

## IRON SHIP.

(Received at London Office,

No. 14390 Survey held at Sunderland Date, First Survey May 5<sup>th</sup> 1884 Last Survey 16<sup>th</sup> Sep<sup>r</sup> 1884  
 On the "Galatea" yard N<sup>o</sup> 141

TONNAGE under  
 Tonnage Deck 420.94  
 Ditto of 5.93  
 Ditto of 32.31  
 Ditto of 79.10  
 Ditto of 21.12  
 Gross Tonnage 559.40  
 Less Crew-Space 32.62  
 Less Engine Room 179.08  
 Register Tonnage 347.77  
 as out on Beam

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 8177  
 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 1884 Launched 22 Aug<sup>r</sup>  
 By whom built S<sup>r</sup> 5<sup>th</sup> B<sup>r</sup> C. Linn  
 Owners Leech and Co London  
 Residence Trinity 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 12 11 Power of Engines 95 Horse. 95 N<sup>o</sup>. of Decks with flat laid one N<sup>o</sup>. of Tiers of Beams one

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

KEEL, depth and thickness 7 1/4 x 7 1/8  
 STEM, moulding and thickness... 6 1/2 x 7 1/8  
 STERN-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

FRAMES, Angle Iron, for  $\frac{3}{4}$  length amidships 3 3 6  
 Do. for  $\frac{1}{4}$  at each end 3 3 5

REVERSED FRAMES, Angle Iron 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

" thickness at the ends of vessel 5

" depth at  $\frac{3}{4}$  the half-bdth. as per Rule 7 1/4

" height extended at the Bilges... 29

BEAMS, Upper, Spar, or Awning Deck 5 3 6

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper edge 21

Average space... 21

BEAMS, Main, or Middle Deck 5 3 6

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper Edge 21

Average space... 21

BEAMS, Lower Deck 5 3 6

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper Edge 21

Average space... 21

KEELSONS Centre line, single or double plate, 11 9

box, or Intercoastal, Plates 7 1/2 9

" Rider Plate 7 1/2 9

" Bulb Plate to Intercoastal Keelson 3 1/2 3 6

" 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

BILGE Angle Irons 3 1/2 3 6

" do. Bulb Iron 6 6

" do. Intercoastal plates riveted to plating for length 6 6

BILGE STRINGER Angle Irons 3 1/2 3 6

Intercoastal plates riveted to plating for length 6 6

Plate after this to web for length 6 6

SIDE STRINGER Angle Irons 3 1/2 3 6

Side Stringer angles 3 1/2 3 6

The FRAMES extend in one length from Keel to Summit

The REVERSED ANGLE IRONS on floors and frames extend from middle line to

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? 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 clench, 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 3 Strakes at Bilge for 1 1/2 length, treble riveted with Butt Straps 2 1/6 thicker than the plates they connect.

Edges from Bilge to Main Sheerstrake, worked clench, 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

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? double & plates of Breasthooks, five Crutches, three

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Plate, Double & Co.

Manufacturer's name or trade mark, Angles and bulbs Stockton Hall & Co

The above is a correct description

Builder's Signature, James R. Wright

FOR THE SUNDERLAND SHIPBUILDING CO. LD.

