

IRON SHIP.

Rec'd 3rd May 1885

No. 13,094 Survey held at SunderlandDate, First Survey 28 July 1885Last Survey 10 April

1885

On the iron screw steamer Yorbay(Yard No. 757)

Official Number 95787

TONNAGE under
Tonnage Deck 1165.87
Ditto of Third, Spar,
or Awning Deck 105.28
Ditto of Poop, or
Raised Qr. Dk. 108.31
Ditto of Houses
on Deck 2.60
Ditto of Forecastle 26.51
Gross Tonnage 1414.17
Less Crew Space 41.13
Less Engine Room 452.63
Register Tonnage
as cut on Beam 920.71

ONE, OR TWO DECKED, THREE DECKED VESSEL,
SPAR, OR AWNING-DECKED VESSEL.

Half Breadth (moulded) 16.75
Depth from upper part of Keel to top of Upper Deck Beams 18.65
Girth of Half Midship Frame (as per Rule) 33.25
1st Number 67.95
1st Number, if a 3-Decked Vessel deduct 7 feet
Length 243.66
2nd Number 16556
Proportions— Breadths to Length 7.27
Depths to Length—Upper Deck to Keel 12.85
Main Deck ditto

Master J. Stevens
Built at Sunderland
When built 1883 Launched 24 Feb.
By whom built Blumer & Co
Owners Yorbay Steam Ship Co. (Ld.)
Residence Brixham
Port belonging to Brixham
Destined Voyage Genoa
If Surveyed while Building, Afloat, or in Dry Dock.
While Building & afloat.

LENGTH on deck as per Rule 243.66 Feet. Inches. BREADTH—Moulded 33.5 Feet. Inches. DEPTH top of Floors to Upper Deck Beams 17.25 Feet. Inches. Power of Engines 140 Horse. No. of Decks with flat laid No. of Tiers of Beams Two

Dimensions of Ship per Register, length, 243.6 breadth, 33.85 depth, 17.2

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 1/2 length amidships 4 3 7
Do. for 1/4 at each end 4 3 6
REVERSED FRAMES, Angle Iron 4 3 6
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 20 1/2 8
" thickness at the ends of vessel 10 1/2
" depth at 1/4 the half-bdth. as per Rule 10 1/2
" height extended at the Bilges Force amidships depth

BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 5 1/2 3 8
Single or double Angle Iron on Upper edge 5 1/2 3 8
Average space 23
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 4 3 8
Single or double Angle Iron, on Upper Edge 4 3 8
Average space 23
BEAMS, Lower Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 4 3 8
Single or double Angle Iron on Upper Edge 4 3 8
Average space 23

BEAMS, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 4 3 8
Single or double Angle Iron on Upper Edge 4 3 8
Average space 23
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates 16 12
" Rider Plate 11 12
" Bulb Plate to Intercoastal Keelson 5 3 1/2 9
" Angle Irons 5 3 1/2 9
" Double Angle Iron Side Keelson 5 3 1/2 9
" Side Intercoastal Plate 5 3 1/2 9
" do. Angle Irons 5 3 1/2 9
" Attached to outside plating with angle iron 5 3 1/2 9

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

The FRAMES extend in one length from Keel to Gunwale
The REVERSED ANGLE IRONS on floors and frames extend from middle line to above Hold stringers and to Upper 5 ft 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 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 Strakes at Bilge for half length, treble riveted with Butt Straps 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 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 half length.
" Breadth of laps of plating in double riveting 5 1/2 x 4 1/2 Breadth of laps of plating in single riveting 5 1/2

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble & Double No. of Breasthooks, Three Crutches, Two.
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Stockton Malleable Iron Co. Moor Iron Co. West Hartlepool Iron Co. West Hartlepool Iron Co. West Hartlepool Iron Co.
Manufacturer's name or trade mark, Stockton Malleable Iron Co. Moor Iron Co. West Hartlepool Iron Co. West Hartlepool Iron Co. West Hartlepool Iron Co.
The above is a correct description.
Builder's Signature, W. H. Munn Surveyor's Signature, J. Williams Surveyor to Lloyd's Register of British and Foreign Shipping.

