

IRON OR STEEL SHIP.

(Received at London Office, 15th May 1890)

15478

Date of writing Report 15th May 1890

Port of Sunderland

12 MAY 1890

Survey held at the *Sea King*

Date, First Survey October 1st 1889

Last Survey April 2nd 1890

Yard No 194 Rig & Chooser

1890

AGE under Tonnage Deck 36.5 65
 on Tonnage Dk. 36.5 65
 3rd, 4th, Spar or 40.94
 wing Dk. 40.94
 under Upper Dk. 40.94
 Poop 78.15
 Raised Or. 40.94
 in Bridge 40.94
 Houses on Deck Chart 8.44
 Access of Hatchways 21.43
 Forecastle 50.38
 Tonnage 3808.05
 Crew Space 82.25
 Act 89 3726.80
 Engine Room 12.58 12.65 76
 (or Tonnage) 2460.04
 out on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL.
 SPAR, OR AWNING-DECKED VESSEL.
 Half Breadth (moulded) 21.89
 Depth from upper part of Keel to top of Upper Deck Beams 22.91
 Girth of Half Midship Frame (as per Rule) 40.12
 1st Number 84.92
 1st Number, if a 2-Decked Vessel .. deduct 7 feet
 Length 36.3
 2nd Number 30,825
 Proportions— Breadths to Length 8.2
 Depths to Length— Upper Deck to Keel 15.8
 Main Deck ditto 15.8

Master *Henry Ross*
 Year of appointment 1890
 Built at *Sunderland*
 When built 1890 Launched 8-3-90
 By whom built *William Doxford & Sons*
 Owners *William Ross & Co*
 Managers
 (If desired to be entered in Reg. Book.)
 Residence *East India House, London.*
 Port belonging to *London*
 Destined Voyage *London to load*
 If Surveyed while Building, Afloat, or in Dry Dock.
While Building and Afloat

Length 36.3 Breadth 44.2 Depth 22.91
 Moulded depth 22.0
 Power of Engines 450
 No. of Decks with flat laid 3
 No. of Tiers of Beams 3

