

# IRON SHIP

(Received at London Office, Rec'd 7/1/18)

No. 13,293 Survey held at *Sunderland* Date, First Survey *June 5<sup>th</sup>* Last Survey *Nov 29<sup>th</sup>* 18  
On the *Iron S.S. "Western Star"* Yard No. *144*

TONNAGE under  
Tonnage Deck *1277.92*  
*Half Breadth* *26.41*  
Ditto of *26.41*  
Raised Qr. Dk. *94.18*  
Ditto of Houses *142.18*  
on Deck *39.06*  
Ditto of Forecasts *1579.75*  
Gross Tonnage *55.41*  
Less Crew Space *1524.34*  
Less Engine Room *505.52*  
Register Tonnage *1018.82*  
as cut on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL,  
SPAR, OR AWNING-DECKED VESSEL.  
Half Breadth (moulded) *17.9*  
Depth from upper part of Keel to top of Upper Deck Beams *19.04*  
Girth of Half Midship Frame (as per Rule) *33.54*  
1st Number *70.48*  
1st Number, if a 3-Decked Vessel deduct 7 feet  
Length *243.4*  
2nd Number *17.154*  
Proportions— Breadths to Length *6.8*  
Depths to Length— Upper Deck to Keel *12.7*  
Main Deck ditto

Master *R. Terrell*  
Built at *Sunderland*  
When built *1883* Launched *20 Oct/83*  
By whom built *J.P. Austin & Son*  
Owners *Johnson Bros*  
Residence *W. Hartwood*  
Port belonging to *W. Hartwood*  
Destined Voyage *Marseilles*  
If Surveyed while Building, Afloat, or in Dry Dock.  
*Complete Iron Deck except 32 ft aft*

LENGTH on deck as per Rule *243 5* BREADTH— Moulded *35 10* DEPTH top of Floors to Upper Deck Beams *17 3/2* Power of Engines *140* No. of Decks with flat laid *one* No. of Tiers of Beams *two*  
Dimensions of Ship per Register, length, *245.0* breadth, *36.1* depth, *17.6* Moulded depth *18-7/2*

