

IRON SHIP.

(13th NOV. 82)

No. 50189 Survey held at *Stockton* Date, First Survey *1st March* Last Survey *30th October* 1882

On the *barb*

TONNAGE under Tonnage Deck *1081.66*
 Ditto of Forecastle, Spar, or Awning Deck *51.88*
 Ditto of Hold, or Raised Or. Dk. *94.89*
 Ditto of Houses *129.38*
 Ditto of Forecastle *50.82*
 Gross Tonnage *1827.09*
 Less Crew Space *68.10*
 Less Engine Room *859.84*
 Register Tonnage as out on Beam *912.86*

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

Half Breadth (moulded) *16.10*
 Depth from upper part of Keel to top of Upper Deck Beams *19.9 1/2*
 Girth of Half Midship Frame (as per Rule) *33.8*
 1st Number *40.8*
 1st Number, if a 3-Decked Vessel deduct 7 feet
 Length *283.1*
 2nd Number *14130*
 Proportions— Breadths to Length *1.1*
 Depths to Length— Upper Deck to Keel *12.3*
 Main Deck ditto *12.3*

Master *J. Picamy*
 Built at *Stockton*
 When built *1882* Launched *23rd Sept 1882*
 By whom built *Richardson*
 Owners *Anderson, Anderson*
 Residence *5 Fincham Road*
 Port belonging to *Stockton*
 Destined Voyage *Sunderland*
 If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule *283.1* Feet. Inches. *283.1*
BREADTH Moulded *34.0* Feet. Inches. *34.0*
DEPTH top of Floors to Upper Deck Beams *16.8* Feet. Inches. *16.8*
 Do. do. Main Deck Beams *16.8*
 Power of Engines *99* Horse.
 N° of Decks with flat laid *no*
 N° of Tiers of Beams *two*

Dimensions of Ship per Register, length, *283.1* breadth, *34.0* depth, *16.8*

KEEL, depth and thickness *8 1/2 x 2 1/2* Inches in Ship. Inches per Rule. *8 1/2 x 2 1/2*
STEM, moulding and thickness *8 1/2 x 5*
STERN-POST for Rudder do. do. *8 1/2 x 5*
 " for Propeller *8 1/2 x 5*
 Distance of Frames from moulding edge to moulding edge, all fore and aft *24*

FRAMES, Angle Iron, for 1/2 length amidships *4 1/2 x 3*
 Do. for 1/4 at each end *4 1/2 x 3*
REVERSED FRAMES, Angle Iron *3 x 3*
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships *belluear*
 " thickness at the ends of vessel *see tracing*
 " depth at 1/4 the half-bdth. as per Rule *6 1/10*
 " height extended at the Bilges *see tracing*

BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron *5 1/2 x 3*
 Single or double Angle Iron on Upper edge *24*
 Average space *24*
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron *5 1/2 x 3*
 Single or double Angle Iron on Upper Edge *24*
 Average space *24*
BEAMS, Lower Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron *5 1/2 x 3*
 Single or double Angle Iron on Upper Edge *24*
 Average space *24*
BEAMS, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron *9*
 Single or double Angle Iron on Upper Edge *8 3/4 x 6*
 Average space *16 feet*

KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates *belluear Bottom*
 " Rider Plate *belluear Bottom*
 " Bulb Plate to Intercoastal Keelson *see tracing*
 " Angle Irons *see tracing*
 " Double Angle Iron Side Keelson *see tracing*
 " Side Intercoastal Plate *see tracing*
 " do. Angle Irons *see tracing*
 " Attached to outside plating with angle iron

BILGE Angle Irons *8*
 " do. Bulb Iron *6*
 " do. Intercoastal plates riveted to plating for length

BILGE STRINGER Angle Irons *5*
 Intercoastal plates riveted to plating for length

SIDE STRINGER Angle Irons *5*

The **FRAMES** extend in one length from *Keel* to *gunwale*
 The **REVERSED ANGLE IRONS** on floors and frames extend *across* middle line to *gunwale* 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 *3* Strakes at Bilge for *3/8* length, treble riveted with Butt Straps *1/10* thicker than the plates they connect for *1/2* length
 " 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 cr.
 " Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *1/8* in. diameter, averaging *3/8* ins. from cr. to cr.
 " Edges of Main Sheerstrake, double or single riveted.
 " Butts of Main Sheerstrake, treble riveted for length amidships. Butts of Upper or Spar Sheerstrake, treble riveted *3/8* length amidships.
 " Butts of Main Stringer Plate, treble riveted for length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *1/2* length.
 " Breadth of laps of plating in double riveting *5 1/2* Breadth of laps of plating in single riveting *5 1/2*
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *yes* No. of Breasthooks, *three* Crutches, *three*

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *good*
 Manufacturer's name or trade mark, *Sherman, Sanger & Co., Birmingham & London*
 The above is a correct description.
 Builder's Signature, *Richardson* Surveyor's Signature, *James*
 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 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 93' 2" x 20", two plates in the round, plates 1/16" x 5/16" x 1/16", three angles 3" x 3" x 1/16". Butts double and bolts riveted & seams single riveted double for 1st & 2nd m. Main Mast 84' x 19" in round, respect as Fore Mast. Mast plates cold, Brand Bowfield*

NUMBER for EQUIPMENT

SAILS.							CABLES, &c.		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprintd.	ANCHORS.				
Nº.					Chain									Nº.	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested & Suprintd.
1	Fore Sails,				(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	310	1 5/8	21 1/10	240-1 1/16									
2	Fore Top Sails,				Iron Stream Chain	310	1 5/8	21 1/10	240-1 1/16					1	25-3-14	25-10-1-1	25 1/2	25 3/10
3	Fore Topmast Stay Sails,				or Steel Wire ..	150	1	18	15-1					1	25-2-14	25-5-3-2	25 1/2	25 3/10
4	Main Sails,				or Hempen Strm Cable	90	10		10					1	21-1-0	21-16-1-0	21-2-20	22 3/10
5	Main Top Sails, and				Towline, Hemp.	90	8 1/2		8 1/2					1	8-1-22	10-12-2-0	8 1/2	10 12/10
6					or Steel Wire ..	90	6		6					1	4-1-19	6-11-2-0	4 1/2	6 12/10
7					Hawser													
8					Warp													
9					quality good													

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

Good
Has a top gallant fore-castle frames to top height Beams 6 1/2 x 5/16
Angles 3" x 2 1/2" x 5/16. Stringer 20" x 5/16. Two plates 9" x 5/16
Has a Raised Quarter deck, frames to top height Beams 5 1/2 x 3" x 5/16
Stringer 36" x 10/16. Angles 5" x 5" x 5/16. Stringer aft 5" x 5" x 5/16. Plating 1/16, increased 1/16 at Break and Butts bolts riveted and 1/16 thicker than the plates they connect
Bridge: Beams 6" x 3" x 5/16 Stringer 24" x 5/16. Two 9" x 5/16
belluar Bottom as per approved Section and listed with a head of water to load line

Richardson Duck & Co

State if one, two, or three decked vessel, or if spar, or awning decked, and the lengths of poop, bridge, fore-castle, 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 ... £ 5: : : is received by me,
Special ... £ 59: 6: : 10. 11. 1882
Certificate (to be sent as per margin).
(Travelling Expenses, if any, £).

Committee's Minute

Friday, 17th November, 1882.

Character assigned

TRW 100 A 1
1st class Iron

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

It is submitted that this vessel appears eligible to be classed 100 A 1 as recommended 1st class Iron 28 1/2 Beams - 17 1/2

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