

IRON SHIP.

No. 12482 Survey held at Sunderland Date, First Survey June 23rd 1881 Last Survey 26th January 1882
On the Crown S.S. "Cougella" (No. 131 in Builders' List)

TONNAGE under Tonnage Deck 1569.10	ONE, OR TWO DECKED, THREE DECKED VESSEL.	Master <u>Richard Elwood.</u>
Ditto of Third, Spar, or Awning Deck. 22.31	SPAR, OR AWNING-DECKED VESSEL.	Built at <u>Sunderland.</u>
Ditto of <u>Upper Deck</u> 44.71	Half Breadth (moulded) 17.12	When built <u>1881</u> Launched <u>1881 (20 Dec)</u>
Ditto of <u>Lower Deck</u> 1.20	Depth from upper part of Keel to top of Upper Deck Beams 19.00	By whom built <u>Mrs. Doreford and Son.</u>
Gross Tonnage 1597.82	Girth of Half Midship Frame (as per Rule) 33.08	Owners <u>Bullard, King and Co.</u>
Net Tonnage 555.89	1st Number 69.20	Residence <u>London.</u>
Engin Room 511.14	1st Number, if a 3-Decked Vessel deduct 7 feet —	Port belonging to <u>London.</u>
Register Tonnage as out of Beam 1041.43	Length 253.5	Destined Voyage <u>Port Natal via London.</u>
	2nd Number 17,542	If Surveyed while Building, Afloat, or in Dry Dock, <u>While Building and Afloat.</u>
	Proportions— Breadths to Length. 7.4	
	Depths to Length—Upper Deck to Keel. —	
	Main Deck ditto 13.3	

LENGTH on deck as rule 253	BREADTH Moulded 34	DEPTH top of Floors to Upper Deck Beams 17	REGISTERED Power of Engines 180	Horse. 180	No. of Decks with flat laid Two	No. of Tiers of Beams Three
-----------------------------------	---------------------------	---	--	-------------------	--	------------------------------------

Dimensions of Ship per Register, length 253 ft breadth, 34 ft depth, 22.9 ft.

