

IRON SHIP.

No. *14734* Survey held at *Sunderland*

Date, First Survey *20th February*

(Received at London Office, *10 SEP. 81*)

On the *Steel* Screw Steamer "*Portslade*" *1000* *150* in Builders yard

Last Survey *31st August* 1888

TONNAGE under Tonnage Deck *513.20*

Ditto of Third, Spar, Bridge *31.63*

Ditto of Poop, or Raised Qr. Dk. *47.87*

Ditto of Houses *1.82*

Ditto of Forecastle *23.45*

Gross Tonnage *633.95*

Less Crew Space *45.69*

Less Engine Room *588.26*

Register Tonnage as cut on Beam *385.40*

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

Half Breadth (moulded) *14.83*

Depth from upper part of Keel to top of Upper Deck Beams *15.17*

Girth of Half Midship Frame (as per Rule) *26.70*

1st Number *56.70*

1st Number, if a 3-Decked Vessel deduct 7 feet

Length *160.4*

2nd Number *9093*

Proportions— Breadths to Length *5.4*

Depths to Length—Upper Deck to Keel *10.57*

Main Deck ditto

Master *W. Kelsey 82-88*

Built at *Sunderland*

When built *1888* Launched *8th Aug.*

By whom built *R. Thompson & Sons*

Owners *Stephenson, Clarke & Co.*

Residence *4th Dunstan Alley London*

Port belonging to *London*

Destined Voyage *Spain*

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

While building and afloat

LENGTH on deck as per Rule *160 5* BREADTH—Moulded *29 8* DEPTH top of Floors to Upper Deck Beams *13 10* Power of Engines *90* No. of Decks with flat laid *one* No. of Tiers of Beams *one*

Dimensions of Ship per Register, length, *161.7* breadth, *29.9* depth, *13.7* MOULDED DEPTH *14.7*

KEEL, depth and thickness *plate keel* Inches in Ship. Inches per Rule.

STEM, moulding and thickness *6 1/4 x 2 1/2* Inches in Ship. Inches per Rule.

TERN-POST for Rudder do. do. *6 1/4 x 4 1/4* Inches in Ship. Inches per Rule.

" " for Propeller *6 1/4 x 4 1/4* Inches in Ship. Inches per Rule.

Distance of Frames from moulding edge to moulding edge, all fore and aft *22* Inches in Ship. Inches per Rule.

FRAMES, Angle Iron, for 1/2 length amidships *3 1/2* Inches in Ship. Inches per Rule.

Do. for 1/4 at each end *3 1/2* Inches in Ship. Inches per Rule.

REVERSED FRAMES, Angle Iron *3 1/2* Inches in Ship. Inches per Rule.

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships *16* Inches in Ship. Inches per Rule.

thickness at the ends of vessel *16* Inches in Ship. Inches per Rule.

depth at 3/4 the half-bdth. as per Rule *8 1/2* Inches in Ship. Inches per Rule.

height extended at the Bilges *32* Inches in Ship. Inches per Rule.

BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron *5 1/2* Inches in Ship. Inches per Rule.

Single or double Angle Iron on Upper edge *5 1/2* Inches in Ship. Inches per Rule.

Average space *22* Inches in Ship. Inches per Rule.

MS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron *3 1/2* Inches in Ship. Inches per Rule.

Single or double Angle Iron on Upper Edge *3 1/2* Inches in Ship. Inches per Rule.

Average space *22* Inches in Ship. Inches per Rule.

AMS, Lower Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron *3 1/2* Inches in Ship. Inches per Rule.

Single or double Angle Iron on Upper Edge *3 1/2* Inches in Ship. Inches per Rule.

Average space *22* Inches in Ship. Inches per Rule.

BEAMS, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron *3 1/2* Inches in Ship. Inches per Rule.

Single or double Angle Iron on Upper Edge *3 1/2* Inches in Ship. Inches per Rule.

Average space *22* Inches in Ship. Inches per Rule.

KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates *8 1/2* Inches in Ship. Inches per Rule.

Rider Plate *6 1/2* Inches in Ship. Inches per Rule.

Bulb Plate to Intercoastal Keelson *4* Inches in Ship. Inches per Rule.

Angle Irons *4* Inches in Ship. Inches per Rule.

Double Angle Iron Side Keelson *4* Inches in Ship. Inches per Rule.

Side Intercoastal Plate *4* Inches in Ship. Inches per Rule.

do. Angle Irons *4* Inches in Ship. Inches per Rule.

Attached to outside plating with angle iron *4* Inches in Ship. Inches per Rule.

