

IRON SHIP.

No. *1270* Survey held at *Sunderland* Date, First Survey *March 19th* Last Survey *August 22* 18
On the *S.S. "Godalming"* *yard N^o 63.*

TONNAGE under } *1037.81*
Tonnage Deck }
Hatchways } *17.72*
Ditto of Poop, or } *47.53*
Raised Qr. Dk. }
Ditto of Houses } *65.06*
on Deck }
Ditto of Forecastle } *99.03*
Gross Tonnage } *1291.97*
Less Crew Space } *44.32*
Less Engine Room } *413.43*
Register Tonnage } *834.22*
as cut on Beam }

ONE, OR TWO DECKED, THREE DECKED VESSEL,
SPAR, OR AWNING-DECKED VESSEL.
Half Breadth (moulded) ... *16.88*
Depth from upper part of Keel to top of Upper Deck Beams *18.70*
Girth of Half Midship Frame (as per Rule) ... *31.67*
1st Number ... *67.35*
1st Number, if a 3-Decked Vessel .. deduct 7 feet
Length ... *238.67*
2nd Number ... *16.050*
Proportions— Breadths to Length... *7.6 7 1/2*
Depths to Length—Upper Deck to Keel... *12 5 13*
Main Deck ditto ..

Master *J. Mason*
Built at *Sunderland*
When built *1881* Launched *15 June*
By whom built *Blumer and Co*
Owners *C. E. Lamplough*
Residence *72 Cornhill London. E.C.*
Port belonging to *London*
Destined Voyage *Odessa*
Surveyed while Building *Afloat, or in Dry Dock.*

LENGTH on deck as per Rule ... *238* Feet. *7* Inches. BREADTH—Moulded... *33* Feet. *9 1/2* Inches. DEPTH top of Floors to Upper Deck Beams ... *17* Feet. *0* Inches. Do. do. Main Deck Beams...
Dimensions of Ship per Register, length, *240.0* breadth, *34.0* depth, *17.0*

KEEL, depth and thickness ... *8 1/2 x 2 1/2*
STEM, moulding and thickness... *8 x 2 1/2*
STERN-POST for Rudder do. do. ... *8 x 5*
" for Propeller ... *8 x 5*
Distance of Frames from moulding edge to moulding edge, all fore and aft ... *23*
FRAMES, Angle Iron, for 3/4 length amidships ... *4 3 7 4 3 7*
Do. for 1/2 at each end ... *4 3 6 4 3 6*
REVERSED FRAMES, Angle Iron ... *3 3 6 3 3 6*
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships ... *20 1/2 8.9*
" thickness at the ends of vessel ... *10 1/4*
" depth at 3/4 the half-bdth. as per Rule ... *10 1/4*
" height extended at the Bilges... *10 1/4*

BEAMS, Upper, Spar, or Awning Deck } *5 1/2 3 8 5 1/2 3 8*
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron }
Single or double Angle Iron on Upper edge }
Average space... *on all frames*

BEAMS, Main, or Middle Deck } *5 1/2 3 8 5 1/2 3 8*
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron }
Single, or double Angle Iron, on Upper Edge }
Average space... *on all frames*

BEAMS, Lower Deck— } *5 1/2 3 8 5 1/2 3 8*
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron }
Single or double Angle Iron on Upper Edge }
Average space... *on all frames*

BEAMS, Hold, or Orlop } *9 9 9 9 9 9*
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron }
Single or double Angle Iron on Upper Edge }
Average space... *Seven to twelve fms*

KEELSONS Centre line, single or double plate, } *16 12 16 12*
box, or Intercoastal, Plates }
" Rider Plate ... *11 12 11 12*
" Bulb Plate to Intercoastal Keelson ... *5 3 1/2 9 5 3 1/2 9*
" Angle Irons ... *5 3 1/2 9 5 3 1/2 9*
" Double Angle Iron Side Keelson ... *5 3 1/2 9 5 3 1/2 9*
" Side Intercoastal Plate ... *3 3 6 3 3 6*
" Attached to outside plating with angle iron ... *5 3 1/2 9 5 3 1/2 9*

BILGE Angle Irons ... *5 3 1/2 9 5 3 1/2 9*
" do. Bulb Iron... *8 8 8 8*
" do. Intercoastal plates riveted to plating for length } *5 3 1/2 9 5 3 1/2 9*

BILGE STRINGER Angle Irons ... *5 3 1/2 9 5 3 1/2 9*
Intercoastal plates riveted to plating for length }

SIDE STRINGER Angle Irons ... *5 3 1/2 9 5 3 1/2 9*

FRAMES extend in one length from *Keel* to *gunwale*
REVERSED ANGLE IRONS on floors and frames extend *from middle line to above Head B^o St^o angle*

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? *yes*
LATING. Garboard, double riveted to Keel, with rivets *1 1/8* in. diameter, averaging *5 1/4* ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets *3/8* in. diameter, averaging *3 1/2* ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *7/8* in. diameter averaging *3 1/2* ins. from centre to centre.
Butts of *three* Strakes at Bilge for *half* 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 *3/4* in. diameter, averaging *3 1/2* ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *7/8* in. diameter, averaging *3 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, 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* in. Breadth of laps of plating in single riveting *5 1/4* in.