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL , depth and thickness	8 1/2 x 2 1/2	8 1/2 x 2 1/2	Flat Keel Plates, breadth and thickness	36	15/16
KEEL , moulding and thickness	8 1/2 x 5	8 1/2 x 5	PLATES in Garboard Strakes, br'dth & thickness	36	15/16
TURNPOST for Rudder do. do.	24	24	From Garboard to upper part of Bilges	10 1/2 to 9 1/2	10 1/2 to 9 1/2
" " for Propeller	24	24	Of d'bling at Bilge, or increased thickness, and length applied 3 Strakes 1/2 length	—	11/16
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24	From up. prt of Bilge to l. edge of Sh'rstrake	19 1/2 to 9 1/2	19 1/2 to 9 1/2
FRAMES , Angle Iron, for 1/2 length amidships	4 1/2 x 3	4 1/2 x 3	Main Sheerstrake, breadth and thickness	45	13/16
Do. for 1/2 at each end	4 1/2 x 3	4 1/2 x 3	Of d'bling at Sh'stk. & lng. applied	40	13/16
REVERSED FRAMES , Angle Iron	3 x 3	3 x 3	From M'n. to Upper Spar	9 1/2 to 7 1/2	9 1/2 to 7 1/2
FLOORS , depth and thickness of Floor Plate	6 1/2	6 1/2	Up. or Spar Dk Sh'rstrake, br'dth & thickness	40	13/16
mid line for half length amidships	6 1/2	6 1/2	Butt Straps to outside plating, breadth & thickness	12	1/2
thickness at the ends of vessel	6 1/2	6 1/2	Lengths of Plating	4 1/2	4 1/2
depth at 1/2 the half-bdth. as per Rule	6 1/2	6 1/2	Shifts of Plating, and Stringers	4 1/2	4 1/2
height extended at the Bilges	6 1/2	6 1/2	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	44	8/16
SPARS , Upper, Spar, or Awning Deck	6 1/2	6 1/2	Angle Iron on ditto	4 x 4 x 9/16	4 x 4 x 9/16
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	3	2 3/4	Tie Plates fore and aft, outside Hatchways	26 1/2 x 9/16	26 1/2 x 9/16
do or double Angle Iron on Upper edge	48	48	Diagonal Tie Plates on Beams No. of Pairs	—	—
Average space	5 1/2	5 1/2	Flat of Upper, Spar, or Awning Dk.	6 x 3 1/2	3 1/2
SPARS , Main, or Middle Deck	5 1/2	5 1/2	How fastened to Beams	—	—
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	8	8	Stringer Plate on ends of Main or Middle Deck	36 1/2	9/16
do or double Angle Iron, on Upper Edge	44 1/2	44 1/2	Beams, breadth and thickness	36 1/2	9/16
Average space	24	24	Is the Stringer Plate attached to the outside plating?	Yes.	—
SPARS , Lower Deck	—	—	Angle Irons on ditto, No. Two	4 x 4 x 9/16	4 x 4 x 9/16
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	—	—	Tie Plates, outside Hatchways	—	—
do or double Angle Iron on Upper Edge	—	—	Diagonal Tie Plates on Beams, No. of pairs	—	—
Average space	—	—	Flat of Middle Deck* do.	—	—
SPARS , Hold, or Orlop	9 1/2	9 1/2	How fastened to Beams	—	—
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	4	4	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	32	9/16
do or double Angle Iron on Upper Edge	44	44	Is the Stringer Plate attached to the outside plating?	Yes.	—
Average space	—	—	Angle Irons on ditto, No. One	4 x 4 x 9/16	4 x 4 x 9/16
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	33	33	Stringer or Tie Plates, outside Hatchways	5 x 4 x 9/16	5 x 4 x 9/16
Rider Plate	—	—	Flat of Lower Deck*	—	—
Bulb Plate to Intercoastal Keelson	—	—	Ceiling betwixt Decks, thickness and material	—	—
Angle Irons	—	—	" in hold	—	—
Double Angle Iron Side Keelson	—	—	Main piece of Rudder, diameter at head	2 1/2	2 1/2
Side Intercoastal Plate	—	—	do. at heel	6 1/4	6 1/4
do. Angle Irons	—	—	Can the Rudder be unshipped afloat?	Yes.	—
Attached to outside plating with angle iron	—	—	Bulkheads No. 6 No. per Rule	40	—
Angle Irons	—	—	Thickness of 4/16 to 5/16	—	—
do. Bulb Iron	—	—	Height up Spar and three to main deck	—	—
do. Intercoastal plates riveted to plating for length	—	—	How secured to sides of ship	—	—
BILGE STRINGER Angle Irons	5	4	Size of Vertical Angle Irons 3 x 3 x 7/16 and distance apart	30	ins.
Intercoastal plates riveted to plating for length	—	—	Are the outside Plates doubled two spaces of Frames in length?	Yes.	—
DE STRINGER Angle Irons	5	4	Riveted through plates with 3/8 in. Rivets, about 6 in. apart.	—	—
FRAMES extend in one length from bilge to bilge, hence to Gunwale	—	—	And butts properly shifted?	Yes.	—
The REVERSED ANGLE IRONS on floors and frames extend from bilge to middle line to Main deck stringer angle iron and to Gunwale alternately	—	—		—	—
KEELSONS . Are the various lengths of Plates and Angle Irons properly connected?	Yes.	—		—	—
PLATING . Garboard, double riveted to Keel, with rivets 1 in. diameter, averaging 4 in. from centre to centre.	—	—		—	—
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3.4 ins. from centre to centre.	—	—		—	—
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 4.0 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 7/8 in. diameter, averaging 3.4 ins. from cr. to cr.	—	—		—	—
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3.4 ins. from cr. to cr.	—	—		—	—
Edges of Main Sheerstrake, double or single riveted.	—	—		—	—
Butts of Main Sheerstrake, treble riveted for half length amidships.	—	—		—	—
Butts of Main Stringer Plate, treble riveted for half length amidships.	—	—		—	—
Breadth of laps of plating in double riveting 6 1/2 in. Breadth of laps of plating in single riveting —	—	—		—	—
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble double	—	—		—	—
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?	—	—		—	—
Manufacturer's name or trade mark, Malleable iron	—	—		—	—
The above is a correct description.	—	—		—	—
Owner's Signature, William Doreford Wm.	—	—		—	—
Surveyor's Signature, J. William Doreford	—	—		—	—

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.

