

IRON SHIP.

No. *12594* Survey held at *Sunderland* Date, First Survey *October 9/80* Last Survey *March 10/81*
On the *"S. S. Gordon"* *Yard No 162* Master - *Ross*

TONNAGE under Tonnage Deck *1713.26*
Hatchways *91.64*
Ditto of Poop, or Raised Quarter Deck *70.02*
Ditto of Houses on Deck *144.79*
Ditto of Forecastle *36.29*
Gross Tonnage *2056.00*
Less Crew Space *46.37*

Official Number *65792*
Less Engine Room *65792*
Registered Tonnage as cut on Beam *1351.71*

ONE, OR TWO DECKED, THREE DECKED VESSEL.
SPAR, OR AWNING DECKED VESSEL.
HALF BREADTH (moulded) *19.12*
DEPTH from upper part of Keel to top of Upper Deck Beams *22.67*
GIRTH of Half Midship Frame (as per Rule) *37.87*
1st NUMBER *79.66*
1st NUMBER, if a 3-DECKED VESSEL, deduct 7 feet
LENGTH *272.0*
2nd NUMBER *21,667*
PROPORTIONS—Breadths to Length *under 7 1/2 %*
Depths to Length—Upper Deck to Keel *under 12 %*
Main Deck ditto

Built at *Sunderland*
When built *1881* Launched *Feb 12th*
By whom built *J. L. Thompson & Sons*
Owners *Messrs Gordon & Sons*
Port belonging to *London*
Destined Voyage *Mediterranean*
Surveyed while Building, Afloat, or in Dry Dock

LENGTH on deck as per Rule *272* Feet. Inches. BREADTH—Moulded... *38 2 1/2* Feet. Inches. DEPTH top of Floors to Upper Deck Beams *20 7* Feet. Inches. Power of Engines *200* Horse. No. of Decks with flat laid *one* No. of Tiers of Beams *two*

Dimensions of Ship per Register, length, *275*, breadth, *38.5*, depth, *20.6*

	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	<i>9 1/2 x 2 1/2</i>	<i>9 1/2 x 2 1/2</i>				
STEM, moulding and thickness	<i>9 x 2 1/2</i>	<i>9 x 2 1/2</i>				
STERN-POST for Rudder do. do.	<i>3 9 x 5</i>	<i>9 x 5</i>				
" " for Propeller	<i>24</i>	<i>24</i>				
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>24</i>	<i>24</i>				
FRAMES, Angle Iron, for 1/2 length amidships	<i>5 3 8</i>	<i>5 3 8</i>				
Do. for 1/4 at each end	<i>5 3 7</i>	<i>5 3 7</i>				
REVERSED FRAMES, Angle Iron	<i>3 1/2 3 8</i>	<i>3 1/2 3 8</i>				
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<i>24 10</i>	<i>24 10</i>				
" thickness at the ends of vessel	<i>9.8</i>	<i>9.8</i>				
" depth at 3/4 the half-bdth. as per Rule	<i>12</i>	<i>12</i>				
" height extended at the Bilges	<i>Price amidship depth</i>					
BEAMS, Upper, Spar, or Awning Deck	<i>6 3 9</i>	<i>6 3 9</i>				
Single or double Angle Iron, Plate or Tee Bulb Iron	<i>3 1/2 3 7</i>	<i>3 1/2 3 7</i>				
Single or double Angle Iron on Upper edge	<i>3 1/2 3 7</i>	<i>3 1/2 3 7</i>				
Average space	<i>Bulbs at Hatchways; angles on all frames</i>					
BEAMS, Main, or Middle Deck						
Single or double Angle Iron, Plate or Tee Bulb Iron						
Single, or double Angle Iron, on Upper Edge						
Average space						
BEAMS, Lower Deck, Hold, or Orlop	<i>10 10</i>	<i>10 10</i>				
Single or double Angle Iron, Plate or Tee Bulb Iron						
Single or double Angle Iron on Upper Edge	<i>4 4 9</i>	<i>4 4 9</i>				
Average space	<i>from four to eleven spaces frames</i>					
KEELSONS Centre line, single or double plate, bow, or Intercoastal, Plates	<i>18 13</i>	<i>18 13</i>				
" Rider Plate	<i>12 13</i>	<i>12 13</i>				
" Bulb Plate to Intercoastal Keelson						
" Angle Irons	<i>5 1/2 4 9</i>	<i>5 1/2 4 9</i>				
" Double Angle Iron Side Keelson	<i>5 1/2 4 9</i>	<i>5 1/2 4 9</i>				
" Side Intercoastal Plate	<i>8</i>	<i>8</i>				
" do. Angle Irons						
" Attached to outside plating with angle iron	<i>3 1/2 3 8</i>	<i>3 1/2 3 8</i>				
BILGE Angle Irons	<i>5 1/2 4 9</i>	<i>5 1/2 4 9</i>				
" do. Bulb Iron	<i>9 9</i>	<i>9 9</i>				
" do. Intercoastal plates riveted to plating for length						
BILGE STRINGER Angle Irons	<i>5 1/2 4 9</i>	<i>5 1/2 4 9</i>				
Intercoastal plates riveted to plating for length						
SIDE STRINGER Angle Irons						

