30 Suppt

1335

IRON SHIP

(Received at London Office, MONDAY 11 FEB 1884)

No. 13,351 Survey held at Sunderland Date, First Survey February 9th 83 Last Survey January 16 1884

Supt. 80

On the Iron Screw Steamer "Numida" (Yard No. 120)

TONNAGE under Tonnage Deck	2109.38
Ditto of Third, Spar, or Awning Deck.	3.13
Ditto of Poop, or Raised Qr. Dk.	395.20
Ditto of Houses on Deck	6.46
Ditto of Forecastle	30.14
Gross Tonnage	2544.31
Less Crew Space	82.55
	2461.76
Less Engine Room	814.18
Register Tonnage as out on Beam	1647.58

Official Number 79571

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

	Feet.
Half Breadth (moulded)	18.37
Depth from upper part of Keel to top of Upper Deck Beams	26.50
Girth of Half Midship Frame (as per Rule)	40.37
1st Number	85.24
1st Number, if a 3-Decked Vessel .. deduct 7 feet	7.00
	78.24
Length	298.
2nd Number	23315
Proportions— Breadths to Length	8.1
Depths to Length—Upper Deck to Keel	11.2
Main Deck ditto	15.7

Master L. O. Moen.

Built at Sunderland

When built 1883 Launched Nov 13/83.

By whom built Sunderland Shipbuilding Co

Owners Porkoros & Senie

Residence London

Port belonging to London

Destined Voyage Philadelphia via London

If Surveyed while Building, Afloat, ~~or in Dry Dock~~.

LENGTH on deck as per Rule ... Feet. 298 Inches. 0 | **BREADTH**— Moulded... Feet. 36 Inches. 9 | **DEPTH** top of Floors to Upper Deck Beams ..... Feet. 24 Inches. 6; Do. do. Main Deck Beams..... Feet. 16 Inches. 11 | Power of Engines ... Horse. 250 | N°. of Decks with flat laid 2; N°. of Tiers of Beams 3

Dimensions of Ship per Register, length 299.7 breadth, 37.2 depth, 24.34 Depth moulded 25 - 10½

	Inches in Ship			Inches per Rule		
KEEL, depth and thickness	10 × 2¾			10 × 2¾		
STEM, moulding and thickness	10 × 2¾			10 × 2¾		
STERN-POST for Rudder do. do.	10 × 6			10 × 6		
" " for Propeller	10 × 6			10 × 6		
Distance of Frames from moulding edge to moulding edge, all fore and aft	24			24		
				(Class 100 A)		
	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	5	3	8	5	3	8
Do. for ⅕ at each end	5	3	7	5	3	7
REVERSED FRAMES, Angle Iron	3½	3	8	3½	3	8
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	–	24	10	–	24	10
" thickness at the ends of vessel	—	—	8	—	—	8
" depth at ¾ the half-bdth. as per Rule	—	12	—	—	12	—
" height extended at the Bilges	Twice and a half depth of Bulb angle			Ship depth		
BEAMS, Upper, ~~Spar, or Awning~~ Deck Single ~~or d'ble~~ Ang. Iron, ~~Plate or Tee~~ Bulb Iron	6	3½	8	6	3½	8
Single ~~or double~~ Angle Iron on Upper edge	5	4½	7	5	4½	7
Average space	—	24	—	—	24	—
BEAMS, Main, or Middle Deck Single ~~or d'ble~~ Ang. Iron, ~~Plate or Tee~~ Bulb Iron	6½	3	9	6½	3	9
Single, ~~or double~~ Angle Iron, on Upper Edge	5	4	9/8	5	4	9/8
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	—	10	10	—	10	10
~~Single or~~ double Angle Iron on Upper Edge	4	4	9	4	4	9
Average space	No Hold					
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates	—	27½	12	—	25	13
" Rider Plate	—	13	13	—	13	13
" Bulb Plate to Intercostal Keelson	—	—	—	—	—	—
" Angle Irons	6	4	9	6	4	9
" Double Angle Iron Side Keelson	6	4	9	6	4	9
" Side Intercostal Plate	—	—	9	—	—	9
" do. Angle Irons	—	—	—	—	—	—
" Attached to outside plating with angle iron	3½	3½	8	3½	3½	8
BILGE Angle Irons	6	4	9	6	4	9
" do. Bulb Iron	—	9	9	—	9	9
" do. Intercostal plates riveted to plating for ½ length			9			9
BILGE STRINGER Angle Irons	6	4	9	6	4	9
Intercostal plates riveted to plating for ⅗ length	—	11	9	—	11	9
SIDE STRINGER Angle Irons	—	—	—	—	—	—

