

IRON SHIP.

11th JAN 83

No. 5065 Survey held at *Middlesbrough* Date, First Survey *14th Feb. 1882* Last Survey *8th January 1883*

On the *S.S. "Godiva"*

TONNAGE under Tonnage Deck *1113.88*
 Ditto of ~~Third Spar~~ *Bridge 63.95*
 of ~~Deck~~ *44.54*
 of ~~House~~ *Chart 3.84*
 of ~~Forecastle~~ *28.14*
 Gross Tonnage *1302.30*
 Less Crew Space *41.84*
 Less Engine Room *416.44*
 Register Tonnage *843.69*

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

Half Breadth (moulded) *16.40*
 Depth from upper part of Keel to top of Upper Deck Beams *19.25*
 Girth of Half Midship Frame (as per Rule) *32.00*
 1st Number *68.15*
~~1st Number, if a 2 Decked Vessel .. deduct 7 feet~~
 Length *238.62*
 2nd Number *16261*
 Proportions— Breadths to Length *7.05*
 Depths to Length—Upper Deck to Keel *12.39*
 Main Deck ditto

Master
 Built at *Middlesbrough*
 When built *1882* Launched *31st Oct.*
 By whom built *R. Crags & Sons*
 Owners *A. Evans & Co. W. Langley*
 Residence *West Hartlepool*
 Port belonging to *London*
 Destined Voyage
 Surveyed while Building, Afloat, or in Dry Dock.

LENGTH	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH top of Floors to Upper	Feet.	Inches.	Power of	Horse.	Nº. of Decks with flat laid	Nº. of Tiers of Beams
on deck as per Rule ..	238	7 1/2	Moulded...	33	10	Deck Beams	17	6	Engines ...	115	One	Two
Dimensions of Ship per Register, length, <i>240.5</i> breadth, <i>34.15</i> depth, <i>17.5</i>												
KEEL, depth and thickness	Inches in Ship.		Inches per Rule.									
	8 1/2 x 2 1/2		8 1/2 x 2 1/2									
STEM, moulding and thickness	8 x 2 1/2		8 x 2 1/2									
STERN-POST for Rudder do. do.	8 1/2 x 5		8 x 5									
" for Propeller	8 1/2 x 5		8 x 5									
Distance of Frames from moulding edge to moulding edge, all fore and aft	23		23									
FRAMES, Angle Iron, for 1/2 length amidships	4 1/2 3 4		4 1/2 3 4									
Do. for 1/2 at each end	4 1/2 3 4		4 1/2 3 4									
REVERSED FRAMES, Angle Iron	3 3 4		3 3 4									
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	21		21									
thickness at the ends of vessel	4		4									
depth at 3/4 the half-bdth. as per Rule	11 1/2		10 1/2									
height extended at the Bilges	42		42									
BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron	5 1/2 3 8		5 1/2 3 8									
Single or double Angle Iron on Upper edge	23		23									
Average space												
BEAMS, Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper edge												
Average space												
BEAMS, Lower Deck Single or double Angle Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper edge												
Average space												
BEAMS, Hold, or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron	9 9 9 9		9 9 9 9									
Single or double Angle Iron on Upper edge	4 3 1/2 8		4 3 1/2 8									
Average space	As per elevation		8 1/4 8 10 1/2 frame									
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	16 12 16 12		16 12 16 12									
" Rider Plate	11 12 10 3/4 12		11 12 10 3/4 12									
" Bulb Plate to Intercostal Keelson	5 3 1/2 9		5 3 1/2 9									
" Angle Irons	8		8									
" Double Angle Iron Side Keelson	5 3 1/2 9		5 3 1/2 9									
" Side Intercostal Plate	5 3 1/2 9		5 3 1/2 9									
" do. Angle Irons	3 1/2 3 1/2 4		3 3 3 4									
" Attached to outside plating with angle iron	5 3 1/2 9		5 3 1/2 9									
BILGE Angle Irons	5 3 1/2 9		5 3 1/2 9									
" do. Bulb Iron	8 8 8 8		8 8 8 8									
" do. Intercostal plates riveted to plating for length	5 3 1/2 9		5 3 1/2 9									
BILGE STRINGER Angle Irons	5 3 1/2 9		5 3 1/2 9									
" Intercostal plates riveted to plating for length	5 3 1/2 9		5 3 1/2 9									
SIDE STRINGER Angle Irons	5 3 1/2 9		5 3 1/2 9									