Flat Keel Plates, breadth and thickness
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges
" of doubling at Bilge, or increased thickness, and length applied *1/2 length*
" fm up. part of Bilge to l. edge of Sh'rstrake.
" Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake.
" Upper Spar Dk Sh'rstrake, breadth & thickness
Butt Straps to outside plating, breadth & thickness *9 1/4 x 1 1/2* *8 1/2 x 1 1/2* *9 1/4 x 1 1/2* *8 1/2 x 1 1/2*
Lengths of Plating
Shifts of Plating, and Stringers
Gunwale Plate on ends of *Awning, Spar, or*
Upper Deck Beams, breadth and thickness
Angle Iron on ditto
Tie Plates fore and aft, outside Hatchways
Diagonal Tie Plates on Beams No. of Pairs
Planksheer material and scantling
Waterways do. do.
Flat of Upper Deck do. do. *Sam. plates - 9.8.7.6.5 - 9.8.7.6.5*
How fastened to Beams
Stringer Plate on ends of Main or Middle Deck
Beams, breadth and thickness
Is the Stringer Plate attached to the outside plating?
Angle Irons on ditto, No.
Tie Plates, outside Hatchways
Diagonal Tie Plates on Beams, No. of pairs
Waterways materials and scantlings
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? *Yes*
Angle Irons on ditto, No. *three & four* *4.4.8.8.4.4.9* *4.4.8.8.4.4.9*
Stringer or Tie Plates, outside Hatchways *5.4.9.5.4.9* *5.4.9.5.4.9*
Flat of Lower Deck
Ceiling betwixt Decks, thickness and material
" in hold do. do.
Main piece of Rudder, diameter at head
" do. at heel
Can the Rudder be unshipped afloat? *Yes*
Bulkheads No. *Six* Thickness of *7/16*
" Height up *To upper Deck*
" How secured to sides of ship *between double frames*
" Size of Vertical Angle Irons *3 1/2 x 3 1/2* and distance apart *30* ins.
Are the outside Plates doubled two spaces of Frames in length? *Yes*

Transoms, material. Knight-heads. Hawse Timbers. *Iron*
Windlass *Harfield's Patent* *Secured to Carlings &c*

The FRAMES extend in one length from *Keel* to *Gunnwale* Riveted through plates with *7/8* in. Rivets, about *6 1/2* apart.

The REVERSED ANGLE IRONS on floors and frames extend *from middle line to above H.B. & St. 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 *1/8* in. diameter, averaging *5 1/2* ins. from centre to centre.

" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets *7/8* in. diameter, averaging *3 3/8* ins. from centre to centre.
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *7/8* in. diameter averaging *3 3/8* ins. from centre to centre.
" Butts of *three* Strakes at Bilge for *half* length, treble riveted with Butt Straps *7/16* thicker than the plates they connect.
" Edges from bilge to Main Sheerstrake, worked clencher, double *single* riveted; with rivets *7/8* in. diameter, averaging *3 3/8* ins. from cr. to cr.
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *7/8* in. diameter, averaging *3 3/8* ins. from cr. to cr.
" Edges of Main Sheerstrake, double *single* riveted. *Upper Sheerstrake, double or single riveted.*
" Butts of Main Sheerstrake, treble riveted for *half* length amidships. *Butts of Upper or Spar Sheerstrake, treble riveted length amidships.*
" Butts of Main Stringer Plate, treble riveted for *half* length amidships. *Butts of Upper or Spar Stringer Plate, treble riveted for length.*
" Breadth of laps of plating in double riveting *5 1/4* Breadth of laps of plating in single riveting *Nil*

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Double and treble Riveted*

Waterway, how secured to Beams *Double & Treble* (Explain by Sketch, if necessary.) *Iron Deck*

Beams of the various Decks, how secured to the sides? *Bracket knees riveted to frames* No. of Breasthooks, *Six* Crutches, *three*

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

Manufacturer's name or trade mark, Plates *Bowfield Iron Co Stockton* *S. Lippack & Co Sunderland*
Stockton Wall I. Co.

