IRON SHIP.

No. 13292 Survey held at Sunderland Date, First Survey 10th July 1883 Last Survey 10th Nov. 1883

(Received at London Office THURSDAY 29 NOV 1883)

On the Screw Steamer Robina (No. 197 in the Builders' Yard.)

TONNAGE under Tonnage Deck	1390.79
Ditto of ~~Shelter Deck~~ Bridge	136.65
~~Upper Deck~~	19.17
Ditto of ~~Poop~~ Hatchways	
Raised Qr. Dk.	107.86
Ditto of Houses on Deck	3.73
Ditto of Forecastle	39.09
Gross Tonnage	1697.29
Less Crew Space	54.57
	1642.72
Less Engine Room	543.13
Register Tonnage as cut on Beam	1099.59

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

	Feet.
Half Breadth (moulded)	17.82
Depth from upper part of Keel to top of Upper Deck Beams	20.29
Girth of Half Midship Frame (as per Rule)	34.24
1st Number	72.35
~~1st Number, if a 3 Decked Vessel deduct 7 feet~~	
Length	258.25
2nd Number	186.84
Proportions— Breadths to Length	7.24
Depths to Length ~~Upper~~ Deck to Keel	12.70
~~Main Deck ditto~~	

Master R. R. Tindale

Built at Sunderland

When built 1883 Launched 13th Oct.

By whom built J. L. Thompson & Sons

Owners Robinson & Rowland 43 Flowergate

Residence Whitby.

Port belonging to Whitby

Destined Voyage Odessa

If Surveyed while Building, Afloat, or in Dry Dock. While building & afloat.

LENGTH on deck as per Rule ... Feet. 258.25 Inches. | BREADTH— Moulded... Feet. 35.64 Inches. | DEPTH top of Floors to Upper Deck Beams / Do. do. Main Deck Beams Feet. 18.42 Inches. | Power of Engines ... Horse. 140 | No. of Decks with flat laid ~~one of Iron, no wood thereon~~ | No. of Tiers of Beams ~~Two.~~

Dimensions of Ship per Register, length, 259.8 breadth, 36 depth, 18.6 (moulded depth 19.6½")

	Inches in Ship.			Inches per Rule. (Class 100 A)		
~~KEEL, depth and thickness~~						
STEM, moulding and thickness	8½ × 2½			8½ × 2½		
STERN-POST for Rudder do. do.	8½ × 5			8½ × 5		
" " for Propeller	8½ × 5			8½ × 5		
Distance of Frames from moulding edge to moulding edge, all fore and aft	24			24		
	Inches. In Ship.	Inches. In Ship.	16ths. In Ship	Inches per Rule	Inches per Rule	16ths per Rule
FRAMES, Angle Iron, for ⅗ length amidships	4½	3	8	4½	3	8
Do. for ⅕ at each end	4½	3	7	4½	3	7
REVERSED FRAMES, Angle Iron	3	3	7	3	3	7
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	22½		9	22½		9
" thickness at the ends of vessel			7			7
" depth at ¾ the half-bdth. as per Rule	11¼			11¼		
" height extended at the Bilges	45			45		
~~BEAMS, Upper, Spar, or Awning Deck~~ Single ~~or d'ble~~ Ang. Iron, ~~Plate or Tee~~ Bulb ~~Iron~~						
~~Single, or double Angle Iron on Upper Edge~~						
Average space		24			24	
BEAMS, Main, ~~or Middle~~ Deck Single ~~or d'ble~~ Ang. Iron, ~~Plate or Tee~~ Bulb ~~Iron~~	6 8½	3	8	6 8	3	8
~~Single, or double Angle Iron on Upper Edge~~						
Average space		24			24	
~~BEAMS, Lower Deck~~ ~~Single or d'ble Ang. Iron, Plate or Tee Bulb Iron~~						
~~Single or double Angle Iron on Upper Edge~~						
~~Average space~~						
BEAMS, Hold, ~~or Orlop~~ ~~Single or d'ble Ang. Iron,~~ Plate ~~or Tee~~ Bulb Iron	9½ 8½		9 8	9½ 8½		9 8
~~Single or~~ double Angle Iron on Upper Edge	4 4		8 7	4 4		8 7
Average space. main hold 16 feet. after holds 4 feet.	3			3		
KEELSONS Centre line, single ~~or double~~ plate, ~~box, or~~ Intercostal, Plates	13		12	13		12
" Rider Plate	11		12	11		12
" ~~Bulb Plate to Intercostal Keelson~~						
" Angle Irons	5	4	9	5	4	9
" ~~Double Angle Iron Side Keelson~~						
" Side Intercostal Plate			8			8
" do. Angle Irons	5	4	9	5	4	9
" Attached to outside plating with angle iron	3	3	9	3	3	9
BILGE Angle Irons	5	4	9	5	4	9
" do. Bulb Iron	8½		8	8½		8
" ~~do. Intercostal plates riveted to plating for length~~						
BILGE STRINGER Angle Irons	5	4	9	5	4	9
~~Intercostal plates riveted to plating for length~~	8½		8	8½		8
SIDE STRINGER Angle Irons	5	4	9	5	4	9
	8½		8	8½		8

