

IRON SHIP.

No. 1256 Survey held at *Sunderland* Date, First Survey *September 9th 80* Last Survey *January 12th 1881*
On the *S.S. "Violet"* *Yard N^o 163* Master *A. Ross*

TONNAGE under Tonnage Deck } <i>1214.26</i>	ONE, OR TWO DECKED, THREE DECKED VESSEL.	Built at <i>Sunderland</i>
<i>Register Tonnage</i> } <i>76.12</i>	SPAR, OR AWNING DECKED VESSEL.	When built <i>1880</i> Launched <i>Dec 13th</i>
Ditto of Poop, or <i>64.73</i>	HALF BREADTH (moulded) <i>17.50</i>	By whom built <i>J. L. Thompson & Sons</i>
Ditto of Houses on Deck } <i>117.29</i>	DEPTH from upper part of Keel to top of Upper Deck Beams <i>19.54</i>	Owners <i>Mess^{rs} Gordon & Stamp</i>
Ditto of Forecastle } <i>37.21</i>	GIRTH of Half Midship Frame (as per Rule) <i>33.42</i>	Port belonging to <i>London</i>
Gross Tonnage } <i>1509.61</i>	1st NUMBER <i>70.46</i>	Destined Voyage <i>Coasting</i>
Less Crew Space } <i>45.53</i>	1st NUMBER, if a 2-DECKED VESSEL, about 1 foot <i>247.</i>	Surveyed while Building, Afloat, or in Dry Dock.
Less Engine Room } <i>483.08</i>	LENGTH <i>174.03</i>	
Register Tonnage as cut on Beam } <i>981.00</i>	2nd NUMBER <i>17.403</i>	
	PROPORTIONS—Breadths to Length <i>7.05</i>	
	Depths to Length—Upper Deck to Keel <i>12.6</i>	
	Main Deck ditto	