Flat Keel Plates, breadth and thickness
 PLATES in Garboard Strakes, br'dth & thickness *34 11 34 11*
 " From Garboard to upper part of Bilges *9 8 10 alt 9 8 10*
 " Of d'bling at Bilge, increased thickness, and length applied, *half length* *2 Strks. 1 2 Strks. 1*
 " From up. prt of Bilge to lr. edge of Sh'rstrake *9 8 10 alt 9 8 10*
 " Main Sheerstrake, breadth and thickness *36 12 36 12*
 " Of d'bling at Sh'stk. & lng. applied *Half length 9 9*
 " From Min. to Up. or Spar Dk. Sh'rstrake
 " Up. or Spar Dk. Sh'rstrake, br'dth & thickness
 Butt Straps to outside plating, breadth & thickness *16 1/4 9 3/4 13 8 16 1/4 9 3/4 13 8*
 Lengths of Plating *138 115*
 Shifts of Plating, and Stringers *46 46*
 Gunwale Plate on ends of ~~Awning, Spar, or~~ Upper Deck Beams, breadth and thickness *34 10 34 10*
 Angle Iron on ditto *5 3 1/2 9 5 3 1/2 9*
 Tie Plates fore and aft, outside Hatchways
 Diagonal Tie Plates on Beams, No. of pairs
 Flat of Up., Spar, or Awning Dk. * *Iron* *6 6*
 How fastened to Beams *Rivets 10 10*
 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
 Flat of Middle Deck * do.
 How fastened to Beams
 Stringer Plates on ends of Lower Deck, Hold or Orlop Beams *31 9 31 9*
 Is the Stringer Plate attached to the outside plating? *Yes*
 Angle Irons on ditto, No. *Two* *4 4 8 4 4 8*
 Stringer or Tie Plates, outside Hatchways
 Flat of Lower Deck *
 Ceiling betwixt Decks, thickness and material *2 1/2 Batten & space*
 " in hold do. do. *2 1/2 to P. 2 1/2*
 Main piece of Rudder, diameter at head *5 3/4 5 3/4*
 do. at heel *3 3*
 Can the Rudder be unshipped afloat? *Yes*
 Bulkheads No. *4* No. per Rule *4*
 " Thickness of plates *9/16 & 5/16*
 " Height up *To upper Deck*
 " How secured to sides of ship *Double frames*
 " Size of Vertical Angle Irons *3 x 3 x 7/16* and distance apart *30 ins.*
 " Are the outside Plates doubled two spaces of Frames in length? *Yes*

The FRAMES extend in one length from *keel* to *gunwale* Riveted through plates with *7/8 3/4 in.* Rivets, about *7/16* apart.
 The REVERSED ANGLE IRONS on floors and frames extend *across* middle line to *top of H. beam str. a. 1* 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 1/8 in.* diameter, averaging *5 1/2 ins.* from centre to centre.
 " Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets *3/4 7/8 in.* diameter, averaging *3 1/4 3/4 ins.* from centre to centre.
 " Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *3/4 7/8 in.* diameter averaging *3 1/4 3/4 ins.* from centre to centre.
 " Butts of *Three* Strakes at Bilge for *half* length, treble riveted with Butt Straps *1/16* thicker than the plates they connect.
 " Edges from Bilge to Main Sheerstrake, worked clench, double ~~or single~~ riveted; with rivets *3/4 in.* diameter, averaging *3 1/4 ins.* from cr. to cr.
 " Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *3/4 7/8 in.* diameter, averaging *3 1/4 3/4 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 *half* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.
 " Butts of Main Stringer Plate, treble riveted for *half* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.
 " Breadth of laps of plating in double riveting *6 Dia.* Breadth of laps of plating in single riveting
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?
 No. of Breasthooks, Clewen Crutches, *Four*
 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, Long & Co.; West Stockton Iron Co.; Skerr Iron Co.; and W. Hpl. Iron Works*
 The above is a correct description.
 Builder's Signature *R. Crags & Sons* Surveyor's Signature, *Jo. Thomson*
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Apt. on machinery No. 993.