Double bottom also fitted to four bulkheads amidships

	Inches. In Ship.	16ths. In Ship.	Inches. per Rule	16ths. per Rule
Flat Keel Plates, breadth and thickness	36	29	36	29/32
PLATES in Garboard Strakes, br'dth & thickness	39	32 11	36	11
" From Garboard to upper part of Bilges		10		10
" Of ~~d'bling at~~ Bilge, ~~or~~ increased thickness, and length applied half		11		11
" From up. prt of Bilge to lr. edge of Sh'rstrake		10		10
" Main Sheerstrake, breadth and thickness	40	12	40	12
" Of d'blng at Sh'stk. & lng. applied half		10		10
" ~~From M'n. to Upr. or Spar Dk. Sh'rstrake~~				
" ~~Up. or Spar Dk Sh'rstrake, brdth & thickn'ss~~				
Butt Straps to outside plating, breadth & thickness	9¾"	to 16¾"	9/16"	13/16 to 15/16
Lengths of Plating	Five spaces of frames			
Shifts of Plating, and Stringers	Two spaces of frames			
Gunwale Plate on ends of ~~Awning, Spar, or Upper~~ Deck Beams, breadth and thickness	37	10	37	10 with rounded edge
Angle Iron on ditto	5	4	95	4 9
~~Tie Plates fore and aft, outside Hatchways~~	Iron deck		6/16 in	
~~Diagonal Tie Plates on Beams No. of Pairs~~	thickness		no wood	
~~Flat of Up., Spar, or Awning Dk.*~~	deck laid thereon.			
~~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~~				
~~Flat of Middle Deck* do. do.~~				
~~How fastened to Beams~~				
Stringer Plates on ends of ~~Lower Deck~~, Hold or ~~Orlop~~ Beams	33	9	33	9
Is the Stringer Plate attached to the outside plating?	Yes			
Angle Irons on ditto, No. Three	5¼	4 9	4	4 9
Stringer or Tie Plates, outside Hatchways in				
Flat of Lower Deck* after holds	13	9	13	9
Ceiling betwixt Decks, thickness and material	2 pine			
" in hold do. do.	2½ pine		2½	
Main piece of Rudder, diameter at head	6¼		6½	
do. at heel	3¼		3½	
Can the Rudder be unshipped afloat? Yes				
Bulkheads No. Six No. per Rule Four				
" Thickness of 6/16 + 5/16				
" Height up Nos. 1 + 2 to main deck. No. 3 + 4 to Bridge. No. 5 to raised quarter deck. No. 6 to Cabin floor.				
" How secured to sides of ship Riveted between double frames				
" Size of Vertical Angle Irons 3 × 3 × 7/16 and distance apart 30 ins. Additionally stiffened at way of passengers				
" Are the outside Plates doubled two spaces of Frames in length? Yes.				

The FRAMES extend in one length from Keel to bilge and bilge to gunwale to gunwale and

The REVERSED ANGLE IRONS on floors and frames extend from middle line to main deck and to hold beams 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 in. diameter, averaging 4 ins. from centre to centre.

" **Edges of Garboards** and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 ¾ in. diameter, averaging 3¾ + 3 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 + ¾ in. diameter averaging 3½ + 3 ins. from centre to centre.

Butts of Four 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 + ¾ in. diameter, averaging 3¾ + 3 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 + ¾ in. diameter, averaging 3½ + 3 ins. from cr. to cr.

Edges of Main Sheerstrake, double ~~or single~~ riveted. ~~**Upper Sheerstrake,** double or single riveted.~~

Butts of Main Sheerstrake, above stringer 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 5¼ + 4½ ~~Breadth of laps of plating in single riveting~~

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble + double No. of Breasthooks, Four Crutches, Four

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Iron manufactured by the

Manufacturer's name or trade mark, Consett, Stockton Malleable, West Stockton, Near Rolling Mills, Iron Co. also by

The above is a correct description. Joseph Hedley Thompson, J. Tyzack Thompson, Norman Lowry Thompson.

Builder's Signature, Joseph L. Thompson & Sons Surveyor's Signature, Wm. Rodger

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

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

See clearly where plating is of alternate thicknesses—as distinguished from dimensions of thickness at ends of vessel.

ROBERT EDMUND TAYLOR & SON Commercial and General Steam Printers, 19, Old Street, Goswell Road, E.C., London.

SLD947-0141

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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 fay 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 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 Material, and if stamped with Maker's name.~~

State also Length and Diameter of Lower Masts ~~and Bowsprit~~

Fore mast 73.9" in length and 18½" in diameter.
Main mast 67.0 in length and 18½ in diameter.