KEEL, depth and thickness (Flat Keel)...	Inches in ship.	Inches per Rule.	FLAT KEEL PLATES, breadth and thickness...	Inches in ship.	Inches per Rule.
KEEL, moulding and thickness...	11 x 3/4	11 x 3/4	PLATES in Garboard Strakes, breadth & thickness...	46	13
ERN-POST for Rudder do. do. ...	11 x 6 1/2	11 x 6 1/2	" From Garboard to upper part of Bilges...	ally 12-13	12-13
" for Propeller ...	11 x 6 1/2	11 x 6 1/2	" Of d'bling at Bilge, or increased thickness, and length applied		
Distance of Frames from moulding edge to moulding edge, all fore and aft ...	27 in.	27 in. as approved	" From up. prt of Bilge to l. edge of Sh'rstrake...	ally 12-13	12-13
Angle frames in tank 3 1/2 x 3 1/2 x 1/2 in.			" Main Sheerstrake, breadth and thickness...	48	13
FRAMES, Angle Iron, for 1/2 length amidships ...	5 x 3 1/2 x 1/2	5 x 3 1/2 x 1/2	" Of d'bling at Sh'stk. & lng. applied 1/2 length	27	10
Do. for 1/4 at each end ...	3 1/2 x 3 1/2 x 1/2	3 1/2 x 3 1/2 x 1/2	" From M'n. to Up. or Spar Dk. Sh'rstrake...	—	10
REVERSED FRAMES, Angle Iron ...	3 1/2 x 3 1/2 x 1/2	3 1/2 x 3 1/2 x 1/2	" Up. or Spar Dk Sh'rstrake, brdth & thicken'ss...	26	14
DECKS, depth and thickness of Floor Plate ...	42	9/16 in. tank 9/16 as approved	Butt Straps to outside plating, breadth & thickness	2 1/4 x 1 1/4	2 1/4 x 1 1/4
id line for half length amidships ...	8	8	Lengths of Plating ...	via frame spaces and above	
thickness at the ends of vessel ...	8	8	Shifts of Plating, and Stringers ...	via frame spaces and above	
depth at 1/2 the half-bdth. as per Rule ...	66 in. at Cell. Double Bottom		Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	60	8 1/2
height extended at the Bilges...			Angle Iron on ditto ...	4 x 4	9
IS, Upper, Spar, or Awning Deck ...	7 1/2	3 11	Tie Plates fore and aft, outside Hatchways ...	5	10
single or double Angle Iron, Plate or Tee Bulb Iron ...	27	27	Diagonal Tie Plates on Beams No. of Pairs ...	15	15
Average space...	8	3 12	Flat of Up., Spar, or Awning Dk. ...	16	16
IRMS, Main, or Middle Deck ...	27	27	How fastened to Beams ...	riveted	
single or double Angle Iron, Plate or Tee Bulb Iron ...	10 1/2	11	Stringer Plate on ends of Main or Middle Deck ...	83	10
single or double Angle Iron on Upper Edge ...	3 1/2	3 1/2	Beams, breadth and thickness ...	10	5 1/2
Average space...	54	54	Is the Stringer Plate attached to the outside plating?	Yes	
IRMS, Lower Deck ...	18	8	Angle Irons on ditto, No. ...	4 x 4	9
single or double Angle Iron, Plate or Tee Bulb Iron ...	42	10	Tie Plates, outside Hatchways ...	1/2 as approved	
single or double Angle Iron on Upper Edge ...	10	10	Diagonal Tie Plates on Beams, No. of pairs ...	15	15
Average space...	54	54	Flat of Middle Deck* do. do. ...	16	16
IRMS, Hold or Orlop ...	18	8	How fastened to Beams ...	riveted	
single or double Angle Iron, Plate or Tee Bulb Iron ...	42	10	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams ...	44	9
single or double Angle Iron on Upper Edge ...	10	10	Is the Stringer Plate attached to the outside plating?	Yes as approved	
Average space...	54	54	Angle Irons on ditto, No. ...	4 x 4	9
IRMS, Centre line, single or double plate, box, or Intercoastal, Plates ...	42	10	Stringer or Tie Plates, outside Hatchways ...	8 ft x 1/2	1/2 as approved
Rider Plate ...	10	10	Flat of Lower Deck* ...		
Bulb Plate to Intercoastal Keelson ...	16	16			
Angle Irons ...	Cellular	Cellular			
Double Angle Iron Side Keelson ...	double	double			
Side Intercoastal Plate ...	bottom	bottom			
do. Angle Irons ...	3 1/2	3 1/2			
Attached to outside plating with angle iron ...	3 1/2	3 1/2			
SE Angle Irons ...	8	8			
do. Bulb Iron ...	28	28			
do. Intercoastal plates riveted to plating for length ...	6 1/2	4 1/2			
SE STRINGER Angle Irons ...	6 1/2	4 1/2			
Intercoastal plates riveted to plating for 3/5 length ...	9	9			
SE STRINGER Angle Irons ...	6 1/2	4 1/2			

FRAMES extend in one length from *Flange plate* to *Gunwale*
 REVERSED ANGLE IRONS on floors and frames extend from middle line to *flange plate in tanks* and to *forecastle & alternately*
 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 3 1/2 ins. from centre to centre.
 Edges of Garboards and to upper part of Bilge, worked clincher, double riveted; with rivets 1 1/2 in. diameter, averaging 3 1/2 ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 1 1/2 in. diameter averaging 3 1/2 x 3 1/2 ins. from centre to centre.
 Butts of *inside* Strakes at Bilge for *whole* length, treble riveted with Butt Straps *20* thicker than the plates they connect *remainder lapel*
 Edges from Bilge to Main Sheerstrake, worked clincher, double or single riveted; with rivets 1 1/2 in. diameter, averaging 3 1/2 ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 1 1/2 in. diameter, averaging 3 1/2 x 3 1/2 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 *whole* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted *whole* length amidships.
 Butts of Main Stringer Plate, treble riveted for *3/4* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *half* length.
 Breadth of laps of plating in double riveting 6-8 1/2 Breadth of laps of plating in single riveting
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *treble double* No. of Breasthooks, *5* Crutches, *3*
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Best quality*
 Manufacturer's name or trade mark *Iron plates {Stockton, Middlesbrough, & Co.} Iron angles. Stockton, Middlesbrough, & Co. {Barnsley, & Co.} {Barnsley, & Co.}*
 Above is a correct description.
 Signature, *William Doxford & Sons* Surveyor's Signature, *Bartholomew Williams*
 Surveyor to Lloyd's Register of British and Foreign Shipping.

