21222

IRON SHIP.

(Received at London Office) FRIDAY 16 MARCH 1888

No. 21222 Survey held at South Shields Date, First Survey 13th Oct 87 Last Survey 9th March 1888

On the Paddle Tug Steamer "Wexford"

TONNAGE		ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.	Feet.		
Tonnage under Tonnage Deck	140·90	Half Breadth (moulded)	9·37	Master	
Ditto of Third, Spar, or Awning Deck		Depth from upper part of Keel to top of Upper Deck Beams	10·66	Built at	South Shields
Ditto of Poop, or Raised Qr. Dk.		Girth of Half Midship Frame (as per Rule)	17·40	When built	1888 Launched 12 Jan/88
Ditto of Houses on Deck		1st Number	37·43	By whom built	J. T. Eltringham
Ditto of Forecastle		1st Number, if a 3-Decked Vessel .. deduct 7 feet		Owners	Wexford Harbour Com[missioners]
Gross Tonnage	140·90			Residence	Wexford
Less Crew Space	13·12	Length	107·125	Port belonging to	Wexford
Less Engine Room	127·13	2nd Number	4010	Destined Voyage	Wexford
Tonnage on Beam	10·85	Proportions— Breadths to Length	5·7	If Surveyed while Building, Afloat, or on Slipway	
		Depths to Length—Upper Deck to Keel	10·7		
		Main Deck ditto			

Repd. ... 15/3/88 Sent to ... 15/3/88

Length on Deck as per Rule	Feet 107 Inches 1	BREADTH—Moulded	Feet 18 Inches 9	DEPTH top of Floors to Upper Deck Beams / Do. do. Main Deck Beams	Feet 9 Inches 11	Power of Engines	Horse 80	No. of Decks with flat laid	One
								No. of Tiers of Beams	One

Dimensions of Ship per Register, length, 108 breadth, 18·9 depth, 9·9 moulded 10·0

	Inches in Ship			Inches per Rule		
Keel, depth and thickness	5 × 1⅞			5 × 1⅞		
Stem, moulding and thickness	5 × 1⅞			5 × 1⅞		
Stern-post for Rudder do. do.	5½ × 1¾			5½ × 1¾		
for Propeller						
Distance of Frames from moulding edge to moulding edge, all fore and aft	21			21		
	(Class A Tug purposes)					
	Inches. In Ship.	Inches. In Ship	16ths. In Ship	Inches per Rule	Inches per Rule	16ths per Rule
Frames, Angle Iron, for ⅜ length amidships	2½	2½	5/16	2½	2½	5/16
do. for ¼ at each end	2½	2½	5/16	2½	2½	5/16
Reversed Frames, Angle Iron	2¼	2¼	4/16	2¼	2¼	4/16
Floors, depth and thickness of Floor Plate at mid line for half length amidships	9	×	4/16	9	×	4/16
thickness at the ends of vessel			4/16			4/16
depth at ¾ the half-bdth. as per Rule	6½			4½		
height extended at the Bilges	18			20		
Beams, Upper, ~~Spar, or Awning~~ Deck	4	3	6	4	3	6
~~double~~ Ang. Iron, ~~Plate or Tee Bulb~~ Iron	3	2½	6	3	2½	6
single or double Angle Iron on Upper edge	one bottom on every frame			one bottom on every frame		
Average space... 4.2 inches						
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	12	×	4/16	12	×	4/16
Rider Plate	←					
Bulb Plate to Intercostal Keelson	←					
Angle Irons	3	3	6	3	3	6
Double Angle Iron Side Keelson	←					
Side Intercostal Plate	Engine & Boiler					
do. Angle Irons	Keelsons as per tracing					
Attached to outside plating with angle iron	extending for 60 feet					
Bilge Angle Irons	←					
do. Bulb Irons	←					
do. Intercostal plates riveted to plating for length	←					
Bilge Stringer Angle Irons	Plate stringer against frame					
Intercostal plates riveted to plating for 70 feet length	as per tracing			8 × 3/8		
Side Stringer Angle Irons	←					