Large Angle Irons *4* Inches in Ship. Inches per Rule.

do. Bulb Iron *4* Inches in Ship. Inches per Rule.

do. Intercoastal plates riveted to plating for length *4* Inches in Ship. Inches per Rule.

Large STRINGER Angle Irons *4* Inches in Ship. Inches per Rule.

Intercoastal plates riveted to plating for length *4* Inches in Ship. Inches per Rule.

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Workmanship. Are the butts of plating planed or otherwise fitted? *yes*
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? *A few only*

Masts, Bowsprit, Yards, &c., are *Iron & 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 Material and if stamped with Maker's name.
State also Length and Diameter of Lower Masts and Bowsprit *Fore Mast 62'6" in length, 17" in diameter.*

*The scantlings and arrangements in accordance with the accompanying sketch
The plates, which have been tested and satisfactorily withstood the prescribed bending tests, were supplied by The Bowesfield Iron Co.*

NUMBER & LETTER for EQUIPMENT	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested and Superintendent, also Number of Certificate.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'tgt req'd per Rule.	Machine where Tested and Superintendent, also Number of Certificate.
One Complete set	Fore Sails,	Chain	75	195-18	34 1/2-22 1/4	195-18	26 July 1888	Bower	13399	11-2-14	13-10-0-0	10-0-0	23 April 1884
		(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	75	195-18	34 1/2-22 1/4	195-18	26 July 1888	Anchors	17572	10-3-14	12-15-1-7	10-0-0	13 Aug. 88
	Fore Top Sails,	Iron Stream Chain	60	3/4	15 1/2-10 1/2	60-3/4	27 Aug. 88		17593	8-1-21	10-12-2-0	8-2-0	27 Aug. 88
		or Steel Wire							30-3-21			28-2-0	
	Fore Topmast Stay Sails,	or Hempen Strm Cable											
		Towline, Hemp.											
		or Steel Wire											
	Main Sails,	Hawser		7 1/2-8"		7 1/2-8"		Stream	17571	4-0-14	6-10-0-0	3-3-0	13 Aug. 88
	Main Top Sails, and	Warp		90-6"		90-6"		Kedge	17594	2-0-0	4-10-0-0	1-3-0	27 Aug. 88
		quality <i>Good</i>										0-3-0	

Standing and Running Rigging *Gale Iron Wire* sufficient in size and *good* in quality. She has *Two* Long Boats and *one* other

The Windlass is *Hartfield's patent* Capstan *Steam* winch and Rudder *and* Pumps *good*

Engine Room Skylights. How constructed? *Teak on iron comings* How secured in ordinary weather? *Hand screws*

What arrangements for deadlights in bad weather? *Shutters and bullseyes*

Coal Bunker Openings. How constructed? *Iron* How are lids secured? *hatches and bars* Height above deck? *18"*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Ports and scuppers, as per Rule.*

Cargo Hatchways. How formed? *Iron comings of ordinary construction*

State size Main Hatch *25'8" x 13'0"* Forehatch *18'4" x 13'0"* Quarterhatch *-*

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? *Two web plates and three fore and afters in Main, One web & three fore and afters in*

Hatches, If strong and efficient? *yes Solid 2 1/2"*

Order *Special Survey No. 34460*

Date *12 April 88.*

Order for Ordinary Survey No. *34460*

Date *-*

No. *150* in builder's yard.

State dates of letters respecting this case *22nd Mar. 11th June 1888.*

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

This is a Steel Screw Steamer built in accordance with the approved

plans, forwarded to London on the 6th inst, and accompanying this report, the

Secretary's letters as above stated, and in other respects as required by the

for the 100 A1 class. Iron rivets have been used throughout. The

Workmanship is good. The particulars of double bottom and steel

deck are given on the prescribed forms attached. The vessel is schooner

rigged and is fitted with Raised Quarter Deck 51'6" long, Bridge 16'

long and Topgallant Forecastle 21'0" long.

A freeboard was assigned in accordance with the Report No. 14

and the Secretary's letter (M) dated 14th June 1888 the particulars and require

then stated having been adhered to, the freeboard has been accepted

by the Owners and marked on vessel's sides as follows viz:- Winter 1'6 1/2

Summer 1'5 and 3 1/2" above for fresh water, and should be recorded in Register

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

How are the surfaces preserved from oxidation? Inside Portland Cement & Paint Outside Paint

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

*The amount of the Entry Fee £ 3 : 0 : 0 is received by me, *AW**

Special £ 29 : 8 : 0 8 Sept. 1888.

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

(Travelling Expenses, if any, £ ...)

Committee's Minute

Character assigned

AW 100 A.1 Steel

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