

IRON SHIP.

(Received at London Office, THURS 11 FEB 1886)

No. 13880 Survey held at

Sunderland

Date, First Survey September 14 85

Last Survey January 27 86

On the "H. S. Azalea"

Yard No. 132

TONNAGE under Tonnage Deck 387.58
of Third Span 8.29
of House on Deck 62.22
of Forecastle 14.26
Tonnage 502.78
Crew Space 27.54
Engine Room 160.89
Water Tonnage 314.35
out on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL,
SPAR, OR AWNING DECKED VESSEL.
Half Breadth (moulded) 11.6
Depth from upper part of Keel to top of Upper Deck Beams 14.0
Girth of Half Midship Frame (as per Rule) 23.3
1st Number 48.9
1st Number, if a 3-Decked Vessel deduct 7 feet
Length 160.25
2nd Number 7.836
Proportions— Breadths to Length 6.8
Depths to Length— Upper Deck to Keel 11.4
Main Deck ditto

Master W Lumley
Built at Sunderland
When built 1886 Launched 2nd Jan
By whom built S. A. B. & Co. Ltd.
Owners Messrs Leach and Co
Mark Brown Wharf
Residence Todley St S.E.
Port belonging to London
Destined Voyage Coasting
Surveyed while Building Afloat, or in Dry Dock.

LENGTH 160 3 BREADTH 23 3 DEPTH 13.1
Dimensions of Ship per Register, length, 162.0 breadth, 23.6 depth, 13.1
Moulded depth 13.6

EL, depth and thickness 7 1/4 x 1 1/8
EM, moulding and thickness 6 1/2 x 1 1/8
ERN-POST for Rudder do. do. 6 1/2 x 3 3/4
" for Propeller 6 1/2 x 3 3/4
Distance of Frames from moulding edge to moulding edge, all fore and aft 21
AMES, Angle Iron, for 1/2 length amidships 3 3 6
do. for 1/2 at each end 3 3 5
VERSED FRAMES, Angle Iron 2 1/2 2 1/2 5
DOORS, depth and thickness of Floor Plate 13 1/2 6.7
mid line for half length amidships 13 1/2 6.7
thickness at the ends of vessel 5
depth at 3/4 the half-bdth. as per Rule 7 1/2
height extended at the Bilges 27
AMS, Upper, Spar, or Awning Deck
le or d'ble Ang. Iron, Plate or Tee Bulb Iron
le or double Angle Iron on Upper edge 4 2 1/2 6
verage space 21
AMS, Main, or Middle Deck
le or d'ble Ang. Iron, Plate or Tee Bulb Iron
le, or double Angle Iron, on Upper Edge
verage space
AMS, Lower Deck
le or d'ble Ang. Iron, Plate or Tee Bulb Iron
le or double Angle Iron on Upper Edge
verage space
AMS, Hold, or Orlop
le or d'ble Ang. Iron, Plate or Tee Bulb Iron
le or double Angle Iron on Upper Edge
verage space
ELSONS Centre line, single or double plate,
box, or Intercoastal, Plates
Rider Plate 11 9
Bulb Plate to Intercoastal Keelson 7 3/4 9
Angle Irons 3 1/2 3 6
Double Angle Iron Side Keelson 3 1/2 3 6
Side Intercoastal Plate 3 1/2 3 6
do. Angle Irons 3 1/2 3 6
Attached to outside plating with angle iron 3 1/2 3 6
CE Angle Irons 3 1/2 3 6
do. Bulb Iron 6 5
do. Intercoastal plates riveted to plating for length 6 5
CE STRINGER Angle Irons 3 1/2 3 6
Intercoastal plates riveted to plating for length 3 1/2 3 6
Room & Fore Hold 3 1/2 3 6
STRINGER Angle Irons 3 1/2 3 6
do. Bulb Iron 6 5
FRAMES extend in one length from Keel to Gunwale

Flat Keel Plates, breadth and thickness
PLATES in Garboard Strakes, br'dth & thickness
From Garboard to upper part of Bilges
Of Bilge, or increased thickness, and length applied 15 1/2
From up. prt of Bilge to l. edge of Sh'rstrake
Main Sheerstrake, breadth and thickness 33 10 33 10
Of Bilge to Sh'rstrake, br'dth & thickness 1
From M'n. to Up. or Spar Dk. Sh'rstrake
Up. or Spar Dk Sh'rstrake, br'dth & thickness
Butt Straps to outside plating, breadth & thickness 16 1/4 8 11.6 16 1/4 8 11.6
Lengths of Plating
Shifts of Plating, and Stringers
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness 34 6 34 6
Angle Iron on ditto 3 1/2 3.6 3 1/2 3.6
Tie Plates fore and aft, outside Hatchways
Diagonal Tie Plates on Beams No. of Pairs
Flat of Up., Spar, or Awning Dk. Iron plates
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
Is the Stringer Plate attached to the outside plating?
Angle Irons on ditto, No. three
Stringer or Tie Plates, outside Hatchways
Flat of Lower Deck*
Ceiling betwixt Decks, thickness and material 1 1/4 Pine battens
in hold do. do. 2 1/2 Solid
Main piece of Rudder, diameter at head 4 1/4
do. at heel 4 1/4
Can the Rudder be unshipped afloat? 2 1/2
Bulkheads No. 4 No. per Rule 4
Thickness of 4 1/6
Height up to upper Dk 6 up to Dk
How secured to sides of ship double for
Size of Vertical Angle Irons 3.3.6 1/6 and distance apart 30 ins.
Are the outside Plates doubled two spaces of Frames in length? yes
Riveted through plates with 3/4 in. Rivets, about 6 apart.
And butts properly shifted? yes