	Inches. In Ship.	16th. In Ship.	Inches per Rule	16ths per Rule
Flat Keel Plates, breadth and thickness	←			
PLATES in Garboard Strakes, br'dth & thickness	30 ×	6/16 & 5/16	30 ×	6/16 & 5/16
From Garboard to upper part of Bilges	6/16	5/16 & 4/16	5 to	4/16
Of d'bling at Bilge, or increased thickness, and length applied	←			
From up. prt of Bilge to lr. edge of Sh'rstrake	5 to	4/16	5 to	4/16
Main Sheerstrake, breadth and thickness	39 ×	6/16 & 5/16	39 ×	5/16
Of d'blng at Sh'stk. & lng. applied	←			
From M'n. to Upr. or Spar Dk. Sh'rstrake	←			
Up. or Spar Dk Sh'rstrake, brdth & thickn'ss	←			
Butt Straps to outside plating, breadth & thickness	8		8	
Lengths of Plating	6 Spaces			
Shifts of Plating, and Stringers			2 Spaces	
Gunwale Plate on ends ~~of Awning, Spar, or~~ Upper Deck Beams, breadth and thickness	16	5/16	16	4/16
Angle Iron on ditto	2½ × 2½ ×	5/16	2½ × 2½ ×	5/16
Tie Plates fore and aft, outside Hatchways	←			
Diagonal Tie Plates on Beams No. of Pairs	←			
Flat of Up., ~~Spar, or Awning Dk.~~*	2½ P. Pine		2½	
How fastened to Beams	bolted			
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	←			
Is the Stringer Plate attached to the outside plating?	Yes		Yes	
Angle Irons on ditto, No.	←			
Tie Plates, outside Hatchways	←			
Diagonal Tie Plates on Beams, No. of pairs	←			
Flat of Middle Deck* do. do.	←			
How fastened to Beams	←			
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	←			
Is the Stringer Plate attached to the outside plating?	←			
Angle Irons on ditto, No.	←			
Stringer or Tie Plates, outside Hatchways	←			
Flat of Lower Deck*	←			
Ceiling betwixt Decks, thickness and material	←			
in hold do. do.	2" Spruce to bilge			
Main piece of Rudder, diameter at head	3" Spruce			
	3¼			
do. at heel	2			
Can the Rudder be unshipped afloat?	Yes			

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 is laid thereon.

Bulkheads No. 4 No. per Rule 4

" Thickness of 4/16

" Height up upper deck

" How secured to sides of ship Stone between double frames

" Size of Vertical Angle Irons 2½ × 2½ × 4 and distance apart 30 ins.

" Are the outside Plates doubled two spaces of Frames in length? Yes

The FRAMES extend in one length from middle line to Gunwale Riveted through plates with 5/8 in. Rivets, about 5 apart.

The REVERSED ANGLE IRONS on floors and frames extend from middle line to Gunwale at Paddle wheels and ~~to~~ remainder of ship ~~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 5/8 in. diameter, averaging 2½ ins. from centre to centre.

" Edges of Garboards and to upper part of Bilge, worked clencher, ~~double~~ single riveted; with rivets 5/8 in. diameter, averaging 2¾ ins. from centre to centre.

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 5/8 in. diameter averaging 2½ ins. from centre to centre.

" Butts of two Strakes at Bilge for nearly whole 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 5/8 in. diameter, averaging 2¾ ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 5/8 in. diameter, averaging 2½ ins. from cr. to cr.

" Edges of Main Sheerstrake, ~~double~~ or single riveted. Upper Sheerstrake, double or single riveted. ←

" Butts of Main Sheerstrake, ~~treble~~ double riveted for whole length amidships. Butts of Upper or Spar Sheerstrake, treble riveted ← length amidships.