If Iron Deck, state if whole or part, and if used, state thickness at ends of vessel.

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? *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 in the butts.*

Masts, Bowsprit, Yards, &c., are *fine* in *good* condition, and sufficient in size and length. *If of Iron or Steel, give date, and further explain by a Sketch showing how the Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of riveting, &c.*
State also Length and Diameter of Lower Masts and Bowsprit

NUMBER for EQUIPMENT 17884

SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprtd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.
Fore Sails,	Chain	240	1 7/8	43 3/4	240-1 7/8	24 Oct. 82	Bower Anchors	11058	23-3-0	23-13-3-0	23-2-0
Fore Top Sails,	Iron Stream Chain	45	1	18	45-1	16 May 82		11004	22-1-0	22-11-1-0	23-2-0
Fore Topmast Stay Sails,	or Steel Wire							11003	21-2-0	22-0-0-0	20-0-0
	or Hempen Stam										
	Cable										
	Towline, Hemp.										
Main Sails,	Steel Wire	90	3 1/4	22	90-3 1/4						
Main Top Sails,	Hawser	90	8 1/2		90-8						
and	Warp	90	7		90-6						
	quality <i>Good</i>	80	5 1/2								

Standing and Running Rigging is *4.1 wire & hemp*, sufficient in size and *good* in quality. She has *2 Life* Long Boats and *1 other*
The Windlass is *Emerson & Walker's* *Capstan* *Stm. winches* and Rudder *good* Pumps *Four hand - Good.*
Engine Room Skylights. How constructed? *Of iron.* How secured in ordinary weather? *Slide bars.*

What arrangements for deadlights in bad weather? *Iron shutters fitted with Bull's eyes.*
Coal Bunker Openings. How constructed? *Iron comings.* How are lids secured? *Hatch bars.* Height above deck? *12 ft.*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Scuppers, ports and nooses.*
pipes fitted in the bulwarks.

Cargo Hatchways. How formed? *Of plates and angles fitted in the usual manner.*
State size Main Hatch *23'-0" x 12'-0"* Forehatch *11'-6" x 8'-0"* Quarterhatch *23'-0" x 12'-0"*

If of extraordinary size, state how framed and secured? *In the main and quarterhatches, 2 deep web plates.*
What arrangement for shifting beams? *3 fore & afters, in the fore hatch, 1 fore and after.*

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

Order for Special Survey No. *981*
Date *13th March 1882*
Order for Ordinary Survey No. *20*
Date *20th*
No. *30* 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 and material good.*

This vessel has been built in accordance with the enclosed tracing and in general conformity with the rules for the contemplated class.

See Secretary's letters, dated 22nd Decr. 1881 and 31st May 1882.

Has a raised quarter deck, bridge and forecabin, all the frames extending to the top height.

Ballast tanks are fitted in the main and after holds; they have been tested by a head of water equal to the extreme draught of water of the vessel and found efficient.

A. Blagden & Co.

How are the surfaces preserved from oxidation? Inside *By cement and paint.* Outside *By paint.*

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

The amount of the Entry Fee ... £ 5 : : : is received by me, *1882*
Special ... £ 50 : 10 : :
Certificate ... : : :
(To be sent as per margin).

Committee's Minute *Friday, 12th January 1882*

Character assigned *100 A. 1*

Lloyd's Register of British and Foreign Shipping