <u>North Shields</u>
Less Engine Room } <u>30.22</u>	<b>2nd Number</b> .. .. . <u>30.22</u>	Destined Voyage <u>Demerara</u>
Register Tonnage as cut on Beam } <u>53.47</u>	<b>Proportions</b> — Breadths to Length .. .. . <u>5.8</u>	If Surveyed while Building, Afloat, or in Dry Dock. <u>While building</u>
	<b>Depths to Length</b> — Upper Deck to Keel .. .. . <u>13.2</u>	
	<b>Main Deck ditto</b> .. .. .	

LENGTH on deck as per Rule ...	Feet. Inches.	BREADTH Moulded ...	Feet. Inches.	DEPTH top of Floors to Upper Deck Beams ...	Feet. Inches.	Power of Engines ...	Horse.	Nº. of Decks with flat laid	Nº. of Tiers of Beams
99 3		17 0		6 9		25		One	One
Dimensions of Ship per Register, length, <u>100</u> breadth, <u>19.1</u> depth, <u>6.7</u> moulded depth <u>7ft.</u>									
<b>KEEL</b> , depth and thickness .. .. .	Inches in Ship. <u>4 1/2 x 1</u>	Inches per Rule. <u>4 1/2 x 1</u>	Flat Keel Plates, breadth and thickness .. .. .						
<b>STEM</b> , moulding and thickness .. .. .	<u>4 1/2 x 1</u>	<u>4 1/2 x 1</u>	<b>PLATES</b> in Garboard Strakes, br'dth & thickness <u>36 6 36 6</u>						
<b>STERN-POST</b> for Rudder do. do. .. .. .	<u>4 1/2 x 1</u>	<u>4 1/2 x 1</u>	" From Garboard to upper part of Bilges .. .. . <u>4 4</u>						
" " for Propeller .. .. .	<u>4 1/2 x 1</u>	<u>4 1/2 x 1</u>	" Of <u>1/2</u> in. at Bilge, of increased thickness, and length applied <u>half length</u> .. .. . <u>5 5</u>						
Distance of Frames from moulding edge to moulding edge, all fore and aft .. .. .	<u>23</u>	<u>23</u>	" From up. prt of Bilge to l. edge of Sh'rstrake .. .. . <u>4 4</u>						
<b>FRAMES</b> , Angle Iron, for 1/2 length amidships .. .. .	<u>2 1/2 2 1/2 5</u>	<u>2 1/2 2 1/2 5</u>	Main Sheerstrake, breadth and thickness .. .. . <u>38 6 6</u>						
Do. for 1/2 at each end .. .. .	<u>2 1/2 2 1/2 5</u>	<u>2 1/2 2 1/2 5</u>	" Of d'ble at Sh'atk. & lng. applied .. .. .						
<b>REVERSED FRAMES</b> , Angle Iron .. .. .	<u>2 1/2 2 1/2 4</u>	<u>2 1/2 2 1/2 4</u>	" From M'n. to Up. or Spar Dk. Sh'rstrake .. .. .						
<b>FLOORS</b> , depth and thickness of Floor Plate at mid line for half length amidships .. .. .	<u>9 x 4</u>	<u>9 x 4</u>	" Up. or Spar Dk Sh'rstrake, br'dth & thickness .. .. .						
thickness at the ends of vessel .. .. .	<u>5 1/2 x 4</u>	<u>5 1/2 x 4</u>	Butt Straps to outside plating, breadth & thickness <u>8 1/2 4 6 8 4 6</u>						
depth at 1/2 the half-bdth. as per Rule .. .. .	<u>4 1/2</u>	<u>4 1/2</u>	Lengths of Plating <u>13 1/2 7 frame spaces</u> .. .. . <u>5 frame spaces</u>						
height extended at the Bilges .. .. .	<u>18</u>	<u>18</u>	Shifts of Plating, and Stringers <u>3 frame spaces</u> .. .. . <u>2 frame spaces</u>						
<b>BEAMS</b> , Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron .. .. .	<u>4 3 5</u>	<u>4 3 5</u>	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness .. .. . <u>20 5 20 5</u>						
Single or double Angle Iron on Upper edge .. .. .	<u>4 6</u>	<u>4 6</u>	Angle Iron on ditto .. .. . <u>2 1/2 x 2 1/2 x 5</u> <u>2 1/2 x 2 1/2 x 5</u>						
Average space .. .. .	<u>4 6</u>	<u>4 6</u>	Tie Plates fore and aft, outside Hatchways .. .. . <u>6 5 6 5</u>						
<b>BEAMS</b> , Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron .. .. .			Diagonal Tie Plates on Beams No. of Pairs .. .. .						
Single, or double Angle Iron, on Upper Edge .. .. .			Flat of Up., Spar, or Awning Dk. * <u>Yellow Pine</u> <u>2 1/2</u> <u>2 1/2</u>						
Average space .. .. .			How fastened to Beams .. .. . <u>Screw bolts &amp; nuts</u>						
<b>BEAMS</b> , Lower Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron .. .. .			Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness .. .. .						
Single, or double Angle Iron on Upper Edge .. .. .			Is the Stringer Plate attached to the outside plating? .. .. .						
Average space .. .. .			Angle Irons on ditto, No. .. .. .						
<b>ELSONS</b> Centre line, single or double plate, box, or Intercoastal, Plates .. .. .	<u>7 x 7</u>	<u>7 x 7</u>	Tie Plates, outside Hatchways .. .. .						
Rider Plate .. .. .			Diagonal Tie Plates on Beams, No. of pairs .. .. .						
Bulb Plate to Intercoastal Keelson .. .. .	<u>3 1/2 3 1/2 7</u>	<u>3 1/2 3 1/2 7</u>	Flat of Middle Deck * do. do. .. .. .						
Angle Irons .. .. .			How fastened to Beams .. .. .						
Double Angle Iron Side Keelson .. .. .			Stringer Plates on ends of Lower Deck, Hold or Orlop Beams .. .. .						
Side Intercoastal Plate .. .. .			Is the Stringer Plate attached to the outside plating? .. .. .						
Attached to outside plating with angle iron .. .. .			Angle Irons on ditto, No. .. .. .						
<b>CE</b> Angle Irons .. .. .	<u>2 1/2 2 1/2 5</u>	<u>2 1/2 2 1/2 5</u>	Stringer or Tie Plates, outside Hatchways .. .. .						
do. Bulb Iron .. .. .			Flat of Lower Deck * .. .. .						
do. Intercoastal plates riveted to plating for length .. .. .			Ceiling betwixt Decks, thickness and material .. .. . <u>Lining</u>						
<b>BILGE STRINGER</b> Angle Irons .. .. .	<u>2 1/2 2 1/2 5</u>	<u>2 1/2 2 1/2 5</u>	" in hold do. do. .. .. .						
Intercoastal plates riveted to plating for length .. .. .			Main piece of Rudder, diameter at head .. .. . <u>23 1/4</u> <u>23 1/4</u>						
<b>SIDE STRINGER</b> Angle Irons .. .. .			do. at heel .. .. . <u>2</u> <u>2</u>						