NUMBER for EQUIPMENT 20552.

Full suit.

SAILS. No.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Supntdt.
Fore Sails,	Chain ..... (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendant.)	270	1 1/16	71¾ - 5¼	270 - 1 1/16	Number 5192
Fore Top Sails,	Iron Stream Chain	75	1 1/16	30 4/10 - 20¾	75 - 1 1/16	5201
Fore Topmast Stay Sails,	~~or Steel Wire~~ .. ~~or Hempen Strm Cable~~					
Main Sails,	Towline, ~~Hemp~~. Steel Wire ..	90	3½	26 Tons	90 - 11	
Main Top Sails, and ———	Hawser Hemp.	90	9	per the	90 - 9	
	Warp .... Hemp	90	7	Certificate	90 - 7	
	quality Good	80	6	of test		

Chain cables and stream chain fitted at the R. W. & P. C. & A. Testing Establishment. F. Martness - Superintendt.

Tests produced by makers.

ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested & Supntdt.
Bower Anchors (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendant.)	28	" 0 " 0	27 " 2 " 2 " 0	27¾	Number 12502
	27	" 0 " 14	26 " 9 " 1 " 14	27¾	12426
	24	" 0 " 14	23 " 19 " 2 " 21	23½	12405
Stream Anchor	8	" 3 " 0	10 " 17 " 2 " 0	8¾	12355
Kedge ...	4	" 2 " 21	7 " 2 " 2 " 0	4½	12487
2nd Kedge ...	2	" 0 " 21	4 " 15 " 0 " 0	2¼	12499

All the anchors tested at the R. W. & P. C. & A. Testing Establishment. F. Martness - Superintendt.

Standing and Running Rigging of Iron wire galvanized sufficient in size and good in quality. She has Two ~~Lifeboats~~ Life Boats and one other.

The Windlass is Emerson & Walker's patent Steam Winches and Capstan and Rudder Good Pumps Good.

Engine Room Skylights.—How constructed? of teak with iron coaming. How secured in ordinary weather? Put above Bridge deck.

What arrangements for deadlights in bad weather? Strong teak shutters fitted with bulls eyes and bars.

Coal Bunker Openings.—How constructed? Iron coamings How are lids secured? Hatches secured by bars. Height above deck? 18".

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? of bridge, 6" 11" x 1' 8" - also freeing ports, mooring pipes and scuppers. Large ports in bulwarks, front.

Cargo Hatchways.—How formed? Iron coamings.

State size **Main Hatch** 20' x 12' Forehatch 16' x 10' Quarterhatch 16' x 12'

If of extraordinary size, state how framed and secured? Deep web plates - strong shifting beams. Also

What arrangement for shifting beams? three fore & afters of iron in each hatchway.

Hatches. If strong and efficient? Yes - solid.

Order for ~~Special Survey~~, No. 3186

Date 23rd Jany/83

~~Order for Ordinary Survey No.~~

~~Date~~

No. 197 in builder's yard.

DATES of Surveys held while building as per Section 18.

1st. On the several parts of the frame, when in place, and before the plating was wrought } Built under S.S. and Surveyed 1883 July 10 12
2nd. On the plating during the process of riveting } 16 18 31 August 4 8 13 17 24 30 31, Sept. 3 14 17 18 27 Oct.
3rd. When the beams were in and fastened, and before the decks were laid.... } 25 29 11 15 Nov. 3 7 9 10
4th. When the ship was complete, and before the plating was finally coated or cemented.. }
5th. After the ship was launched and equipped

State dates of letters respecting this case 29th Dec. 1882 - 11th Jan. 31st Jan. 1883.

General Remarks (State quality of workmanship, &c.) This vessel is built in accordance with the photo. prints of midship section and profile annexed. the requirements set forth in the Secretary's letter dated 29th Dec. last - and the Rules in other respects have been complied with. the workmanship is very good. The particulars of double bottom and of iron decks are given on the forms provided for that purpose - the ballast tanks have been duly tested under pressure and found satisfactory. The Forecastle is 26 feet, the Bridge 58. and the Raised quarter deck 100. feet in length.

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, forecastle, 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 1 Dk (Iron) 2 tr. B. A + C. P.

The amount of the Entry Fee .....£4 : - : - is received by me, HW

Special .....£66 : 1 : 6 29th Nov. 1883

(to be sent as per margin). Certificate ... - : - : -

(Travelling Expenses, if any, £ —).

William Bath.

Surveyor to Lloyd's Register of British and Foreign Shipping

It is submitted that this vessel appears eligible to be classed 100 A.1. as recommended
One deck (iron)
2 tr of Beams
5 B (see particulars)
29/11/83

Committee's Minute FRIDAY 30 NOV 1883 18

Character assigned ✠100 A1 1 Dk Iron

Reference should be made to any correspondence connected with the case.

The Surveyors are requested not to write on or below the space for Committee's Minute.

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