

IRON SHIP.

(Received at London Office,

No. 14390 Survey held at Sunderland Date, First Survey May 5th 1887 Last Survey 16th Sep^r 1887
On the "Galatea" yard No. 141

TONNAGE under Tonnage Deck	420.94
Under Deck	5.93
Ditto of Propeller	32.31
Raised Or. Dk.	
Ditto of Houses on Deck	79.10
Ditto of Forecasts	21.12
Gross Tonnage	559.40
Less Crew-Space	32.62
Less Engine Room	179.08
Register Tonnage as out on Beam	347.77

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.	
Half Breadth (moulded)	13.41
Depth from upper part of Keel to top of Upper Deck Beams	14.16
Girth of Half Midship Frame (as per Rule)	24.40
1st Number	51.97
1st Number, if a 3-Decked Vessel deduct 7 feet	
Length	168.9
2nd Number	81777
Proportions— Breadths to Length	6.26
Depths to Length— Upper Deck to Keel	11.92
Main Deck ditto	

Master W Lumley
 Built at Sunderland
 When built 1887 Launched 22 Aug^r
 By whom built S^r J^r B^r & Co. Ltd
 Owners Leech and Co London
Mark Prouss Master
 Residence Tolby St E.C.
 Port belonging to London
 Destined Voyage London and Ghent
 Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule	168 11	BREADTH Moulded	26 10	DEPTH top of Floors to Upper Deck Beams Do. do. Main Deck Beams	12 11	Power of Engines	95	Horse		N ^o . of Decks with flat laid	one	N ^o . of Tiers of Beams	one
----------------------------	--------	-----------------	-------	---	-------	------------------	----	-------	--	--	-----	------------------------------------	-----

Dimensions of Ship per Register, length, 170.3 breadth, 27.0 depth, 12.8 Moulded depth 13.7

KEEL, depth and thickness	7 1/4 x 7/8	7 1/4 x 7/8
STEM, moulding and thickness	6 1/2 x 1 1/8	6 1/2 x 1 1/8
STERN-POST for Rudder do. do.	6 1/2 x 3 3/4	6 1/2 x 3 3/4
" " for Propeller		
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	21
FRAMES, Angle Iron, for 2/3 length amidships	3 3 6	3 3 6
Do. for 1/3 at each end	3 3 5	3 3 5
REVERSED FRAMES, Angle Iron	2 1/2 2 1/2 5	2 1/2 2 1/2 5
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	14 1/2 7.6	14 1/2 7.6
" thickness at the ends of vessel	5	5
" depth at 3/4 the half-bdth. as per Rule	7 1/4	7 1/4
" height extended at the Bilges	29	29
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	5 3 6	5 3 6
Average space	21	21
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single, or double Angle Iron, on Upper Edge		
Average space		
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 Single or double Angle Iron on Upper Edge		
Average space		
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	11 9	11 9
" Rider Plate	7 1/2 9	7 1/2 9
" Bulb Plate to Intercostal Keelson	3 1/2 3 6	3 1/2 3 6
" Angle Irons		
" Double Angle Iron Side Keelson		
" Side Intercostal Plate	Wash 7 1/2 4	4
" do. Angle Irons		
" Attached to outside plating with angle iron		
BILGE Angle Irons	3 1/2 3 6	3 1/2 3 6
" do. Bulb Iron half length	6 6	6 6
" do. Intercostal plates riveted to plating for length		
BILGE STRINGER Angle Irons	3 1/2 3 6	3 1/2 3 6
" do. Bulb Iron half length	6 6	6 6
" do. Intercostal plates riveted to plating for length		
SIDE STRINGER Angle Irons	3 1/2 3 6	3 1/2 3 6
" do. Bulb Iron half length	6 6	6 6
" do. Intercostal plates riveted to plating for length		

FRAMES extend in one length from Keel to Summit
 The REVERSED ANGLE IRONS on floors and frames extend from middle line to 1/2 length
 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 5 1/2 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 Iron Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 2/16 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 1/2 length amidships.
 Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.
 Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 2 1/2
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? double & shifted of Breasthooks, five Crutches, three
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Plate from Lee & Co.
 Manufacturer's name or trade mark, Angles and bulbs Stockton Hall & Co
 The above is a correct description
 Builder's Signature, James R. ... Surveyor's Signature, A. Keene
 FOR THE SUNDERLAND SHIPBUILDING CO. LD. Surveyor to Lloyd's Register of British and Foreign Shipping.

