

IRON SHIP.

(Revised at London Office, 1884.)

No. 754 Survey held at *Flushing* Date, First Survey *16 October 1903* Last Survey *14 June 1884*
On the *British iron S.S. "Wolf"*

TONNAGE under Tonnage Decree	<i>446.35</i>	ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.	Master <i>J.W. Brown</i>
Ditto of Third, Star, or Awning Deck	<i>74.64</i>	Half Breadth (moulded)	Built at <i>Flushing</i>
Ditto of Plating or Raised Or Deck	<i>50.16</i>	Depth from upper part of Keel to top of Upper Deck Beams	When built <i>Oct. 1903</i> Launched <i>19 April 1904</i>
Ditto of House on Deck	<i>2.04</i>	Girth of Half Midship Frame (as per Rule)	By whom built <i>Royal Shipbuilding & Engineering Works, Newcastle</i>
Ditto of Forecastle	<i>14.92</i>	1st Number	Owners <i>Edward A. Cohen</i>
Gross Tonnage	<i>627.52</i>	1st Number, if a 3-Decked Vessel .. deduct 7 feet	Residence <i>23 Gracechurch Street</i>
Less Crew Space	<i>29.64</i>	Length	Port belonging to <i>London</i>
	<i>597.00</i>	2nd Number	Destined Voyage <i>Liverpool</i>
Less Engine Room	<i>200.01</i>	Proportions— Breadths to Length	If Surveyed while Building, Afloat, or in Dry Dock.
Register Tonnage as cut on Beam	<i>397.07</i>	Depths to Length—Upper Deck to Keel	<i>White Building</i>
		Main Deck ditto	

LENGTH on deck as per Rule	BREADTH—Moulded	DEPTH top of Floors to Upper Deck Beams Do. do. Main Deck Beams	Power of Engines	Nº. of Decks with flat laid	Nº. of Tiers of Beams
<i>170</i>	<i>25</i>	<i>13 6</i>	<i>90</i>		
Dimensions of Ship per Register, length, <i>170' 4"</i> breadth, <i>25' 3"</i> depth, <i>13' 2"</i> moulded depth <i>14' 1"</i> .					
KEEL , depth and thickness	<i>7 1/4 x 1 1/2</i>	<i>7 1/4 x 1 1/2</i>	Flat Keel Plates, breadth and thickness	<i>30</i>	<i>9</i>
STEM , moulding and thickness	<i>6 1/2 x 1 1/2</i>	<i>6 1/2 x 1 1/2</i>	PLATES in Garboard Strakes, br'dth & thickness	<i>30</i>	<i>9</i>
STERN POST for Rudder do. do.	<i>6 1/2 x 1 1/2</i>	<i>6 1/2 x 1 1/2</i>	From Garboard to upper part of Bilges	<i>7</i>	<i>7</i>
for Propeller	<i>6 1/2 x 1 1/2</i>	<i>6 1/2 x 1 1/2</i>	Of d'bling at Bilge, or increased thickness, and length applied	<i>0</i>	<i>0</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>21 inches</i>	<i>21 inches</i>	From up. prt of Bilge to in. edge of Sh'rstrake	<i>7</i>	<i>7</i>
FRAMES , Angle Iron, for 1/2 length amidships	<i>3 3 6</i>	<i>3 3 6</i>	Main Sheerstrake, breadth and thickness	<i>3</i>	<i>10</i>
Do. for 1/2 at each end	<i>2 1/2 2 1/2 5</i>	<i>2 1/2 2 1/2 5</i>	Of d'bling at Sh'rstk. & lng. applied		
REVERSED FRAMES , Angle Iron	<i>14 1/2 6</i>	<i>14 1/2 6</i>	From M'n. to Up. or Spar Dk. Sh'rstrake		
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	<i>EB 7</i>	<i>EB 7</i>	Up. or Spar Dk Sh'rstrake, br'dth & thickn'ss		
thickness at the ends of vessel			Butt Straps to outside plating, breadth & thickness	<i>9 1/4</i>	<i>14 1/4</i>
depth at 1/2 the half-b'ith. as per Rule			Lengths of Plating	<i>11 1/2</i>	<i>12</i>
height extended at the Bilges			Shifts of Plating, and Stringers	<i>42 inches</i>	<i>2</i>
BEAMS , Upper, Spar, or Awning Deck			Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness		
single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Angle Iron on ditto		
single or double Angle Iron on Upper edge			Tie Plates fore and aft, outside Hatchways		
Average space			Diagonal Tie Plates on Beams No. of Pairs		
BEAMS , Main, or Middle Deck	<i>5 3 6</i>	<i>5 3 6</i>	Flat of Up., Spar, or Awning Dk.		
single or d'ble Ang. Iron, Plate or Tee Bulb Iron			How fastened to Beams		
single or double Angle Iron, on Upper Edge	<i>21 inches</i>	<i>21 inches</i>	Stringer Plate on ends of Main or Middle Deck	<i>25</i>	<i>2 1/2</i>
Average space			Beams, breadth and thickness	<i>25</i>	<i>2 1/2</i>
BEAMS , Lower Deck			Is the Stringer Plate attached to the outside plating?	<i>yes</i>	
single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Angle Irons on ditto, No.	<i>3 1/2</i>	<i>3</i>
single or double Angle Iron on Upper Edge			Tie Plates, outside Hatchways	<i>12</i>	<i>7</i>
Average space			Diagonal Tie Plates on Beams, No. of pairs		
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	<i>11 9 11</i>	<i>11 9 11</i>	Flat of Middle Deck* do. do.	<i>10 1/2</i>	<i>6</i>
Rider Plate	<i>9 9</i>	<i>9 9</i>	How fastened to Beams		
Bulb Plate to Intercoastal Keelson	<i>3 1/2 3 6</i>	<i>3 1/2 3 6</i>	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	<i>12</i>	<i>7</i>
Angle Irons	<i>5 5</i>	<i>5 5</i>	Is the Stringer Plate attached to the outside plating?		
Double Angle Iron Side Keelson			Angle Irons on ditto, No.	<i>3 1/2</i>	<i>3</i>
Side Intercoastal Plate			Stringer or Tie Plates, outside Hatchways		
do. Angle Irons			Flat of Lower Deck*		
Attached to outside plating with angle iron			Ceiling betwixt Decks, thickness and material		
BILGE Angle Irons	<i>3 1/2 3 6</i>	<i>3 1/2 3 6</i>	in hold do. do.	<i>2 1/2</i>	<i>2 1/2</i>
do. Bulb Iron	<i>6 6</i>	<i>6 6</i>	Main piece of Rudder, diameter at head	<i>4 1/4</i>	<i>4 1/4</i>
do. Intercoastal plates riveted to plating for length			do. at heel	<i>2 1/2</i>	<i>2 1/2</i>
BILGE STRINGER Angle Irons	<i>3 1/2 3 6</i>	<i>3 1/2 3 6</i>	Can the Rudder be unshipped afloat?	<i>yes</i>	
Intercoastal plates riveted to plating for length			Bulkheads No. No. per Rule	<i>4 1/2</i>	<i>4</i>
SIDE STRINGER Angle Irons	<i>3 1/2 3 6</i>	<i>3 1/2 3 6</i>	Thickness of		
			Height up		

