

# IRON SHIP.

Rec'd 26th APL 1883.

No. 5169 Survey held at West Hartlepool Date, First Survey 10<sup>th</sup> Nov. 1882 Last Survey 19<sup>th</sup> April 1883  
On the screw steamer *Maudie* (38 tons)

<b>TONNAGE</b> under Tonnage Deck	1380.40	<b>ONE, OR TWO DECKED, THREE DECKED, &amp;c.</b>	<b>ONE, OR TWO DECKED, THREE DECKED, &amp;c.</b>
Ditto of Third Spar, or Awning Deck	Bridge 145.92	<b>HALF, OR FULL DECKED VESSEL.</b>	
Ditto of Poop, or Raised Qr. Dk.	64.26	<b>Half Breadth</b> (moulded) .. .. .	17.16
Ditto of House on Deck	Chart 5.85	<b>Depth</b> from upper part of Keel to top of Upper Deck Beams	21.58
Ditto of Forecastle	39.44	<b>Girth</b> of Half Midship Frame (as per Rule) .. ..	34.58
Gross Tonnage	1449.56	<b>1st Number</b> .. .. .	73.32
Less Crew Space	62.91	<b>2nd Number</b> .. .. .	18696.
Less Engine Room	559.86	<b>Length</b> .. .. .	255.
Register Tonnage as cut on Beam	1126.79	<b>Proportions—</b> Breadths to Length .. ..	4 Pmder 7 1/2
		<b>Depths to Length—</b> .. .. .	11 Pmder 12
		<b>Main Deck</b> .. .. .	11 Pmder 12

Master *Holman*  
Built at *West Hartlepool*  
When built *1883* Launched *13<sup>th</sup> March*  
By whom built *W. Gray & Co.*  
Owners *Thos Appleby & Co.*  
Residence *West Hartlepool*  
Port belonging to *West Hartlepool*  
Destined Voyage *India*  
If Surveyed while Building, Afloat, or in Dry Dock,

<b>LENGTH</b> on deck as per Rule ..	255 0	<b>BREADTH—</b> Moulded ..	34 4	<b>DEPTH</b> top of Floors to Upper Deck Beams ..	19 8	<b>Power of Engines</b> ..	150	<b>No. of Decks with flat laid</b> ..	One
								<b>No. of Tiers of Beams</b> ..	Two

Dimensions of Ship per Register, length, 255.6 breadth, 34.8 depth, 19.5

	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.
<b>KEEL</b> , depth and thickness .. .. .	4 x 2 1/2	9 x 2 1/2								
<b>STEM</b> , moulding and thickness .. .. .	8 1/2 x 2 1/2	8 1/2 x 2 1/2								
<b>STERN-POST</b> for Rudder do. do. .. ..	8 1/2 x 5	8 1/2 x 5								
" " for Propeller .. .. .										
Distance of Frames from moulding edge to moulding edge, all fore and aft .. ..	24	24								
<b>FRAMES</b> , Angle Iron, for 3/4 length amidships ..	5 3 8	5 3 8								
Do. for 1/2 at each end .. .. .	5 3 7	5 3 7								
<b>REVERSED FRAMES</b> , Angle Iron .. .. .	3 3 7	3 3 7								
<b>FLOORS</b> , depth and thickness of Floor Plate at mid line for half length amidships ..	23	23								
" thickness at the ends of vessel .. ..	13 1/2	11 1/2								
" depth at 3/4 the half-bdth. as per Rule ..	46	46								
" height extended at the Bilges .. .. .										
<b>BEAMS</b> , Upper, Spar, or Awning Deck Single .. .. .	5 1/2 3 8	5 1/2 3 8								
Single .. .. .										
Average space .. .. .	24	24								
<b>BEAMS</b> , Middle Deck .. .. .	8 1/2 8	8 1/2 8								
Single .. .. .										
Average space .. .. .	48	48								
<b>BEAMS</b> , Lower Deck .. .. .										
Single .. .. .										
Average space .. .. .										
<b>BEAMS</b> , Hold .. .. .	9 1/2 9	9 1/2 9								
Single .. .. .										
Average space .. .. .	48	48								
<b>KEELSONS</b> Centre line, single .. .. .	17 1/2 12	17 1/2 12								
" Rider Plate .. .. .	11 1/2 12	11 1/2 12								
" Angle Irons .. .. .	5 4 9	5 4 9								
" Side Intercoastal Plate .. .. .										
" do. Angle Irons .. .. .	5 4 9	5 4 9								
" Attached to outside plating with angle iron ..	3 3 7	3 3 7								
<b>BILGE</b> Angle Irons .. .. .	5 4 9	5 4 9								
" do. Bulb Iron .. .. .	8 1/2 8	8 1/2 8								
" .. .. .										
<b>BILGE STRINGER</b> Angle Irons .. .. .	5 4 9	5 4 9								
" .. .. .										
" .. .. .										