The **FRAMES** extend in one length from Keel to gunwale Riveted through plates with 5/8 in. Rivets, about 4 3/4 apart.

The **REVERSED ANGLE IRONS** on floors and frames extend across middle line to upper turn of Bilge and to on every frame 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 4 3/8 ins. from centre to centre.

" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 5/8 in. diameter, averaging 2 1/2 ins. from centre to centre.

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 5/8 in. diameter averaging 2 1/2 ins. from centre to centre.

" Butts of one Strakes at Bilge for half length, double 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 5/8 in. diameter, averaging 2 1/2 ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 5/8 in. diameter, averaging 2 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, double riveted for whole length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

" Butts of Main Stringer Plate, double riveted for whole length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.

" Breadth of laps of plating in double riveting 3 3/4 Breadth of laps of plating in single riveting 2 3/4

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? J.H.D. Riveted No. of Breasthooks, 3 Crutches, 2

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

Manufacturer's name or trade mark, Malleable Iron Co., Plates - West Hartlepool Iron Co.

The above is a correct description.

Builder's Signature, J. H. Cooke Surveyor's Signature, J. H. Cooke Surveyor to Lloyd's Register of British and Foreign Shipping.

Official Number 89829

State clearly where plating is of alternate thicknesses - as distinguished from diminished thickness at ends of vessel.

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

20455  
Report recd 9/7/87 sent to Lon. 9/11/87



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 *Horway Pine* 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

NUMBER for EQUIPMENT	Per Section	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.	3002										
N <sup>o</sup> .	Chain	90	13/16	11 7/8	90-13/16		Bower Anchors	1	3-2-7	6-0-3-21	3-2-0	
Fore Sails,	Iron Stream Chain	30	9/16	5 5/8	30-9/16		(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1	3-2-7	6-0-3-21	3-2-0	
Fore Top Sails,	or Steel Wire											
Fore Topmast Stay Sails,	or Hempen Strm Cable											
Main Sails,	Towline, Hemp	45	4 1/2	Four 45-4 1/2			Stream Anchor	1	1-3-0	4-4-1-14	1-3-0	
Main Top Sails,	or Steel Wire						Kedge					
and	Hawser	45	3	Two 45-3			2nd Kedge					
Standing and Running Rigging	Warp											
The Windlass is	Manilla											
Engine Room Skylights.	How constructed?											
What arrangements for deadlights in bad weather?												
Coal Bunker Openings.	How constructed?											
Scuppers, &c.	What arrangements for clearing upper deck of water, in case of shipping a sea?											
Cargo Hatchways.	How formed?											
State size Main Hatch												
If of extraordinary size, state how framed and secured?												
What arrangement for shifting beams?												
Hatches, If strong and efficient?												

Order for Special Survey No. *1984*  
Date *29 March 1887*  
Order for Ordinary Survey No. *107*  
Date *107*  
No. *107* in builder's yard.  
State dates of letters respecting this case

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
	<i>1884 April 1. 5. 7. 15. 19. 25. 27. May 3. 5. 7.</i>	<i>9. 12. 16. 17. 19. 20. 23. 27. 31. June 1. 8.</i>	<i>13. 24. July 4. 6. 8.</i>		

General Remarks (State quality of workmanship, &c.) *This is an Iron Twin Screw Steamer built in accordance with approved tracings and the Secretary's letter (M) dated 24<sup>th</sup> February 1887. She has a house 22ft in length, and a light shade 38ft in length fitted fore side house as shown on plan. The deck beams in way of house are efficiently pillared. The general quality of the workmanship is good throughout.*

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 *Tar & Portland Cement* Outside *Paint*  
I am of opinion this Vessel should be Classed *A1 For River purposes only.*  
The amount of the Entry Fee .....£ 1 : - : -  
Special .....£ 8 : 8 : -  
(to be sent as per margin). Certificate of Survey  
(Travelling Expenses, if any, &c.)  
Committee's Minute *Tuesday, 12th July, 1887.*  
Character assigned *A1 For River purposes only.*

*J. H. Cooke.*  
Surveyor to Lloyd's Register of British and Foreign Shipping.  
It is submitted that the vessel appears eligible to be classed *A1 For River Purposes Only* as recommended.  
Lloyd's Register Foundation