

IRON SHIP.

Survey held at *Whitby* Date, First Survey *5th July 1891* Last Survey *14th Dec 1891*
 On the *Saxon* Master *M. Barrows*

TONNAGE under
 Tonnage Deck *117.72*
 Ditto of Upper Deck *134.29*
 Ditto of Poop, or Raised Deck *62.35*
 Ditto of Houses *89.44*
 Ditto of Forecastle *4.53*
 Gross Tonnage *24.11*
 Less Crew Space *40.33*
 Less Engine Room *535.30*
 Register Tonnage, as cut on Beam *1076.59*

ONE, OR TWO DECKED, THREE DECKED VESSEL.
 SPAR, OR AWNING-DECKED VESSEL.
HALF BREADTH (moulded) *17.2*
DEPTH from upper part of Keel to top of Upper Deck Beams *19.0*
GIRTH of Half Midship Frame (as per Rule) *33.6*
1st NUMBER *70.4*
1st NUMBER, if a 3-DECKED VESSEL, deduct 7 feet
LENGTH *258.6*
2nd NUMBER *10100*
PROPORTIONS—Breadths to Length *7 1/2 to 60*
 Depths to Length—Upper Deck to Keel *15 1/2 to 64*
 Main Deck ditto

Built at *Whitby*
 When built *1881* Launched *23 November*
 By whom built *Thos Turnbull & Son*
 Owners *Robinson & Rowland*
 Port belonging to *Whitby*
 Destined Voyage *Mediterranean*
 If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule *250.6* **BREADTH** Moulded *34.4* **DEPTH** top of Floors to Upper Deck Beams *17* *10 1/2* **Power of Engines** *140* **Horse** *140* **N° of Decks with flat laid** *one* **N° of Tiers of Beams** *two*

Dimensions of Ship per Register, length, *264 1/2* breadth, *34.6* depth, *10*

	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule
KEEL , depth and thickness	<i>9 x 2 1/2</i>	<i>9 x 2 1/2</i>				
STEM , moulding and thickness	<i>10 1/2 x 2 1/2</i>	<i>10 1/2 x 2 1/2</i>				
STERN-POST for Rudder do. do.	<i>9 x 4 3/4</i>	<i>8 1/2 x 5</i>				
" for Propeller	<i>9 x 4 3/4</i>	<i>8 1/2 x 5</i>				
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>24</i>	<i>24</i>				
FRAMES , Angle Iron, for 1/2 length amidships	<i>4 1/2 x 3</i>	<i>4 1/2 x 3</i>				
Do. for 1/2 at each end	<i>4 1/2 x 3</i>	<i>4 1/2 x 3</i>				
REVERSED FRAMES , Angle Iron	<i>3 x 3</i>	<i>3 x 3</i>				
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	<i>9 1/2 x 9</i>	<i>9 1/2 x 9</i>				
thickness at the ends of vessel	<i>13</i>	<i>11</i>				
depth at 3/4 the half-bdth. as per Rule	<i>4 1/2</i>	<i>4 1/2</i>				
height extended at the Bilges	<i>0 x 0</i>	<i>0 x 0</i>				
BEAMS , Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>3 x 3</i>	<i>3 x 3</i>				
Single or double Angle Iron on Upper edge	<i>4 1/2</i>	<i>4 1/2</i>				
Average space	<i>40</i>	<i>40</i>				
BEAMS , Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>9 1/2 x 9</i>	<i>9 1/2 x 9</i>				
Single or double Angle Iron on Upper Edge	<i>4 1/2</i>	<i>4 1/2</i>				
Average space	<i>0-10 1/2 frames</i>	<i>0-10 1/2 frames</i>				
BEAMS , Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>17 x 12</i>	<i>17 x 12</i>				
Single or double Angle Iron on Upper Edge	<i>11 x 12</i>	<i>11 x 12</i>				
Average space	<i>5 1/2 x 0</i>	<i>5 1/2 x 0</i>				
do. Angle Irons	<i>5 1/2 x 9</i>	<i>5 1/2 x 9</i>				
Double Angle Iron Side Keelson	<i>5 1/2 x 9</i>	<i>5 1/2 x 9</i>				
Side Intercoastal Plate	<i>5 1/2 x 9</i>	<i>5 1/2 x 9</i>				
do. Angle Irons	<i>5 1/2 x 9</i>	<i>5 1/2 x 9</i>				
Attached to outside plating with angle iron	<i>5 1/2 x 9</i>	<i>5 1/2 x 9</i>				
Large Angle Irons	<i>5 1/2 x 9</i>	<i>5 1/2 x 9</i>				
do. Bulb Iron	<i>5 1/2 x 9</i>	<i>5 1/2 x 9</i>				
do. Intercoastal plates riveted to plating for length	<i>5 1/2 x 9</i>	<i>5 1/2 x 9</i>				
Large Stringer Angle Irons	<i>5 1/2 x 9</i>	<i>5 1/2 x 9</i>				
No. to Intercoastal plates riveted to plating for length	<i>10 x 0</i>	<i>10 x 0</i>				
Stringer Angle Irons						