The **FRAMES** extend in one length from *keel* to *gunwale* Riveted through plates with 7/8 in. Rivets, about 7 apart.  
The **REVERSED ANGLE IRONS** on floors and frames extend *across* middle line to *top of middle or hold beam* 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 5/8 ins. from centre to centre.  
" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from centre to centre.  
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 1/2 ins. from centre to centre.  
" Butts of *two* Strakes at Bilge for *half* length, treble riveted with Butt Straps 7/16 thicker than the plates they connect, and on *one* strake  
" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.  
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 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 *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* amidships.  
" 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, Seven* 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, *W. Hpl. Iron Works, Dorman, Long, & Co.; and W. Stk. Iron Co.*  
The above is a correct description. *Yes*  
Builder's Signature, *W. Hpl. Iron Works* Surveyor's Signature, *William Wilson*  
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? *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 *Iron and pine* 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 Material and if stamped with Maker's name.  
State also Length and Diameter of Lower Masts and Bowsprit. *Foremast 74'-6" x 23", main mast 68'-4" x 21", plates 6 1/16" & 5 1/16", two in the round, and doubled at the partners. Landing edges double riveted, butts double riveted below and treble above partners. Plates made at West Hartlepool Iron Works, and tested as per rule.*

NUMBER for EQUIPMENT		20565	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.		CABLES, &c.											
One complete set of	N <sup>o</sup> .	Chain .....	240	1 1/4	5 1/4	240-1 1/4	12/3/83	Bower Anchors	11613	28-1-0	24-6-1-0	24-3-0	3/3/83
	Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)						(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
	Fore Top Sails,	Iron Stream Chain	45	1 1/4	20 3/10	45-1 1/4	6/3/83		11615	24-3-14	24-0-2-14	24-3-0	3/3/83
	Fore Topmast Stay Sails,	or Steel Wire ..	Tested at Sunderland by J. Hartness.										
		or Hempen Strm. Cable .....											
		Towline, Hemp.	Tested at Sunderland by J. Hartness.										
		or Steel Wire ..											
	Main Sails,	Hawser .....	90	3 1/2	26	90-3 1/2		Stream Anchor	11513	8-2-21	10-14-2-0	8-3-0	10/3/83
	Main Top Sails,	Warp .....	90	4		90-4		Kedge	11467	4-2-7	4-0-0-0	4-2-0	30/1/83
	and	quality <i>Good</i>	90	6				2nd Kedge	11468	2-1-0	4-15-0-0	2-1-0	30/1/83
Standing and Running Rigging		Sufficient in size and <i>Good</i> in quality. She has <i>2 Life Long</i> Boats and <i>2 others.</i>											

The Windlass is *Emerson & Walker's* Capstan *Good* and Rudder *Good* Pumps *4 hand - Good.*  
Engine Room Skylights. How constructed? *Of iron.* How secured in ordinary weather? *By slide bars.*  
What arrangements for deadlights in bad weather? *Iron shutters fitted with Bull's eyes.*  
Coal Bunker Openings. How constructed? *Iron coverings.* How are lids secured? *By hatch bars.* Height above deck? *30" & 18"*  
Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Scuppers, ports, and mooring pipes fitted in the bulwarks.*  
Cargo Hatchways. How formed? *Of plates and angles fitted in the usual manner.*  
State size Main Hatch *20'-0" x 12'-0"* Forehatch *12'-8" x 10'-6"* Quarterhatches *16'-0" x 12'-0" & 20'-0" x 12'-0"*  
If of extraordinary size, state how framed and secured? *In the fore hatchway, 3 fore and afters; in the others, one deep web plate and 3 fore & afters*  
What arrangement for shifting beams? *one deep web plate and 3 fore & afters*  
Hatches. If strong and efficient? *Solid 2 1/2" pine.*

Order for Special Survey No. <i>969</i>	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	<i>First survey 10<sup>th</sup> November 1882</i>
Date <i>18<sup>th</sup> Nov 82</i>		2nd. On the plating during the process of riveting	
Order for Ordinary Survey No. <i>1</i>		3rd. When the beams were in and fastened, and before the decks were laid...	
Date <i>18<sup>th</sup> Nov 82</i>		4th. When the ship was complete, and before the plating was finally coated or cemented...	
No. <i>270</i> in builder's yard.		5th. After the ship was launched and equipped	

General Remarks (State quality of workmanship, &c.)  
*This vessel has been built in accordance with the approved tracings, the Secretary's letter of the 5<sup>th</sup> June, 1882, and in general conformity with the rules for the contemplated class.*  
*Ballast tanks have been fitted in the fore and after holds; they have been tested with a head of water equal to the extreme draught of water of the vessel and found efficient.*  
*The workmanship throughout is well executed.*

*Wm. L. Thompson*  
Surveyor to Lloyd's Register of British and Foreign Shipping.

State if one, two, or three decked vessel, or if open, or covering decked; and the lengths of poop, bridge, fore-castle, or raised quarter deck, (if double bottom, state particulars on separate form.)  
*28'-0" 66'-0" 61'-0" 66'-0"*

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.L.*

The amount of the Entry Fee ... £ *5* : : is received by me, *Wm. L. Thompson*  
Special ... £ *67* : 3 : *24.4.1883*  
Certificate ... : : :  
(to be sent as per margin).

(Travelling Expenses, if any, £ : : :)

Committee's Minute *Friday, 27<sup>th</sup> April, 1883.*

Character assigned *100 A*

*Wm. L. Thompson*

Lloyd's Register Foundation