Flat Keel Plates, breadth and thickness 34 11 34 4
PLATES in Garboard Strakes, br'dth & thickness 34 11 34 4
" From Garboard to upper part of Bilges 10-9
" Of d'bling at Bilge, or increased thickness, and length applied half length
" From up. prt of Bilge to l. edge of Sh'rstrake 10-9
" Main Sheerstrake, breadth and thickness 36 14 36 14
" Of d'bling at Sh'stk. & lng. applied half
" From M'n. to Upr. or Spar Dk. Sh'rstrake 25 9 25 9
" Up. or Spar Dk Sh'rstrake, br'dth & thicken'ss. 25 9 25 9
Butt Straps to outside plating, breadth & thickness 25 9 25 9
Lengths of Plating as spans of frame
Shifts of Plating, and Stringers Two & three
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness 35 10 35 10
Angle Iron on ditto 4 3 1/2 9 5 3 1/2 9
Tie Plates fore and aft, outside Hatchways 4 3 1/2 9 5 3 1/2 9
Diagonal Tie Plates on Beams No. of Pairs 6
Flat of Up., Spar, or Awning Dk. Iron Plates
How fastened to Beams Rivets
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness 31 9 31 9
Is the Stringer Plate attached to the outside plating? Yes
Angle Irons on ditto, No. 4 3 1/2 9 5 3 1/2 9
Tie Plates, outside Hatchways 4 3 1/2 9 5 3 1/2 9
Diagonal Tie Plates on Beams, No. of pairs 6
Flat of Middle Deck* do. 31 9 31 9
How fastened to Beams Rivets
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. 4 3 1/2 9 5 3 1/2 9
Stringer or Tie Plates, outside Hatchways 4 3 1/2 9 5 3 1/2 9
Flat of Lower Deck* 31 9 31 9

Ceiling betwixt Decks, thickness and material 2 1/2 pine
" in hold do. do. 2 1/2 pine
Main piece of Rudder, diameter at head 5 3/4
do. at heel 3
Can the Rudder be unshipped afloat? Yes
Bulkheads No. Four No. per Rule Four
" Thickness of 6 ft
" Height up No 11 ft to main deck, No 2 to main deck, No 3 to bilge deck, No 4 to lower deck.
" How secured to sides of ship between double frames
" Size of Vertical Angle Irons 3 x 3 1/2 and distance apart 31 ins.
" Are the outside Plates doubled two spaces of Frames in length? Yes

Riveted through plates with 3/4 in. Rivets, about 6 apart.
The REVERSED ANGLE IRONS on floors and frames extend from middle line to above Hold stringers and to Upper 5 ft 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 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 Strakes at Bilge for half length, treble riveted with Butt Straps thicker than the plates they connect.
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" Breadth of laps of plating in double riveting 5 1/2 x 4 1/2 Breadth of laps of plating in single riveting 5 1/2

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What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Stockton Malleable Iron Co. Moor Iron Co. West Hartlepool Iron Co. West Hartlepool Iron Co. West Hartlepool Iron Co.
Manufacturer's name or trade mark, Stockton Malleable Iron Co. Moor Iron Co. West Hartlepool Iron Co. West Hartlepool Iron Co. West Hartlepool Iron Co.
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Workmanship. Are the butts of plating planed or otherwise fitted? *Planed*
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 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? *A few only.*

Masts, Bowsprit, Yards, &c., are of *Ironwood* 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 *Fore Mast 65' 6" in length 19 1/2" in diameter. Main Mast 60' 9" in length 19" in diameter.*
Mast plates made by the Moor Iron Co. tested in accordance with the requirements of the Rules and found satisfactory.
Plates 6 1/8" x 5 1/8" in thickness. Seams double riveted. Ribs double riveted. 3/4" rivets. Masts doubled at heels and partners.