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.	N ^o . of Decks with flat laid	N ^o . of Tiers of Beams
247	—	35	—	17 6	—	160	—	one	two
Dimensions of Ship per Register, length, <i>248</i> breadth, <i>35.3</i> depth, <i>17.6</i>									
KEEL, depth and thickness ...	Inches in Ship.	Inches per Rule.	Flat Keel Plates, breadth and thickness ...						
STEM, moulding and thickness ...	<i>9 1/2 x 2 1/2</i>	<i>9 1/2 x 2 1/2</i>	PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges ...						
STERN-POST for Rudder do. do. ...	<i>8 1/2 x 2 1/2</i>	<i>8 1/2 x 2 1/2</i>	" of doubling at Bilge, or increased thickness, and length applied ...						
" " for Propeller ...	<i>8 1/2 x 5</i>	<i>8 1/2 x 5</i>	" fm up. part of Bilge to Ir. edge of Sh'rstrake.						
Distance of Frames from moulding edge to moulding edge, all fore and aft ...	<i>24</i>	<i>24</i>	" Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake.						
			" Up. or Spar Dk Sh'rstrake, brdth & thickness						
FRAMES, Angle Iron, for 1/2 length amidships Do. for 1/4 at each end ...	<i>4 1/2 3 7</i>	<i>4 1/2 3 7</i>	Butt Straps to outside plating, breadth & thickness						
REVERSED FRAMES, Angle Iron ...	<i>3 3 7</i>	<i>3 3 7</i>	Lengths of Plating ...						
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships ...	<i>2 1/2 . 9 10</i>	<i>2 1/2 . 9 10</i>	Shifts of Plating, and Stringers ...						
" thickness at the ends of vessel ...	<i>8 7</i>	<i>8 7</i>	Gunwale Plate on ends of <i>Awning, Spar, or</i>						
" depth at 1/2 the half-bdth. as per Rule ...	<i>10 3/4</i>	<i>10 3/4</i>	Upper Deck Beams, breadth and thickness ...						
" height extended at the Bilges ...	<i>4 3</i>	<i>4 3</i>	Angle Iron on ditto ...						
EAMS, Upper, Spar, or Awning Deck (single or d'ble Ang. Iron, Plate or Tee Bulb Iron)	<i>5 1/2 3 8</i>	<i>5 1/2 3 8</i>	Tie Plates fore and aft, outside Hatchways						
" double Angle Iron on Upper edge	<i>3 3 7</i>	<i>3 3 7</i>	Diagonal Tie Plates on Beams No. of Pairs						
Average space ...	<i>as per profile</i>	<i>as per profile</i>	Planksheer material and scantling						
EAMS, Main, or Middle Deck (single or d'ble Ang. Iron, Plate or Tee Bulb Iron)			Waterways do. do.						
" single, or double Angle Iron, on Upper Edge			Flat of Upper Deck do. do.						
Average space ...			How fastened to Beams						
BEAMS, Lower Deck, Hold, or Orlop (single or d'ble Ang. Iron, Plate or Tee Bulb Iron)	<i>9 1/2 9</i>	<i>9 1/2 9</i>	Stringer Plate on ends of Main or Middle Deck						
" single or double Angle Iron on Upper Edge	<i>4 4 8</i>	<i>4 4 8</i>	Beams, breadth and thickness						
Average space ...	<i>from five to ten frames</i>	<i>from five to ten frames</i>	Is the Stringer Plate attached to the outside plating?						
KEELSONS Centre line, single or double plate, (box, or Intercoastal, Plates)	<i>17 12</i>	<i>17 12</i>	Angle Irons on ditto, No.						
" Rider Plate ...	<i>11 12</i>	<i>11 12</i>	Tie Plates, outside Hatchways ...						
" Bulb Plate to Intercoastal Keelson ...			Diagonal Tie Plates on Beams, No. of pairs						
" Angle Irons ...	<i>5 4 9</i>	<i>5 4 9</i>	Waterways materials and scantlings ...						
" Double Angle Iron Side Keelson ...	<i>5 4 9</i>	<i>5 4 9</i>	Flat of Middle Deck do. do.						
" Side Intercoastal Plate ...	<i>8</i>	<i>8</i>	How fastened to Beams						
" do. Angle Irons ...	<i>3 3 7</i>	<i>3 3 7</i>	Stringer Plates on ends of <i>Lower Deck, Hold, or Orlop</i> Beams ...						
" Attached to outside plating with angle iron	<i>5 4 9</i>	<i>5 4 9</i>	Is the Stringer Plate attached to the outside plating?						
BILGE Angle Irons ...	<i>5 4 9</i>	<i>5 4 9</i>	Angle Irons on ditto, No. <i>three</i>						
" do. Bulb Iron ...	<i>22 7</i>	<i>8 8</i>	Tie Plates, outside Hatchways ...						
" do. Intercoastal plates riveted to plating for length			Flat of Lower Deck ...						
BILGE STRINGER Angle Irons ...	<i>5 4 9</i>	<i>5 4 9</i>	Ceiling betwixt Decks, thickness and material ...						
" Intercoastal plates riveted to plating for length			" in hold do. do.						
SIDE STRINGER Angle Irons ...			Main piece of Rudder, diameter at head ...						
			" do. at heel ...						
			Can the Rudder be unshipped afloat?						
			Bulkheads No. <i>4</i> Thickness of <i>5/16</i>						
			" Height up <i>to upper Deck</i>						
			" How secured to sides of ship <i>between double frames</i>						
			Size of Vertical Angle Irons <i>3.3. 7/16</i> and distance apart <i>30</i> ins.						
			Are the outside Plates doubled two spaces of Frames in length? <i>yes</i>						
Ransoms, material. Knight-heads. Hawse Timbers.	<i>Iron</i>		Riveted through plates with <i>7/8</i> in. Rivets, about <i>6 1/2</i> in. apart.						
Windlass <i>Harfield's patent</i> <i>PAK PAK</i> Secured to plates <i>Sc</i>			The FRAMES extend in one length from <i>Keel</i> to <i>gunwale</i>						
The REVERSED ANGLE IRONS on floors and frames extend from middle line to <i>H^o 1/2 Sta angle. I.</i> and to <i>gunwale</i> alternately			And butts properly shifted? <i>yes</i>						
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? <i>yes</i>			PLATING. Garboard, double riveted to Keel, with rivets <i>1 1/8</i> in. diameter, averaging <i>5 1/2</i> ins. from centre to centre.						
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets <i>7/8</i> in. diameter, averaging <i>3 1/2</i> ins. from centre to centre.			Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets <i>7/8</i> in. diameter averaging <i>3 1/2</i> ins. from centre to centre.						
Butts of <i>three</i> Strakes at Bilge for <i>half</i> length, treble riveted with Butt Straps <i>1/16</i> thicker than the plates they connect.			Edges from bilge to Main Sheerstrake, worked clencher, double <i>or single</i> riveted; with rivets <i>7/8</i> in. diameter, averaging <i>3 1/2</i> ins. from cr. to cr.						
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets <i>7/8</i> in. diameter, averaging <i>3 1/2</i> ins. from cr. to cr.			Edges of Main Sheerstrake, double <i>or single</i> riveted.						
Butts of Main Sheerstrake, treble riveted for <i>half</i> length amidships.			Butts of Upper or Spar Sheerstrake, treble riveted <i>length amidships.</i>						
Butts of Main Stringer Plate, treble riveted for <i>1/2</i> length amidships.			Butts of Upper or Spar Stringer Plate, treble riveted for <i>length.</i>						
Breadth of laps of plating in double riveting <i>5 1/4</i> Breadth of laps of plating in single riveting <i>Nil</i>			Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? <i>Double and Treble</i>						
Waterway, how secured to Beams <i>Iron Deck</i> (Explain by Sketch, if necessary.)			Beams of the various Decks, how secured to the sides? <i>Bracket knees riveted to frs</i>						
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? <i>Angles & Bulbs S. Tappack & Co</i>			Manufacturer's name or trade mark, <i>Plates { Consell Iron Co. Stockton Mar. S. Co.</i>						
The above is a correct description.			Builder's Signature, <i>Joseph L. Thompson & Sons</i> Surveyor's Signature, <i>W. Mowbray</i>						
			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

Wood in good

condition, and sufficient in size and length. If of Iron or Steel give 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

SAILS. CABLES, &c.

Chain

Fore Sails,

Fore Top Sails,

Fore Topmast Stay Sails,

Main Sails,

Main Top Sails,

and

quality

good

200

4 1/2

1 1/16

47 5/16

66 5/16

270

1 1/16

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