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted *Double* No. of Breasthooks, *Six* Crutches, *four*

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Plates, Hatfield, Wall, J. Co. New Blackton Iron Works, Boulton & Watt, & others*

Manufacturer's name or trade mark, *Angles & Bulbs, Simpson & Co. Backhouse*

The above is a correct description.

Builder's Signature, *John Blumer & Co.* Surveyor's Signature, *Joseph H. Lee*

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

Flat Keel Plates, breadth and thickness ... *34 11 34 11*
PLATES in Garboard Strakes, br'dth & thickness *34 11 34 11*
From Garboard to upper part of Bilges... *10.9 10.9*
Of d'ble at Bilge, or increased thickness, *2 5/8 1 2 5/8 1*
and length applied *half*
From up. prt. of Bilge to l. edge of Sh'rstrake... *10.9 10.9*
Main Sheerstrake, breadth and thickness... *36 14 36 14*
Of d'ble at Sh'stk. & lng. applied *half*
From M'n. to Up. or Spar Dk. Sh'rstrake... *9 9*
Up. or Spar Dk Sh'rstrake, br'dth & thic'k'ns...
Butt Straps to outside plating, breadth & thickness *10 1/2 9 8 1/2 9 8 1/2*
Lengths of Plating *Six spaces of frame*
Shifts of Plating, and Stringers *Two and four D^o D^o*
Gunwale Plate on ends of *Awning, Spar, or*
Upper Deck Beams, breadth and thickness... *35 10 35 10*
Angle Iron on ditto ... *5.3 1/2 9 5.3 1/2 9*
Tie Plates fore and aft, outside Hatchways *Iron Deck*
Diagonal Tie Plates on Beams No. of Pairs
Flat of Up., Spar, or Awning Dk. *Iron plates 6 6*
How fastened to Beams *Rivets*
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
Flat of Middle Deck* do. do.
How fastened to Beams
Stringer Plates on ends of *Lower Deck, Hold or Orlop* Beams ... *31 9 31 9*
Is the Stringer Plate attached to the outside plating? *yes*
Angle Irons on ditto, No. *Four plates*
Stringer or Tie Plates, outside Hatchways *4.4 1/2 9 4.4 1/2 9*
Flat of Lower Deck* *4.3 1/2 7 4.3 1/2 7*

Ceiling betwixt Decks, thickness and material *Space 1 1/2 battens of Steel*
" in hold do. do. *Do 2 1/2 Solid to Bilges*
Main piece of Rudder, diameter at head ... *5 3/4 5 3/4*
do. at heel ... *3 3*
Can the Rudder be unshipped afloat? *yes*
Bulkheads No. *4* No. per Rule *4*
" Thickness of *6.5*
" Height up *Upper Deck*
" How secured to sides of ship *double frames*
" Size of Vertical Angle Irons *3.3 9/16* and distance apart *30 ins.*
" Are the outside Plates doubled two spaces of Frames in length? *yes*

Riveted through plates with *3/4* in. Rivets, about *6* apart.
And butts properly shifted? *yes*

Are the various lengths of Plates and Angle Irons properly connected? *yes*

Garboard, double riveted to Keel, with rivets *1 1/8* in. diameter, averaging *5 1/4* ins. from centre to centre.

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Butts of *three* Strakes at Bilge for *half* 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 *3/4* in. diameter, averaging *3 1/2* ins. from cr. to cr.

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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* in. Breadth of laps of plating in single riveting *5 1/4* in.