The above is a correct description.

Builder's Signature, *Joseph L. Thompson & Sons* Surveyor's Signature, *Joseph Allen*

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 earvel 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? *Solid Single pieces*
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? *at the butts in a few cases only*

Masts, Bowsprit, Yards, &c., are *Wood* 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	23,834	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.	CABLES, &c.	270	1 1/2	558.775	20.1 1/2	Nov 23/80	Bower Anchors	8839	30.2.21	29.3.3.0	30.0.0	Nov 19/80
Fore Sails,	Chain	75	1 1/2	20 3/4	30 1/2	Nov 1/80	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	7799	30.1.7	28.18.0.14	30.0.0	Mar 4/80
Fore Top Sails,	Iron Str'm Chain	90	11	90.11				8777	26.1.0	25.16.1.0	25.2.0	Oct 27/80
Fore Topmast Stay Sails,	Ditto do.	90	9	90.9			Stream	8254	9.2.14	11.13.1.21	9.2.0	June 7/80
Main Sails,	Hmpn Strm Cbl	90	8	90.7 1/2			Kedge	8836	4.3.0	7.2.2.0	4.3.0	Nov 19/80
Main Top Sails,	Hawser ...	90	7 1/2				Ditto	8837	2.2.18	5.5.0.0	2.2.0	Nov 19/80
and	Warp ...	90	5 1/2									
	quality good											

Standing and Running Rigging *E.I.W.G. Rope* sufficient in size and *good* in quality. She has *2 Life Long Boats* and *2 others*
The Windlass is *Harfield's patent*. Capstan *4 St^m Windlass* *good* Pumps *three hand*.
Engine Room Skylights. How constructed? *Wood Skylight* How secured in ordinary weather? *hand Screws*
What arrangements for deadlights in bad weather? *Solid Shutters* fitted with *Bulls Eyes*
Coal Bunker Openings. How constructed? *Iron Coamings* How are lids secured? *Hatch bars* Height above deck? *18 ins*
Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Scuppers and Ports in the Bulwarks*

Cargo Hatchways. How formed? *Iron Coamings as per Mid. Sec. and Profile*
State size Main Hatch *24 3/4 x 15 ft* Fore hatch *18 3/4 x 15 ft* Quarter hatch *26 3/4 x 15 ft*
If of extraordinary size, state how framed and secured? *Fixed Web frame 8ms as per Profiles also Shifting*
What arrangement for shifting beams? *Beams and efficient Iron frame and aft Coamings*
Hatches, If strong and efficient? *Strong, Solid and efficient.*

Order for Special Survey No. *2994* 1st. On the several parts of the frame, when in place, and before the plating was wrought
Date *3rd August/80* 2nd. On the plating during the process of riveting
Order for Ordinary Survey No. *162* 3rd. When the beams were in and fastened, and before the decks were laid...
Date *1st* 4th. When the ship was complete, and before the plating was finally coated or cemented...
No. *162* in builder's yard. 5th. After the ship was launched and equipped

General Remarks (State quality of workmanship, &c.) *Good. See letters Sep. 24th Oct 8th 14th and 20th /80.*

This Vessel has been built under Special Survey in accordance with the Rules and approved Drawings attached 3 N^o. The Conditions contained in the above letters are fully carried out.

She has a Full Poop 28 3/4 ft long. Bridge House 52 ft long and Top-gallant Forecastle 26 1/2 ft long.

She has a Water Ballast Tank in the Fore Hold 52 ft long, containing 105 Tons; that in the after Hold is 92 ft long, containing 219 Tons; Each Peak is fitted as trimming Tanks. Each tank has now been pressed as per Rule and proved quite efficient.

	Feet	Tons
Fore peak tank	18	34
After " " "	10	31
Fore Hold 1 st Dr ^m	52	105
" " 2 nd " "	48	106
After " " 1 st " "	44	113

King Boards are fitted each side in each Hold.
A Bilge keel is fitted each side as shown on Mid Secⁿ in Red ink

State if one, two, or three decked vessel, or if span, or running decked; and the lengths of poop, forecastle, quarter deck, and the length of double bottom part double bottom

How are the surfaces preserved from oxidation? Inside *Cement to Bilge Paint above* Outside *Paint*

I am of opinion this Vessel should be Classed *100 A*

The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me, *HW*
Special ... £ 75 : 5 : 0 *25th March 1881*
Certificate ...

(Travelling Expenses, if any, £0.15.0).

Committee's Minute

Character assigned

Tuesday April, 5th 1881.

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

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