

IRON SHIP.

13th JULY 1882

No. 4921 Survey held at Block and M. Date, First Survey 2nd Oct 1881 Last Survey 26th June 1882

On the "Moss" Master Longley

TONNAGE under Tonnage Deck 1939.29
 Ditto of Upper Deck 46.34
 Ditto of Lower Deck 2.45
 Ditto of Houses 10.04
 Ditto of Forecastle 6.48
 Gross Tonnage 2035.22
 Net Tonnage 1939.29
 Gross Crew Space 60.48
 Net Crew Space 19.44
 Gross Engine Room 65.12
 Net Engine Room 132.34

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

HALF BREADTH (moulded) 14.6
 DEPTH from upper part of Keel to top of Upper Deck Beams 26.8
 GIRTH of Half Midship Frame (as per Rule) 40.1
 1st NUMBER 84.3
 1st NUMBER, if a 3-DECKED VESSEL, deduct 7 feet 14.3

LENGTH 309.3
 2nd NUMBER 23884.4

PROPORTIONS—Breadths to Length 8.8
 Depths to Length—Upper Deck to Keel 11.5
 Main Deck ditto 16.1

Built at Stockton
 When built 1882 Launched 1882
 By whom built Richardson, Duck & Co.
 Owners Shaw, Bushley & Co.
 Port belonging to London
 Destined Voyage France
 If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH 309.3 Feet. 11.5 Inches. BREADTH 14.6 Feet. 6.0 Inches. DEPTH 26.8 Feet. 8.0 Inches. Power of Engines 350 Horse. No. of Decks with flat laid 1 No. of Tiers of Beams 1

Dimensions of Ship per Register, length, 309.3 breadth, 14.6 depth, 26.8

	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	10 x 2 3/4	10 x 2 3/4	10 x 2 3/4	10 x 2 3/4	10 x 2 3/4	10 x 2 3/4	10 x 2 3/4	10 x 2 3/4
STEM, moulding and thickness	10 x 2 3/4	10 x 2 3/4	10 x 2 3/4	10 x 2 3/4	10 x 2 3/4	10 x 2 3/4	10 x 2 3/4	10 x 2 3/4
STERN-POST for Rudder do. do.	11 x 5	11 x 5	11 x 5	11 x 5	11 x 5	11 x 5	11 x 5	11 x 5
" " for Propeller	11 x 5	11 x 5	11 x 5	11 x 5	11 x 5	11 x 5	11 x 5	11 x 5
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24	24	24	24	24	24	24
FRAMES, Angle Iron, for 1/2 length amidships	5	3	5	3	5	3	5	3
Do. for 1/2 at each end	5	3	5	3	5	3	5	3
REVERSED FRAMES, Angle Iron	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
" thickness at the ends of vessel	1	1	1	1	1	1	1	1
" depth at 1/2 the half-bdth. as per Rule	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
" height extended at the Bilges	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Single or double Angle Iron on Upper edge	3	3	3	3	3	3	3	3
Average space	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
BEAMS, Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron	6	3	6	3	6	3	6	3
Single, or double Angle Iron, on Upper Edge	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
Average space	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
BEAMS, Lower Deck, Hold, or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Single or double Angle Iron on Upper Edge	8	8	8	8	8	8	8	8
Average space	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	2 1/2	13	2 1/2	13	2 1/2	13	2 1/2	13
" Rider Plate	13	13	13	13	13	13	13	13
" Bulb Plate to Intercoastal Keelson	6	8	6	8	6	8	6	8
" Angle Irons	6	8	6	8	6	8	6	8
" Double Angle Iron Side Keelson	6	8	6	8	6	8	6	8
" Side Intercoastal Plate	6	8	6	8	6	8	6	8
" do. Angle Irons	6	8	6	8	6	8	6	8
" Attached to outside plating with angle iron	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
BILGE Angle Irons	6	8	6	8	6	8	6	8
" do. Bulb Iron	6	8	6	8	6	8	6	8
" do. Intercoastal plates riveted to Keelson plates in plating for 1/2 length	12	13	12	13	12	13	12	13
BILGE STRINGER Angle Irons	6	8	6	8	6	8	6	8
Intercoastal plates riveted to plating for 1/2 length	9	9	9	9	9	9	9	9
SIDE STRINGER Angle Irons	6	8	6	8	6	8	6	8

Transoms, material. Knight-heads. Hawse Timbers. Plating and Angles
 Windlass Patent Pull Bitt

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 1/8 in. Rivets, about 1/2 apart.

The REVERSED ANGLE IRONS on floors and frames extend across middle line to Main Deck stringer and to Gunwale alternately

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 1/8 in. diameter, averaging 3/8 ins. from centre to centre.

" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 1/8 in. diameter, averaging 3/8 ins. from centre to centre.
 " Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 1/8 in. diameter averaging 3/8 ins. from centre to centre.
 " Butts of Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/4 thicker than the plates they connect.
 " Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 1/8 in. diameter, averaging 3/8 ins. from cr. to
 " Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 1/8 in. diameter, averaging 3/8 ins. from 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 5/8 Breadth of laps of plating in single riveting

Butt Straps of Keelsons, Stringer and Tie Plates, treble or double Riveted?

Waterway, how secured to Beams Gunwale (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? Brackets, knees & knees lined No. of Breasthooks, Girders, Crutches, Groms

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

Manufacturer's name or trade mark, Dorman, Langley & Co., Newcastle & Stockton

The above is a correct description.

Builder's Signature, Richardson, Duck & Co. Surveyor's Signature, M. Davidson

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

510-505-0155

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 pieces*
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? *Some in Butts*

Masts, Bowsprit, Yards, &c., are *Iron* 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 Materials, and if stamped with Maker's name.
State also Length and Diameter of Lower Masts and Bowsprit *Fore Mast 82' 10" x 25", 3 plates in the round plates 1/16"*
Butts double and treble riveted beams single riveted, angle 3" x 3" x 5/16", see tracing. Main Mast 71' 0"
as other mast see tracing

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate	Wght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.							Bower Anchors					
CABLES, &c.							(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
N ^o .	Chain	240	1 1/8	63.5-0-0	1 1/8	63 1/4	As Chain	10	32-3.0	32-3.0	31.0	31.12-0
Fore Sails,	Iron Str'm Chain	45	1 1/8	22.15-0-0	1 1/8	22 1/4	1	32-1-25	32-0-0-0	31.0	31.12-0	
Fore Top Sails,	Ditto do.						1	29-0-12	29-19-1-14	28.3-11	28.16-0	
Fore Topmast Stay Sails,	Hmpn Strm Cbl						Stream	1	11-0-24	13-2-2-0	10.3	10.11-0
Main Sails,	Hawser	90	10		10 9/16		Kedge	1	5-1-24	4-16-1-0	5 1/2	4-16-0
Main Top Sails,	Towlines	100	12		100-12		Ditto	1	2-2-19	5-5-0-0	2 1/2	5-0-0
and	Warp	90	8 x 4		8 1/8							
	quality	good										

Standing and Running Rigging *Wire & Hemp* sufficient in size and *good* in quality. She has *two* Long Boats and *one* boiler & *dingy*
The Windlass is *Water* Capstan *good* and Rudder *And* Pumps *good*

Engine Room Skylights. How constructed? *6/16 iron basing* How secured in ordinary weather? *Bulls eyes*

What arrangements for deadlights in bad weather? *2 glass* Height above deck? *18"*

Coal Bunker Openings. How constructed? *1/16 beamings* How are lids secured? *Bars* and *Scyppes*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea?

Cargo Hatchways. How formed? *1/16 beamings*
State size Main Hatch *23' 9" x 12'* Fore hatch *11' 6" x 12'* Quarter hatch *11' 6" x 10'*

If of extraordinary size, state how framed and secured?
What arrangement for shifting beams? *Two web plates and three fore and afters*

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. *890*
Date *8th July 1881*
Order for Ordinary Survey No. *286*
Date *20th June 1882*
No. *286* 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
With under Special Survey
24th Oct 1881
Last Survey 20th June 1882

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

With Back Forecasts and Poop Beams 5' x 3" x 1/16" Plating 5/16"
Water Ballast Tanks - flange plates 8/16" girders 9/16" Angls 10' x 4" x 9/16" & 3 1/2' x 3 1/2' x 5/16"
Tank top 1/16" Sealed with a head of water to load line

Richardson Duck & Co

Under Back 24' dble 34' Bridge 26' 60'
if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, fore-castle, or raised quarter deck, and the length of double, or part double bottom.

How are the surfaces preserved from oxidation? Inside *benzene & Paint* Outside *Paint*

I am of opinion this Vessel should be Classed *100 A 1*

The amount of the Entry Fee ... £ 5 : : is received by me, *192*

Special ... £ 74 : 7 : 11. 7. 1882

Certificate ...

(Travelling Expenses, if any, £)

Committee's Minute

Character assigned

Friday, 14th July, 1882.

100 A 1
Will 15th July 1882

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

This vessel appears eligible to be classed 100 A 1 as recommended
Two Backs (one Iron)
Three Top Booms

Lloyd's Register Foundation