	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	8 x 2 3/16	9 x 2 1/2	8 1/2 x 2 1/2	8 1/2 x 2 1/2	8 1/2 x 5	8 1/2 x 5	8 1/2 x 5	8 1/2 x 5
STEM, moulding and thickness	8 1/2 x 2 1/2	8 1/2 x 2 1/2	8 1/2 x 5	8 1/2 x 5	8 1/2 x 5	8 1/2 x 5	8 1/2 x 5	8 1/2 x 5
STERN-POST for Rudder do. do.	8 1/2 x 5	8 1/2 x 5	8 1/2 x 5	8 1/2 x 5	8 1/2 x 5	8 1/2 x 5	8 1/2 x 5	8 1/2 x 5
" " for Propeller	8 1/2 x 5	8 1/2 x 5	8 1/2 x 5	8 1/2 x 5	8 1/2 x 5	8 1/2 x 5	8 1/2 x 5	8 1/2 x 5
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24	24	24	24	24	24	24
FRAMES, Angle Iron, for 1/2 length amidships	4 1/2 3 7	4 1/2 3 7	4 1/2 3 6	4 1/2 3 6	4 1/2 3 7	4 1/2 3 7	4 1/2 3 7	4 1/2 3 7
Do. for 1/2 at each end	4 1/2 3 6	4 1/2 3 6	4 1/2 3 7	4 1/2 3 7	4 1/2 3 7	4 1/2 3 7	4 1/2 3 7	4 1/2 3 7
REVERSED FRAMES, Angle Iron	3 3 7	3 3 7	3 3 7	3 3 7	3 3 7	3 3 7	3 3 7	3 3 7
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	2 1/2 9 10	2 1/2 9 10	2 1/2 9 10	2 1/2 9 10	2 1/2 9 10	2 1/2 9 10	2 1/2 9 10	2 1/2 9 10
" thickness at the ends of vessel	7	7	7	7	7	7	7	7
" depth at 1/2 the half-bdth. as per Rule	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4
" height extended at the Bilges	Price amidship depth	Price amidship depth	Price amidship depth	Price amidship depth	Price amidship depth	Price amidship depth	Price amidship depth	Price amidship depth
BEAMS, Upper, Spar, or Awning Deck	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8
Single or double Angle Iron on Upper edge	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8
Average space	on every frame	on every frame	on every frame	on every frame	on every frame	on every frame	on every frame	on every frame
BEAMS, Main, or Middle Deck	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8
Single or double Angle Iron on Upper Edge	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8
Average space	on every frame	on every frame	on every frame	on every frame	on every frame	on every frame	on every frame	on every frame
BEAMS, Lower Deck	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8
Single or double Angle Iron on Upper Edge	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8
Average space	on every frame	on every frame	on every frame	on every frame	on every frame	on every frame	on every frame	on every frame
BEAMS, Hold, or Orlop	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8
Single or double Angle Iron on Upper Edge	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8	6 3 8
Average space	on every frame	on every frame	on every frame	on every frame	on every frame	on every frame	on every frame	on every frame
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	17 12	17 12	17 12	17 12	17 12	17 12	17 12	17 12
" Rider Plate	11 12	11 12	11 12	11 12	11 12	11 12	11 12	11 12
" Bulb Plate to Intercoastal Keelson	5 4 9	5 4 9	5 4 9	5 4 9	5 4 9	5 4 9	5 4 9	5 4 9
" Angle Irons	5 4 9	5 4 9	5 4 9	5 4 9	5 4 9	5 4 9	5 4 9	5 4 9
" Double Angle Iron Side Keelson	5 4 9	5 4 9	5 4 9	5 4 9	5 4 9	5 4 9	5 4 9	5 4 9
" Side Intercoastal Plate	8	8	8	8	8	8	8	8
" do. Angle Irons	3 3 7	3 3 7	3 3 7	3 3 7	3 3 7	3 3 7	3 3 7	3 3 7
" Attached to outside plating with angle iron	3 3 7	3 3 7	3 3 7	3 3 7	3 3 7	3 3 7	3 3 7	3 3 7
BILGE Angle Irons	5 4 9	5 4 9	5 4 9	5 4 9	5 4 9	5 4 9	5 4 9	5 4 9
" do. Bulb Iron	8 1/2 8	8 1/2 8	8 1/2 8	8 1/2 8	8 1/2 8	8 1/2 8	8 1/2 8	8 1/2 8
" do. Intercoastal plates riveted to plating for length	5 4 9	5 4 9	5 4 9	5 4 9	5 4 9	5 4 9	5 4 9	5 4 9
BILGE STRINGER Angle Irons	5 4 9	5 4 9	5 4 9	5 4 9	5 4 9	5 4 9	5 4 9	5 4 9
Intercoastal plates riveted to plating for length	5 4 9	5 4 9	5 4 9	5 4 9	5 4 9	5 4 9	5 4 9	5 4 9
SIDE STRINGER Angle Irons	5 4 9	5 4 9	5 4 9	5 4 9	5 4 9	5 4 9	5 4 9	5 4 9

The FRAMES extend in one length from *Keel* to *Summable* 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 H B 2<sup>nd</sup> St. angle* to *Summable* 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 1/2* ins. from centre to centre.  
" Butts of *four* Strakes at Bilge for *1/2* 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 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 1/2* ins. from cr. to cr.  
" Edges of Main Sheerstrake, double or single riveted.  
" Butts of Main Sheerstrake, double riveted for *all* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted *length amidships*  
" Butts of Main Stringer Plate, treble riveted for *1/2* 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 *5 1/4*  
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *double*  
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Plates from Iron Works*  
Manufacturer's name or trade mark, *Angles S. Fyfe & Co* *Forgings Pease & Wether* *Stocks W. J. Co*  
The above is a correct description.  
Builder's Signature, *S.P. Austin & Son* Surveyor's Signature, *Joseph W. Keen*  
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 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?

no.