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprtd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprtd.
SAILS.							Bower Anchors	24	1.7	34.4-0.7	23 1/2	113-3-3
No.	CABLES, &c.						(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	23	2.0	23-10-0.0	23 1/2	115-5-4
Fore Sails,	Chain	270 1/2	12 1/8	43 1/2 x 6 1/2	270 1/2	4018		20	2.0	21-9-3-0	20	115-5-2
Fore Top Sails,	Iron Stream Chain	46	1	18 x 27	75 1/2	4019						
Fore Topmast Stay Sails,	or Steel Wire											
	or Hempen Strm Cable											
Main Sails,	Towline, Hemp.											
Main Top Sails,	or Steel Wire											
	Hawser	90	10 1/2	90 x 10								
	Warp	90	8	90 x 8								
	quality	90	6 1/2	also 2 of 5 1/2 x 2 1/2	4 1/2	90.						

Standing and Running Rigging *Iron wire* sufficient in size and good in quality. She has *two* Long Boat and *two* others.
The Windlass is *Harfield's patent*. Capstan *good* and Rudder *good* Pumps *Good*
Engine Room Skylights.—How constructed? *Iron casings.* How secured in ordinary weather?
What arrangements for deadlights in bad weather? *3 feet above. Bridge deck - with strong back skylight and shutters with lattice eyes & bars.* Height above deck? *2 feet above deck.*
Coal Bunker Openings.—How constructed? *cast-iron* How are lids secured? *latched & bolted.*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Scuppers, mooring pipes and wash ports.*
Cargo Hatchways.—How formed? *Iron casings.*
State size Main Hatch *19' 2" x 11'* Forehatch *9' 7" x 8'* Quarterhatch *9' 7" x 9' - 15' 4" x 9'.*
If of extraordinary size, state how framed and secured?
What arrangement for shifting beams? *With plate, shifting beams, and efficient fore & afters.*
Hatches, If strong and efficient? *Yes - solid*

Order for Special Survey No. *3108* 1st. On the several parts of the frame, when in place, and before the plating was wrought } Built under S.P. and Surveyed 1882 July 28 Augst
Date *5 May 82* 2nd. On the plating during the process of riveting } 22 Sept. 13 15 23 29 Oct. 9 12 21 26 Nov. 14 16 20 23 28 Dec
Order for Ordinary Survey No. *101* 3rd. When the beams were in and fastened, and before the decks were laid... } 29 13 16 20 22 23 24 / 83 Jan. 4 6 10 19 24 30 Feb. 16 13 14 22
Date *10 May 82* 4th. When the ship was complete, and before the plating was finally coated or cemented.. } March 13 19 22 23 30 31 April 3 5 7 10
No. *75* in builder's yard. 5th. After the ship was launched and equipped.

General Remarks (State quality of workmanship, &c.) This vessel is built in accordance with the approved plans annexed, and in other respects as required by the Rules. The workmanship is good. The particulars of double bottom and of iron decks are given on the forms provided for that purpose and the ballast tanks have been tested under pressure in accordance with the requirements of the Rules and found satisfactory. The Forecastle is 23 feet, the Bridge 50, the Raised quarter deck 92, and the Poop 21 feet in length.

The Committee assigned a Freeboard of 2' 2" to this vessel on the 13th inst. and the owners propose to have the same marked on the vessel's sides, and verified by one of the Surveyors, Surveyors on her return to the United Kingdom. The letters relating to this case are dated respectively, 13th May, 8th Nov. 1882.

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, fore-castle, or raised quarter deck. (If double bottom, state particulars on separate form.)
How are the surfaces preserved from oxidation? Inside *Paint and cement* Outside *Paint*
I am of opinion this Vessel should be Classed *#100 A1 10K (from) A+B.P.*
The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me, *Wm. Bath*
Special ... £ 59 : 6 : 6 30th April 1883
Certificate ...
(Travelling Expenses, if any, £ ...)
Committee's Minute *Friday, 4th May 1883.*
Character assigned *TRIM 100A*