REVERSED ANGLE IRONS on floors and frames extend from middle line to upper Stringer and to Gunwale alternately
ELSONS. Are the various lengths of Plates and Angle Irons properly connected? yes
TING. Garboard, double riveted to Keel, with rivets 1 in. diameter, averaging 5 ins. from centre to centre.
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 ins. from centre to centre.
Butts of three 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 3/4 in. diameter, averaging 3 ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 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 1/2 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 4 1/2 Breadth of laps of plating in single riveting 2 1/2
Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? double treble No. of Breasthooks, four Crutches, three
t description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. Angles & bulbs Stockton Made S.C.
Manufacturer's name or trade mark, Plates Stockton Made S.C. & Bousfield S.C. and Hartlepool Made S.C.
he above is a correct description
der's Signature, R. Keen

OR THE SUNDERLAND
SHIPBUILDING CO. LD.
Surveyor's Signature, R. Keen
Surveyor to Lloyd's Register of British and Foreign Shipping
ROBERT EDMUND FRY & SON, Commercial and General Steam Printers, 19, Old Street, Goswell Road, London, E.C.

SECRETARY
Lloyd's Register
Foundation

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? *at the butts in a few cases only*

Masts, Bowsprit, Yards, &c., are *Wood* in *good* condition, and sufficient in size and length. If of Iron or Steel give Scantlings
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

NUMBER & LETTER for EQUIPMENT		SAILS.		CABLES, &c.		Fathoms	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested and Number of Certificate.	ANCHORS.	N°.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested and Number of Certificate.
N°.				Chain	12 1/2	168	1 1/16	20 3/4 30 3/4	165. 1 1/16	Dec 19/85	Bower					
				Fore Sails,							Anchor	4901	8.1.21	10.12.20	8.1.0	21 Dec/85
				Fore Top Sails,							Anchor	4902	8.1.14	10.10.00	8.1.0	Do
				Fore Topmast Stay Sails,							Anchor	4903	7.0.7	9.7.0.21	7.0.0	Do
				Main Sails,							Stream	Anchor	4904	2.2.14	5.2.2.0	2.2.0
				Main Top Sails, and							Kedge		1.3.8	Inc 3/4 5/16	1.1.0	21 Dec/85
											2nd Kedge.					

Standing and Running Rigging *G.I. Wire & Rope* sufficient in size and *good* in quality. She has *1 Lip Long* Boat and *one other*
The Windlass is *Iron patent* Capstan *3* Winches and Rudder *good* Pumps *2* hand and *Steam*

Engine Room Skylights. How constructed? *Iron Coam 2 1/2* How secured in ordinary weather? *hand screws*

What arrangements for deadlights in bad weather? *Solid Shutters fitted with Bulls eyes*

Coal Bunker Openings. How constructed? *Iron Coam 2 1/2* How are lids secured? *bars* Height above deck? *18 1/2*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Scuppers and Ports fitted in the Bulwarks*

Cargo Hatchways. How formed? *Iron plates &c fitted in the usual manner*

State size Main Hatch *22 3/4 x 12 feet* Forehatch *10 1/2 x 9 feet* Quarterhatch *19 1/4 x 10 feet*

If of extraordinary size, state how framed and secured? *Main & 2 1/2 Hatch no Web for and Beams as per Rule and efficient wood fore and afters.*

What arrangement for shifting beams? *Rule and efficient wood fore and afters.*

Hatches, If strong and efficient? *Solid and efficient.*

Order for Special Survey No. *3330*

Date *31 August 85*

Order for Ordinary Survey No. *3331*

Date *31 August 85*

No. *132* 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
- 2nd. On the plating during the process of riveting
- 3rd. When the beams were in and fastened, and before the decks were laid...
- 4th. When the ship was complete, and before the plating was finally coated or cemented..
- 5th. After the ship was launched and equipped

Built under & surveyed 1385 Sept. 19. 15. 14. 19. 21. 26. 28. 29. 30. Oct. 25. 26. 27. 28. 29. 30. Nov. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. Dec. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 1885

State dates of letters respecting this case *5th Sep 1885.*

General Remarks (State quality of workmanship, &c.) *Good.*

She is built in accordance with the Rules and accompanying Drawings under Special Survey

She has a Top Gallant Forecastle 16 ft long

Raised Quarter Deck 47 feet. Bridge 42 feet

One complete Deck of Iron

Water Ballast Tanks in after Hold 3 1/2 ft containing 52 tons. Fore Peak Tank 47 tons.

Damage through Collision; while fitting for Sea; Starboard side, at after end of Fore Hold repaired four frames, removed and refitted two shell plates in the topsides, cut adrift and faired the double angle stringer the and on the opposite side faired one plate in place.

Survey of one, two or three decked vessel, or if open or working decked; and the lengths of poop, bridge, fore-castle, raised quarter deck, (If double bottom, state particulars on separate form)

How are the surfaces preserved from oxidation? Inside *Cement and Paint* Outside *Paints*

I am of opinion this Vessel should be Classed *100 A 1*

The amount of the Entry Fee£ *2 : 0 : 0* is received by me, *18*

Special£ *23 : 15 : 0*

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

(Travelling Expenses, if any, £ ...)

Committee's Minute

Character assigned

FRIDAY 12 SEP 1885

A. Keen,
Surveyor to Lloyd's Register of British and Foreign Ships

Submitted this vessel appraised to be classed 100 A 1 as recommended

LDK (iron)

Lloyd's Register
Foundation