	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule
Flat Keel Plates , breadth and thickness	<i>36</i>	<i>11</i>	<i>36</i>	<i>11</i>
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges	<i>10</i>	<i>10</i>		
of doubling at Bilge, or increased thickness, and length applied	<i>10</i>	<i>10</i>		
fin up part of Bilge to l. edge of Sh'rstrake.	<i>10</i>	<i>10</i>		
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake.	<i>41</i>	<i>12</i>	<i>40</i>	<i>12</i>
Up. or Spar Dk Sh'rstrake, breadth & thickness	<i>20</i>	<i>10</i>	<i>20 x 10 for 3/5 length</i>	
Butt Straps to outside plating, breadth & thickness	<i>11 1/2 x 10 1/2</i>	<i>11 1/2 x 10 1/2</i>		
Lengths of Plating	<i>12 ft</i>	<i>10 ft</i>		
Shifts of Plating, and Stringers	<i>40</i>	<i>40</i>		
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	<i>8 1/2</i>	<i>10</i>	<i>3 1/2</i>	<i>10</i>
Angle Iron on ditto	<i>5 1/2 x 9</i>	<i>5 1/2 x 9</i>		
Tie Plates fore and aft, outside Hatchways	<i>Mark in book</i>			
Diagonal Tie Plates on Beams No. of Pairs				
Planksheer material and scantling				
Waterways do. do.				
Flat of Upper Deck do. do.				
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				
Waterways materials and scantlings				
Flat of Middle Deck do. do.				
How fastened to Beams				
Stringer Plates on ends of Lower Deck, Hold, or Orlop Beams	<i>33</i>	<i>9</i>	<i>33</i>	<i>9</i>
Is the Stringer Plate attached to the outside plating?	<i>Yes</i>			
Angle Irons on ditto, No. <i>2</i>	<i>4 1/2 x 9</i>	<i>4 1/2 x 9</i>		
Stringer or Tie Plates, outside Hatchways				
Flat of Lower Deck	<i>2 1/2</i>	<i>4 1/2</i>	<i>2 1/2</i>	<i>4 1/2</i>
Ceiling between Decks, thickness and material	<i>2 1/2</i>	<i>4 1/2</i>	<i>2 1/2</i>	<i>4 1/2</i>
in hold do. do.	<i>2 1/2</i>	<i>4 1/2</i>	<i>2 1/2</i>	<i>4 1/2</i>
Main piece of Rudder, diameter at head	<i>6 1/4</i>	<i>6 1/4</i>	<i>6 1/4</i>	<i>6 1/4</i>
do. at heel	<i>3 1/4</i>	<i>3 1/4</i>	<i>3 1/4</i>	<i>3 1/4</i>
Can the Rudder be unshipped afloat?	<i>Yes</i>			
Bulkheads No. <i>4</i> Thickness of	<i>6</i>	<i>6</i>		
Height up	<i>Main Deck</i>			
How secured to sides of ship	<i>For double frames</i>			
Size of Vertical Angle Irons	<i>3 x 3 x 7</i>			
and distance apart	<i>30 ins.</i>			
Are the outside Plates doubled two spaces of Frames in length?	<i>Yes</i>			

ansom,allest s, material. Knight-heads. Hawse Timbers. *Plates*
 indlass e of *Robinson & Rowland* Pall Bitt

FRAMES extend in one length from *Keel* to *gunwale*
REVERSED **ANGLE IRONS** on floors and frames extend *across* middle line to *above hold beam* and to *gunwale* alternately
 Are the various lengths of Plates and Angle Irons properly connected? *Yes* And butts properly shifted? *Yes*
Garboard in *boards* and to upper part of Bilge, worked clencher, double riveted; with rivets *1 1/2* in. diameter, averaging *5* 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 3/4* ins. from centre to centre.
 Butts from *Bilge* to Main Sheerstrake, worked clencher, double or single riveted; with rivets *1 1/2* in. diameter, averaging *3 3/4* ins. from cr. to cr.
 Butts of Main Sheerstrake, worked carvel, double riveted; with rivets *1 1/2* in. diameter, averaging *3 3/4* ins. from cr. to cr.
 Edge of Main Sheerstrake, double or single riveted.
 Butts of Main Sheerstrake, treble riveted for *length* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted *length* length amidships.
 Butts of Main Sheerstrake, treble riveted for *length* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *length* length.
 Butts of Main Sheerstrake, treble riveted for *length* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *length* length.
 Breadth of laps of plating in double riveting *5 1/4* Breadth of laps of plating in single riveting *5 1/4*
 Straps of Keelson, Stringer and Tie Plates, treble, double or single Riveted? *Double & treble riveted*
 way, how secured to Beams
 of the various Decks, how secured to the sides? *Plates & angle beams*
 what description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Iron*
 Manufacturer's name or trade mark, *W. & A. Smith & Co. Ltd. Glasgow*
 The above is a correct description.
 Builder's Signature, *W. & A. Smith & Co. Ltd.* Surveyor's Signature, *W. & A. Smith & Co. Ltd.*
 Surveyor to Lloyd's Register of British and Foreign Shipping.