" Butts of Main Stringer Plate, ~~treble~~ 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 ← Breadth of laps of plating in single riveting 2¾

Butt Straps of Keelsons, Stringer and Tie Plates, ~~treble~~, double ~~or single~~ Riveted? No. of Breasthooks, Three Crutches, Two

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

Manufacturer's name or trade mark, Palmers

The above is a correct description

Builder's Signature, pp. J. T. Eltringham D. W. Wyld Surveyor's Signature, William L. Sharpe

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

ROBERT EDMUND TAYLOR & SON, Commercial and General Steam Printers, 19, Old Street, Goswell Road, London, E.C.

NWC800-0108

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

Do the edges of the carvel work and of the butts fay 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? Few

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Masts, ~~Bowsprit, Yards,~~ &c., are Suitable 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 One small pole mast

NUMBER & LETTER for EQUIPMENT

No.	SAILS.	CABLES, &c.	Fathoms	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested and Superintendant, also Number of Certificate.
		Chain ...4361... (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendant.)	60	3/4	13½-63¼		L.R.H. Tylor 10th Nov 87
1	Fore Sails,	Iron Stream Chain					
1	Jib	or Steel Wire ..					
	Fore Top Sails,	or Hempen Strm Cable					
	Fore Topmast Stay Sails,	Towline, Hemp.	40	6 Manilla			
	Main Sails,	or Steel Wire ..					
		Hawser	30	4½			
	Main Top Sails, and	Warp					
		quality Good					

ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested and Superintendant, also Number of Certificate.
Bower Anchors (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendant.)	1068	2.3.0	5.5.0.0		L.R.H. Tylor 9th Nov 1887
Stream Anchor					
Kedge					
2nd Kedge.					

Standing and Running Rigging Suitable sufficient in size and Good in quality. She has 1 life ~~Long Boat~~ and 1 Dingy

The Windlass is Steam winch Capstan none and Rudder Good Pumps One hand pump to each hold

Engine Room Skylights.—How constructed? — How secured in ordinary weather? Deck house round engines

What arrangements for deadlights in bad weather? —

Coal Bunker Openings.—How constructed? Iron How are lids secured? Hookspriks Height above deck? —

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

Cargo Hatchways.—How formed? —

State size **Main Hatch** — Forehatch — Quarterhatch —

If of extraordinary size, state how framed and secured? —

What arrangement for shifting beams? —

Hatches, If strong and efficient? —

Order for Special Survey No. 2014

Date 19 Sept 1887

Order for Ordinary Survey No. —

Date —

No. 138 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	1887 Oct. 13.25.27. Nov. 1.3.8.12.14 18.25.29. Dec 5
3rd. When the beams were in and fastened, and before the decks were laid....	13.15.24.28.30. Jan 3.6.7.12.20.26. Feb 8.14
4th. When the ship was complete, and before the plating was finally coated or cemented..	28. Mar 2.6.8.9
5th. After the ship was launched and equipped	

State dates of letters respecting this case 15th September 1887

General Remarks (State quality of workmanship, &c.) This vessel has been built in accordance with the Rules and tracings as approved by the Committee for Class A for Tug purposes. The workmanship is good throughout. The bottom of the Vessel has been coated while on the slipway since launching The materials used in construction are good The midship section has been sent to London Office for preparation of Certificate on the 9th March 1888

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, forecastle, or raised quarter deck. (If double bottom, state particulars on separate form.)

How are the surfaces preserved from oxidation? Inside Paint & Cement Outside Paint

I am of opinion this Vessel should be Classed A for Tug purposes

The amount of the Entry Fee £ 1 : — :-

Extra allowance £ 8 : 8 : —

(to be sent as per margin). Certificate £ 5 : — :-

(Travelling Expenses, if any, £ — : — :-

~~Paid~~ is received ~~by me,~~ at Lloyd's 17/3/1888

William L. Sharpe

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

Committee's Minute FRIDAY 23 MARCH 1888

Character assigned A- for Tug Purposes

+ LMC 3/88

From the further information now afforded it is submitted this vessel appears eligible to be classed A- "for Tug purposes" & recommended

22/3/88

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

Certificate to be sent to

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