	Inches. In Ship.	16ths. In Ship.	Inches. per Rule	16ths. per Rule
Flat Keel Plates, breadth and thickness	—	—	—	—
PLATES in Garboard Strakes, br'dth & thickness	36	12	36	12
" From Garboard to upper part of Bilges	—	11		11
" Of d'bling at Bilge, or increased thickness, and length applied half length	2 Strakes increased 1/16			
" From up. prt of Bilge to lr. edge of Sh'rstrake		11		11
" Main Sheerstrake, breadth and thickness	40	13	40	13
" ~~Of d'bling at Sh'stk. & lng. applied~~ 100 ft		9		
" ~~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	11¼	19	11	14
Lengths of Plating	11¼	19	11	14
Shifts of Plating, and Stringers	Six spaces of Frames. Two and three spaces			
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	42	10	42	10
Angle Iron on ditto	4 × 4	9	4 × 4	9
Tie Plates fore and aft, outside Hatchways	—	—	—	—
Diagonal Tie Plates on Beams No. of Pairs	—	—	—	—
Flat of Up., Spar, or Awning Dk.* Iron Plate		7		7
How fastened to Beams Rivets				
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	42	9	42	9
Is the Stringer Plate attached to the outside plating?	Yes	—	—	—
Angle Irons on ditto, No. Two	4 × 4	9	4 × 4	9
Tie Plates, outside Hatchways	—	—	—	—
Diagonal Tie Plates on Beams, No. of pairs	—	—	—	—
Flat of Middle Deck* do. do. Iron Plate		6		6
How fastened to Beams Rivets				
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	39	9	39	9
Is the Stringer Plate attached to the outside plating?	Yes			
Angle Irons on ditto, No. Two	4 × 4	9	4 × 4	9
Stringer or Tie Plates, outside Hatchways	3½ × 3½	7	3½ × 3½	7
~~Flat of Lower Deck*~~				
Ceiling betwixt Decks, thickness and material	2½		2½	
" in hold do. do.	2		2	
Main piece of Rudder, diameter at head	7¾		7¾	
do. at heel	3¾		3¾	
Can the Rudder be unshipped afloat? Yes.				
Bulkheads No. 5 W.T No. per Rule 5 W.T				

" Thickness of 7/16 to 5/16.

" Height up Two to Upper Dk. three to Main Dk.

" How secured to sides of ship Double frames.

" Size of Vertical Angle Irons 3½ × 3 × 9/16 and distance apart 30" ins.

" Are the outside Plates doubled two spaces of Frames in length? Yes.

The **FRAMES** extend in one length from Keel to Gunwale Riveted through plates with 7/8 in. Rivets, about 7" apart.

The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to above Main Deck Stringer and to Upper Deck 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 1⅛ in. diameter, averaging 5½ ins. from centre to centre.

" **Edges of Garboards** and to upper part of Bilge, worked clencher, double riveted; with rivets ⅞ in. diameter, averaging 3⅜ ins. from centre to centre.

" **Butts from Keel to turn of Bilge,** worked carvel, double riveted; with rivets ⅞ in. diameter averaging 3½ 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 ⅞ in. diameter, averaging 3⅜ ins. from cr. to cr.

" **Butts from Bilge to Main Sheerstrake,** worked carvel, double riveted; with rivets ⅞ in. diameter, averaging 3½ 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 5¼ × 6 ~~Breadth of laps of plating in single riveting~~

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

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Angles Dorman Long & Tyzack etc

Manufacturer's name or trade mark, Blaker Best Hartlepool & West Stockton Iron Co

The above is a correct description.

Builder's Signature, Geo. R. Kirkley SECRETARY

Surveyor's Signature, Lee Williams & Wm Johnson

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

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.

SL-D948 - 0133

FOR THE SUNDERLAND SHIPBUILDING CO LTD.

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

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? Fairly so

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 –

Masts, Bowsprit, Yards, &c., are Wood & Iron 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 80. 6 long diam 24½ thickness 6/16 to 5/16 Main Mast 76. 6 long diam 23" thickness 6/16 to 5/16 There are two plates in the round seams double riveted and lapped, butts treble riveted above partners double below; doublings in way of wedging for bolts.

Makers of Mast Iron. West Hartlepool Iron Co.

NUMBER for EQUIPMENT 27941.

SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntdt.
N°.	Chain ..... (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendant.)	270	1 3/8	65¼ 88 5/10	270 1 3/8	Dec 10/83
		Tested at R.N.C.P.T by J. Hartness				
Fore Sails,	Iron Stream Chain or Steel Wire ..	75	1 1/8	22¾ 34⅛	75. 1 1/8	Nov. 14/83.
Fore Top Sails,	or Hempen Strm Cable					
Fore Topmast Stay Sails,	Towline, ~~Hemp~~.	100	4 inch	33 tons	100. 12"	Certified by Makers
Main Sails,	or Steel Wire ..					
	Hawser	90	3½ "	26 "	90. 9½	Bullivant & Co
Main Top Sails, and	Warp	180	3 "	18. "	90. 8.	
	quality Good.					

One anchor complete

ANCHORS.	N°.	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested & Suprntdt.
Bower Anchors (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendant.)	12731	34. 1. 7	31. 18. 0. 14	34. 0. 0	Nov 12/83
	12732	34. 1. 14	31. 18. 0. 14	34. 0. 0	" " "
	12733	29. 2. 7	28. 6. 3. 14	29. 0. 0	" " "
	Tested at R.N.C.P.T by J. Hartness.				
Stream Anchor	12736	11. 0. 0	12. 17. 2. 0	10. 3. 0. 0	" " "
Kedge ...	12734	5. 1. 21	7. 16. 1. 0	5. 2. 0. 0	" " "
2nd Kedge ...	12735	2. 2. 14	5. 2. 2. 0	2. 2. 0. 0	" " "

Standing and Running Rigging Steel Wire & hemp sufficient in size and Good in quality. She has Two Long Boats and Two others.

The Windlass is Emerson & Walkers patent Capstan & Steam Winch and Rudder Good. Pumps Good.

Engine Room Skylights.—How constructed? Wood. How secured in ordinary weather? Hand Screws.

What arrangements for deadlights in bad weather? Solid shutters and bullseyes.

Coal Bunker Openings.—How constructed? Iron. How are lids secured? Hatch bars Height above deck? 12"

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? Three Water ports and three scuppers on each side in Well, Open bulwarks hand rail stanchions round poop.

Cargo Hatchways.—How formed? Plates and Angles in the usual Manner.

State size **Main Hatch** 20'-0" × 12'-0" Forehatch 12-0 × 12-0 Quarterhatches 20-0 × 12-0 & 16-0 × 12-0.

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? One web plate beam in Main hatchway One shifting beam in hatchway on poop 3 Wood fore and afters.

Hatches, If strong and efficient? 2½ solid.

Order for Special Survey No. 3212

Date 1st May 82

Order for Ordinary Survey No.

Date

No. 120 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 Feby 9 Mch 6 31

2nd. On the plating during the process of riveting } April 9 12 19 24 28 30 May 3 10 12 18 22 23 30 June 5 8 11 13 18 20

3rd. When the beams were in and fastened, and before the decks were laid.... } 21 July 29 10 12 16 17 20 23 25 26 31 August 2 3 7 9 10 13 14 16 21 23

4th. When the ship was complete, and before the plating was finally coated or cemented.. } 27 30 Sept 4 6 11 12 14 17 20 25 27 Octr 1 3 5 8 10 12 15 19 24 29 Novr 25

5th. After the ship was launched and equipped 8 14 16 28 30 Decr 5 7 12 18 19 22 28 31 1884 Jany 4 8 10 12 14 15

State dates of letters respecting this case

General Remarks (State quality of workmanship, &c.) This is a three decked vessel built in accordance with accompanying plans and in general conformity to the Rules.

She has water ballast under Boilers and Cross bunker and in the after holds.

The Upper and Main decks are of Iron not covered with wood.

She is fitted with an iron bulkhead in after hold not in accordance with Rules

She has a long poop and bridge combined 178'-0" long and a Forecastle 30'-0" long.

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 Cement and Paint Outside Paint.

I am of opinion this Vessel should be Classed ✠ 100. A. 1. Three Decked A & C. P.

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

Special .....£ 86 : 11 : 0 Paid Vide 18 Letter attached Wm Johnstone

(to be sent as per margin). Certificate ... : : ~~Unpaid~~

(Travelling Expenses, if any, £).

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

It is submitted that this vessel appears worthy the favorable consideration of the Committee to be classed 100 as recommended provided the collision bulkhead extends to the upper deck as shown on the profile by means of a Plate Hatchway connected to a Bulkhead between decks 11/2/84

Committee's Minute TUESDAY 12 FEB 1884 18

Character assigned 100 A 1 Aock

2 Dks Iron 3 Tier Bkts

2 Dks Iron 3 Tier Bkts

L 16/5/84

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

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