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? *Solid piece*
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 in butts*

Masts, Bowsprit, Yards, &c., are of *Iron & Pine* in *Good* condition, and sufficient in size and length. If of Iron or Steel, state 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. Lower masts made with three plates in the round at 42 ft. dia. at wedging 23 in. Main mast 67 ft. 3 dia. at wedging 21 1/2. Rose 6 5/16 at head & 1 1/2 at foot. Iron tested & found good. Bowsprit 10 ft. Plating 6/16 at wedging.

NUMBER for EQUIPMENT

SAILS. Chain 270. 1 1/16
Fore Sails, Iron Str'm Chain
Fore Top Sails, Ditto do.
Fore Topmast Stay Sails, Hemp Strm Cbl
Main Sails, Hawser
Main Top Sails, Towlines
and Warp
Standing and Running Riggings

Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Supplied.
1 1/16	5 1/4	270	5 1/4
1 1/16	5 1/4	270	5 1/4
1 1/16	5 1/4	270	5 1/4
1 1/16	5 1/4	270	5 1/4
1 1/16	5 1/4	270	5 1/4
1 1/16	5 1/4	270	5 1/4
1 1/16	5 1/4	270	5 1/4
1 1/16	5 1/4	270	5 1/4
1 1/16	5 1/4	270	5 1/4
1 1/16	5 1/4	270	5 1/4

ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.
Bower Anchors	3	27-3-14	27-0-2-1/2	27-3-0
Stream	1	27-1-21	26-15-0-0	27-3-0
Kedge	1	23-3-0	23-15-5-0	23-2-10
Ditto	1	23-3-0	23-15-5-0	23-2-10

The Windlass is *Good* in quality. She has *four* Long Boats and *four* Pumps *four* of *6 in* Metal. How secured in ordinary weather? *By Bullrogs*
Engine Room Skylights. How constructed? *3 in* in *Seam* Bullrogs. How are lids secured? *Bars*
What arrangements for deadlights in bad weather? *Iron* Bullrogs. How are lids secured? *Bars*
Coal Bunker Openings. How constructed? *Iron* Bullrogs. How are lids secured? *Bars*
Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Bars*

Cargo Hatchways. How formed? *4/16* *Plate*
State size Main Hatch *24 x 12 ft* *Comings* *43* Forehatch *12 x 12 ft* *Comings* *43* Quarterhatch *20 x 12 ft* *Apr 30 1881*
If of extraordinary size, state how framed and secured?
What arrangement for shifting beams? *Two shifting web beams in main & one in after hatch*
Hatches, If strong and efficient? *3 in* *Keel*

Order for Special Survey No. *1001*
Date *July 1001*
Order for Ordinary Survey No. *1001*
Date *July 1001*
No. *1001* 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

General Remarks (State quality of workmanship, &c.) *Workmanship & Material good.*
Is fitted with Prop. Long Raised Quarter Deck Bridge & Forecastle. Two
to the top height. Beams of Prop 6 x 3 x 8/16 angles stringer plates on end 22 50 lbs
on br. 3 x 3 x 6/16. Deck 3 in. G. Pine. Plating outside 7/16. Raised deck beating apparatus
Double angles to edges 3 x 2 x 6/16 stringer plates on end of br. 37 x 10/16 angle
Plating outside 10/16. 4/16. 8/16. 7/16. Deck 6/16. Planked over with 3/2 x 4 in. G. Pine
Forecastle beams 4 x 6/16 double angles to edges 3 x 2 x 3/4 + 5/16 stringer plates
Angles on br. 3 x 3 x 6/16. Tie plates 10 x 4/16. Plating outside 6/16. Deck 3
No. 22 1/2 ft. fitted in fore & after holds. frames cut comm. 5" Leng
with three plates side plates 4/16 angles on br. 3 1/2 x 3 1/2 x 7/16. Web plates 1"
top & bottom edges 3 x 3 x 6/16. Top plating 6/16 tested by a head of 15 1/2
of load line. Additional strengthening at break of Raised. 15 1/2
Deck stringer plates extend 4 paces abaft beam. Raised 15 1/2
Hold beam stringers overlap 16 ft. Sheerstrakes doubled for half length
73 ft. 10 in.
26 ft. 2 3/4 in.
26 ft. 2 3/4 in.
Flat cemented with Portland Cement
State if one, two, or three decked vessel, or if spar, or sailing decked; and the lengths of poop, fore-castle, or raised quarter deck, and the length of deckness, outside.
How are the surfaces preserved from oxidation? Inside.
I am of opinion this Vessel should be Classed
The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me,
Special ... £ 65 : 6 : 0 22 Dec 1881
Certificate ...
(Travelling Expenses, if any, £ 5-0-0.)
Committee's Minute
Character assigned

Tuesday, December 27th. 18 81.
Surveyor to Lloyd's Register of Shipping
See Surveyor's Minute
1001
Lloyd's Register Foundation