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Builder's Signature, *John Blumer & Co.* Surveyor's Signature, *Joseph H. Lee*

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

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

* If Iron Deck, state if whole or part, and if spot deck, as laid thereon.

played

Yes

Single Solid pieces

yes

yes

in a few cases at the Butts only

Iron & wood in good

Please See Sketch attached

The Main Mast is of Wood; the Foremast is of Iron a portion of the plates of which have been tested by hot and Cold tests and have stood bending Cold beyond the Rule requirements the plates have been manufactured by Johnston and Reay

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntdt.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Machine where Tested & Suprntdt.
SAILS.	CABLES, &c.						Bower Anchors	6133	23.3.14	23.15.2	14.23.2.0	July 19/8
N ^o .	Chain	270	$1\frac{9}{16}$	$\frac{4}{10}$	$270.1\frac{9}{16}$	July 28/8	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	6134	23.2.21	23.13.3.0	23.2.0	" 19/8
Fore Sails,	Iron Stream Chain	75	1	18.27	75.1	July 23/8		6126	20.0.14	20.17.0.21	20.0.0	" 19/8
Fore Topmast Stay Sails,	or Steel Wire											
	or Hempen Strm Cable											
Towline, Hemp.		90	11		90.10							
Main Sails,	or Steel Wire ..											
Hawser		90	9		90.8		Stream Anchor	6132	8.0.21	10.7.2.0	8.0.0	July 19/8
Warp		90	6		90.6		Kedge	6129	4.2.0	6.17.2.0	4.0.0	" 19/8
quality		9000					2nd Kedge	6128	2.0.14	4.12.2.0	2.0.0	" 18/8

Standing and Running Rigging *Iron and Rope* sufficient in size and *good* in quality. She has *1 Life Long* Boat and *three others*

The Windlass is *Harfield's Patent* / Capstan *4 Winches* and Rudder *good* Pumps *two hand good.*

Engine Room Skylights.—How constructed? *entirely of iron plates* How secured in ordinary weather? *hand screws*

What arrangements for deadlights in bad weather? *Iron Shutters fitted with Bulls eyes*

Coal Bunker Openings.—How constructed? *Iron Coaming* How are lids secured? *Hatch bars* Height above deck? *32 ins.*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Scuppers and Ports fitted in the Bulwarks*

Cargo Hatchways.—How formed? *Iron Coamings fitted in the usual manner*

State size **Main Hatch** 23 ft x 12 ft. Forehatch 13 1/2 ft x 12 ft Quarterhatch 17 1/4 ft x 11 1/2 ft & 13 1/2 ft x 11 1/2 ft

If of extraordinary size, state how framed and secured } *Iron Shifting Webs and Beams also efficient*

What arrangement for shifting beams? Fore and aft Carlings.

Hatches, If strong and efficient? Solid and efficient.

Order for Special Survey No. 29978 is to 1st. On the several parts of the frame, when in *Railroad S.S. and Surveyed 1881 March 1922 25*

Order for Special Survey No. 2998	1st. On the several parts of the frame, when in place, and before the plating was wrought	Rueländer p.p. and surveyed 1801 11 March 1822 20
Date 19 th Sept. 81	2nd. On the plating during the process of riveting	28 31 April 26 81 13 20 22 28 30 May 59 12 16 18 20 26 30 June

Order for Ordinary Survey No. 1310142328 July 4 69 12 15 22 25 26 27 28 30 Aug. 26 9 11 13 15 16 20 22

Order for Ordinary Survey No. _____

Date _____

3. When the ship was complete, and before the decks were laid.... } _____

4th. When the ship was complete, and before the } _____

DATE _____

13. _____ in builder's yard

DATE _____

4th. When the ship was complete, and before the plating was finally coated or cemented..

5th. After the ship was launched and equipped

No. 63 in builder's yard. D. 6' 4" 5th After the ship was launched and equipped

General Remarks (State quality of workmanship, &c.) *Strong and efficient but rough in finish.*

See Letters dated Jan 22nd 27th; Feb 3rd 17th 24th; Apr 14th 1900

This Vessel has a top gallant Forecastle 28 ft long; Bridge House 46 ft long; Raised 2nd Deck 88 ft long; and a Full Poop above the same 23 ft long; the Conditions Contained in letter 24th Feb/81, are carried out except the two aft side plates of Raised Deck are $\frac{7}{16}$; as compensation for which another Web frame is fitted aft; beyond those Shown on Profile.

She has a Ballast Tank aft 63 feet long containing 90 tons; that in the Fore Hold extends three frame spaces into the Boiler Room, and is in length $5\frac{1}{2}$ feet, containing 110 tons; each Tank has been pressed as per Rule and proved to be efficient.

State if one, two, or three decked vessel, or if open, or earning deck; and the lengths of poop, bridge, forecabin, ^{See above.} raised quarter deck, (If double bottom, state particulars on separate form.)

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-1

The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me, *[Signature]*

Special ... 36 : 4 : 01st Sept 1887
Certificate
Surveyor to Lloyd's Register of British and Foreign Shipping.

Certificate ...
(to be sent as per margin).
(Travelling Expenses, if any, £ nil).

Committee's Minute 18

Character assigned *102* and appears eligible to be cleared + 100 A 1. as recommended

Character assigned

Character assigned	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	

(Grove) (Baldwin) (Harris) 2 170. 18ms.