The **FRAMES** extend in one length from *Keel* to *gunwale* Riveted through plates with *3/4* in. Rivets, about *6* apart.
The **REVERSED ANGLE IRONS** on floors and frames extend *from middle line to Holdbeam 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 1/2* in. diameter, averaging *5* 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 *3/4* in. diameter averaging *3* ins. from centre to centre.
Butts of *two* Strakes at Bilge for *half* length, treble riveted with Butt Straps *1/2* 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 1/4* ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *3/4* in. diameter, averaging *3* 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, treble riveted for *length* amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *length*.
Breadth of laps of plating in double riveting *4 1/2* Breadth of laps of plating in single riveting *2 1/2*
But Straps of Keelsons, Stringer and Tie Plates, treble, *double* or *single* Riveted? *yes* No. of Breasthooks, *4* Cratches, *3*
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *good*
Manufacturer's name or trade mark, *Consell Iron Company*
The above is a correct description.
Owner's Signature, *Jot. van Raacke* Surveyor's Signature, *J.W. Brown*
Surveyor to Lloyd's Register of British and Foreign Shipping.

W. G. Ham 30/6/92

Workmanship. Are the butts of plating planed or otherwise fitted? *planed and chiseled*
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 rivetting 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 laying surfaces? *yes*
Do any rivets break into or through the seams or butts of the plating? *a few*

Masts, Bowsprit, Yards, &c., are *shown* in *a good* condition, and sufficient in size and length. If of Iron or Steel give something of rating, angle iron, &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 metal, and if stamped with Master's name.

State also Length and Diameter of Lower Masts and Bowsprit *Length for mast 76 ft. x 10" diam.*

[illegible][illegible]

The Windlass is *Common Walker* Captain *the Hunter* and Rudder *good* Pumps *good* 4 *men on deck*

Coal Bunker Openings.—How constructed?	How are lids secured?	How are lids secured?	Height above deck? 10 feet 6 in.
secured	How are lids secured?	How are lids secured?	Height above deck? 10 feet 6 in.

State size Main Hatch 36' x 15' 6" Forehatch
after Quarterhatch 43' 8" x 15' 6"

[illegible]

Hatches. If strong and efficient? *3 weeks*

Order for Special Survey No. 18. (18. On the several parts of the frame, when in place and before the cladding was wrought)

DATE 1/3/88 1003

Date _____

TRIN _____

and which _____

per _____

(14. When the ship was complete, and before the
plating was finally coated or cemented.)

State dates of letters respecting this case

General Remarks (State quality of workmanship, &c.) *Workmanship and materials good.*

As fitted with long hatchway therefore the has with frame is

The last sentence - "for which I am very grateful"

...and the ... of water ...

found water tight

The fourth article mentions and legitimates

non omnibus per

Wm. Van Hook

W. H. H. H.

State if one, two, or three decked vessel, or if spar, or running deck; and the length of poop, bridge, forecabin, or canted quarter deck. (If double bottom, state particulars on separate)

FROM THE TWO SHIPMENTS PREPARED FROM COMMUNITIES KNOWN TO THE CHURCH OF THE SOUTH
 + 100 A.I.
 I am of opinion this Vessel should be Classed
 100 A.I.
 Picked

The amount of the fund, see J. : is received by me,

Surveyor to Lloyd's Register of British and Foreign Ships

Committee's Minute

Handwritten notes and diagrams on the bottom of the page, including a small diagram of a triangle and some illegible text.

1892