State clearly where plating is of alternate thickness—as distinguished from distinguished thickness at ends of vessel.
 * If Iron Deck stave if whole or part, and if wood, deck is laid thereon.

Form No. 1 for Iron Ship

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 of Plating, Angle Irons, &c., and further explain by a Sketch showing how the 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 & LETTER for EQUIPMENT	SAILS.	CABLES, &c.	Inches	Test per Certificate	Inches per Rule	Machine where Tested and Superintendent, also Number of Certificate.	ANCHORS.		Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested and Superintendent, also Number of Certificate.		
							N ^o .	N ^o .						
<i>one complete</i>	Fore Sails,	Chain 9187	120	118	34 1/2	224	195.10	18/8/87	Bower Anchor 10494	10.0.21	12.4.1.14	10.0.0	18/8/87	
	Fore Top Sails,	Iron Stream Chain 9189	60	3/4	15 1/2	10 1/2	60.34	18/8/87	10495	10.0.14	12.2.0.21	10.0.0	D ^o	
	Fore Topmast Stay Sails,	Cable 75	2 1/4	9 1/2	75.8				10493	8.2.14	10.5.0.0	8.2.0	D ^o	
	Main Sails,	Towline, Hemp 75	2	7	90.6				Lloyds P.H. & S.R. Esitt					
	Main Top Sails, and quality	Hawser 75	5	3					Stream Anchor 22481	3.3.8	6.5.1.7	3.3.0	19/8/87	
		Warp 75	4 1/2	3					Kedge 22480	1.3.9	4.7.0.21	1.3.0	D ^o	
									2nd Kedge	1.0.5	with 5 1/2	0.3.0		

Standing and Running Rigging *3/4" Rope* sufficient in size and *good* in quality. She has *10* Life Long Boats and *one* other
 The Windlass is *Iron patent good* *3* Inches and Rudder *good* Pumps *3 hand and Steam good*
 Engine Room Skylights.—How constructed? *Wood 15" on 1" beam* How secured in ordinary weather? *hand screws*
 What arrangements for deadlights in bad weather? *doubled shutters, fitted with Bull's eyes.*
 Coal Bunker Openings.—How constructed? *Iron Coamings* How are lids secured? *bars* Height above deck? *9 ins*
 Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Scuppers and Ports in the Bulwarks*
 Cargo Hatchways.—How formed? *Iron Coamings fitted in the usual manner*
 State size Main Hatch *19.3 x 11 ft* Forehatch *14.3 x 10 ft* Quarterhatch *10 1/2 ft x 8 ft*
 If of extraordinary size, state how framed and secured? *Web plate beam and shifting beam and wood fore and afters.*
 What arrangement for shifting beams?
 Hatches, If strong and efficient? *Solid and efficient.*

Order for Special Survey No. *3395* Date *14th May 87*
 Order for Ordinary Survey No. *3395* Date *14th May 87*
 No. *141* in builder's yard.
 State dates of letters respecting this case *M. 9th May 1887. P. 15th Aug 1887.*

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
	<i>Built under S.S. and surveyed 1884 May 5 16 23 24 26 Jan</i>	<i>12 26 29 11 15 14 20 22 23 25 24 28 July 6 7 8 11 13 14 18 19 20 21 22 26 28 29 30</i>	<i>August 2 3 4 5 6 8 9 10 11 13 14 16 17 19 22 25 26 29 30 31 Sept 1 3 5 6 7 8 10 7 31 14</i>		

General Remarks (State quality of workmanship, &c.) *Good.*
 This Vessel was built under Special Survey in accordance with the Rules, and the enclosed drawings. She has a Raised Quarter deck, strengthened at the Break, as shown on the Midship Section, the erection being 53 feet in length. A Bridge 47 1/4 feet long and a top gallant fore-castle 25 1/4 ft. long.
 She has a Water Ballast tank in the after hold 31 1/2 feet long containing 21 tons, and a peak tank forward containing 30 tons. each tank now pressed as per Rule and proved efficient.

State if one, two, or three decked vessel, or if open orawning 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£ *3 : 0 : 0* is received by me,
 Special£ *26 : 7 : 0* *28/9/1887*
 (to be sent as per margin). Certificate ...
 (Travelling Expenses, if any, £).
 Committee's Minute
 Character assigned *100.A.1*
 TUESDAY 27 SEPT 1887
 Surveyor to Lloyd's Register of British and Foreign Shipping
 From the further information now appended and submitted to me, it appears worthy to be classed 100.A.1 in Lloyd's Register of Shipping.

Reference should be made to any correspondence connected with the case.
 Certificate to be sent to
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)