Surveyor's Signature, R. Keene

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

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

SECRETARY

Flat Keel Plates, breadth and thickness 30 9 30 9

PLATES in Garboard Strakes, br'dth & thickness 30 9 30 9

" From Garboard to upper part of Bilges... 7 7

" Of d'bling at Bilge, or increased thickness, 15 15

" and length applied 12 12

" From up. prt of Bilge to l.r. edge of Sh'rstrake... 7 7

" Main Sheerstrake, breadth and thickness... 33 10 33 10

" Of d'bling at Sh'atk & lng. applied 27 7 27 7

" From M. n. to Up. or Spar Dk. Sh'rstrake... 27 7 27 7

" Up. or Spar Dk Sh'rstrake, br'dth & thic'ns... 27 7 27 7

Butt Straps to outside plating, breadth & thickness 11 6 11 6

Lengths of Plating seven frame spaces

Shifts of Plating, and Stringers two & four

Gunwale Plate on ends of Awning, Spar, or

Upper Deck Beams, breadth and thickness... 48 6 48 6

Angle Iron on ditto 3 1/2 3 6 3 1/2 3 6

Tie Plates fore and aft, outside Hatchways Iron Decks

Diagonal Tie Plates on Beams No. of Pairs 5

Flat of Up., Spar, or Awning Dk. Iron plate

How fastened to Beams Rivets

Stringer Plate on ends of Main or Middle Deck yes

Beams, breadth and thickness 15 8 15 8

Is the Stringer Plate attached to the outside plating? yes

Angle Irons on ditto, No. yes

Tie Plates, outside Hatchways yes

Diagonal Tie Plates on Beams, No. of pairs yes

Flat of Middle Deck\* do. do. yes

How fastened to Beams yes

Stringer Plates on ends of Lower Deck, Hold or Orlop Beams yes

Is the Stringer Plate attached to the outside plating? yes

Angle Irons on ditto, No. yes

Stringer or Tie Plates, outside Hatchways yes

Flat of Lower Deck\* yes

Ceiling betwixt Decks, thickness and material Pine 1 1/4 battens 3/4

" in hold do. do. 2 1/2 solid to Reg

Main piece of Rudder, diameter at head 4 1/4

do. at heel 2 1/2

Can the Rudder be unshipped afloat? yes

Bulkheads No. 4 No. per Rule 4

" Thickness of 4 1/6

" Height up up to Dk

" How secured to sides of ship double frames

" Size of Vertical Angle Irons 3.3. 6/16 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.

up to 5 ft and 6 ft alternately

up to 5 ft and 6 ft alternately

up to 5 ft and 6 ft alternately

up to 5 ft and 6 ft alternately

up to 5 ft and 6 ft alternately

up to 5 ft and 6 ft alternately

up to 5 ft and 6 ft alternately

State clearly where plating is of alternate thickness—as distinguished from diminished thickness at ends of vessel.

\* If Iron Deck state if whole or part, and if wood, deck is laid thereon.



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		Test per	Inches per Rule.	Machine where Tested and	ANCHORS.	N <sup>o</sup> .	Weight.	Test per	W'ght req'd	Machine where Tested and
SAILS.		Certificates		Superintendent, also			Ex. Stock.	Certificate	per Rule.	Superintendent, also
N <sup>o</sup> .				Number of Certificate.						Number of Certificate.
one	Fore Sails,	Chain 9/16" 120 1/8 34 1/2 22 1/2 195 1/8 18/8/87			Bower	10494	10.0.21	12.4.1.14	10.0.0	18/8/87
Complete	Fore Top Sails,	Iron Steam Chain 1/2" 118 34 1/2 22 1/2 195 1/8 19/8/87			Anchor	10495	10.0.14	12.2.0.21	10.0.0	D 2
Scut	Fore Topmast Stay Sails,	or Steel Wire 2 PHT 2 R 15 1/2 75 2 1/4 9 1/2 75.8 18/8/87			(State Machine where Tested, Date, or No. of Certificate, & Super. Independent.)	10493	8.2.14	10.5.0.0	8.2.0	D 2
	Main Sails,	Cable 75 2 1/4 9 1/2 75.8			Stream	22481	3.3.8	6.5.1.7	3.3.0	19/8/87
	Main Top Sails, and quality	Towline, Hemp 75 2 1/4 9 1/2 75.8			Anchor	22480	1.3.9	4.4.0.21	1.3.0	D 2
		Hawser 75 5 two			Kedge		1.0.5	with 5 1/2 2 1/2	0.3.0	
		Warp 75 4 1/2 two			2nd Kedge.					

Standing and Running Rigging *3/4" 11/16" Rope* sufficient in size and *good* in quality. She has *10* Life Long Boat and *one* other  
The Windlass is *Iron patent good* *3* *1/2* inches and Rudder *good* Pumps *3* hand and *Steam* *good*  
Engine Room Skylights. How constructed? *Wood 1/2" on 1/2" 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 3/4 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*  
What arrangement for shifting beams? *wood fore and afters.*  
Hatches, If strong and efficient? *Solid and efficient.*

Order for Special Survey No. *3395* 1st. On the several parts of the frame, when in place, and before the plating was wrought *Built under S.S. and surveyed 1884 May 5 16 23 24 26*  
Date *14<sup>th</sup> May 87* 2nd. On the plating during the process of riveting *1236 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*  
Order for Ordinary Survey No. *958* 3rd. When the beams were in and fastened, and before the decks were laid... *August 2 3 4 5 6 8 9 10 11 13 14 16 17 19 22 25 26 27 29 31*  
Date *14<sup>th</sup> May 87* 4th. When the ship was complete, and before the plating was finally coated or cemented... *Sept 1 3 5 6 7 8 10 11 14*  
No. *141* in builder's yard. 5th. After the ship was launched and equipped  
State dates of letters respecting this case *M. 9<sup>th</sup> May 1887. P. 15<sup>th</sup> Aug 1887.*

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 forecastle 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, forecastle, 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, *28/9 1887*  
Special .....£ *26 : 7 : 0*  
(to be sent as per margin). Certificate ...  
(Travelling Expenses, if any, £ .....).  
Committee's Minute  
Character assigned *100.A.1*  
*1 M Iron well Dk*  
TUESDAY 27 SEPT 1887  
Surveyor to Lloyd's Register of British and Foreign Shipping  
From the further information now appended it is submitted that vessel appears worthy to be Classed *100.A.1* as a Recreant well Dk  
Lloyd's Register Foundation