2 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		18,870	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.	
N <sup>o</sup> .	SAILS.	CABLES, &c.	270	1 7/8	4 7/16	66 1/2	270. 1 5/8 Oct 11/83	Bower Anchors	12588	25.3.14	25.10.1.7	25.2.0	Oct 9/83	
	Fore Sails,	Chain	75	1	12.24	75.1	Oct 4/82	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	12587	25.3.0	25.8.0.14	25.2.0	50	
	Fore Top Sails,	Iron Stream Chain	90	10	90.10				12352	21.2.14	22.1.3.14	21.3.0	Aug 21/83	
	Fore Topmast Stay Sails,	Hempen Strm Cable	90	3 1/4	17 3/4	90.8 1/2			Tested R.N.C.P. Phy J. Hartney					
	Main Sails,	Steel Wire	90	6	90.6				Stream Anchor	12589	8.2.0	10.12.2.0	8.2.0	Oct 9/83
	Main Top Sails, and	Hawser	180	5					Kedge	12589	4.2.0	6.17.2.0	4.2.0	Sep 20/83
	Standing and Running Rigging	Warp							2nd Kedge	12371	2.0.14	4.2.0	2.1.0	Aug 23/83
	The Windlass is	quality <u>good</u>												
	Engine Room Skylights.	How constructed?												
	What arrangements for deadlights in bad weather?													
	Coal Bunker Openings.	How constructed?												
	Scuppers, &c.	What arrangements for clearing upper deck of water, in case of shipping a sea?												
	Cargo Hatchways.	How formed?												
	State size Main Hatch	26 ft x 14 ft												
	Fore hatch	16 ft x 12 ft												
	Quarter hatch	8 ft x 14 ft & 22 ft x 14 ft												
	If of extraordinary size, state how framed and secured?													
	What arrangement for shifting beams?													
	Hatches, If strong and efficient?													

Order for Special Survey No. 3199 Date 14 March 82  
Order for Ordinary Survey No. 144 Date 14 March 82  
No. 144 in builder's yard  
State dates of letters respecting this case 1st Feb 1883.

DATES of Surveys held while building as per Section 18.	1st.	2nd.	3rd.	4th.	5th.
	On the several parts of the frame, when in place, and before the plating was wrought	On the plating during the process of riveting	When the beams were in and fastened, and before the decks were laid....	When the ship was complete, and before the plating was finally coated or cemented..	After the ship was launched and equipped
	<u>Build under S.P. and surveyed 1883 June</u>	<u>56 11 18 19 22 30 July 6 7 11 13 19 23 24 27 August 23 24 11 20</u>	<u>22 24 25 28 30 Sept 14 8 12 13 19 25 27 29 October 2 4 6 11</u>	<u>12 16 19 20 Nov 6 10 14 15 17 19 22</u>	

General Remarks (State quality of workmanship, &c.) Good  
This Vessel has been built under Special Survey in accordance with the Rules and the accompanying Drawings. She has a Pop. sal<sup>td</sup> Forecastle, 26 ft long; Raised Quarter Deck 86 ft. Bridge 57 ft and an Iron Steering Hood. She has a Water Ballast Tank in the Fore Hold 96 ft long containing 258 tons, one in the after Hold 66 ft = 192 tons; each Tank has been pressed as per Rule and proved efficient.

Three Drawings

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 Cement & Paint Outside Paint  
I am of opinion this Vessel should be Classed 100.A.1  
The amount of the Entry Fee .....£ 63 : 2 : 0 is received by me, Joseph Keen  
Special .....£ 4 : 0 : 0 23<sup>rd</sup> Novr 1883.  
(to be sent as per margin). Certificate ...  
(Travelling Expenses, if any, £ .....).  
Committee's Minute  
Character assigned 100.A.1  
FRIDAY 7 DEC 1883 18  
It is submitted that this vessel appears to be of the favorable construction of the Committee to be classed 100A.1 as recommended one deck (iron) two tiers of beams D.B. (see particulars) N.H. 7/12/83