

# IRON SHIP.

No. 5196 Survey held at *Stockton*  
On the *8th Decr 1888*

Date, First Survey *1st Decr 1888* Last Survey *29th May 1889* 1888

**TONNAGE** under Tonnage Deck *1008.06*  
Ditto of *House* *131.89*  
Ditto of *Boiler* *98.84*  
Ditto of *Raised Qr. Dk.* *3.02*  
Ditto of *Houses on Deck* *39.12*  
Ditto of *Forecastle* *11.08*  
Gross Tonnage *1280.91*  
Less Crew Space *56.60*  
Less Engine Room *111.92*  
Register Tonnage *818.41*  
as out on Beam

**ONE, OR TWO DECKED, THREE DECKED VESSEL,**  
**SPAR, OR AWNING DECKED VESSEL.**  
Half Breadth (moulded) *16.2*  
Depth from upper part of Keel to top of Upper Deck Beams *18.1 1/2*  
Girth of Half Midship Frame (as per Rule) *30.11*  
1st Number *65.2 1/2*  
1st Number, if 3 Decked Vessel deduct 7 feet  
Length *233.9*  
2nd Number *152.52*  
Proportions— Breadths to Length *1/14*  
Depths to Length—Upper Deck to Keel *12.9*  
Main Deck ditto

Master *Quaker*  
Built at *Stockton*  
When built *1888* Launched *9th April 89*  
By whom built *M. Pearson & Co*  
Owners *W. Blake*  
Residence *bandiff*  
Port belonging to *London*  
Destined Voyage *bandiff*  
If Surveyed while Building, Afloat, or in Dry Dock.

**LENGTH** on deck as per Rule *233.9* **BREADTH** Moulded *32.6* **DEPTH** top of Floors to Upper Deck Beams *16.6* **Power of Engines** *110* **Nº. of Decks with flat laid** *no* **Nº. of Tiers of Beams** *two*

Dimensions of Ship per Register, length, *233.9* breadth, *32.6* depth, *16.5*

**KEEL**, depth and thickness *8 x 2 3/8*  
**STEM**, moulding and thickness *1 1/2 x 2 3/8*  
**STERN-POST** for Rudder do. do. *1 1/2 x 2 3/8*  
" " for Propeller *1 1/2 x 2 3/8*  
Distance of Frames from moulding edge to moulding edge, all fore and aft *23*

**FRAMES**, Angle Iron, for 1/2 length amidships *3 x 3*  
Do. for 1/2 at each end *3 x 3*  
**REVERSED FRAMES**, Angle Iron *3 x 3*  
**FLOORS**, depth and thickness of Floor Plate at mid line for half length amidships *1 1/2 x 8.9*  
" thickness at the ends of vessel *1*  
" depth at 1/2 the half-bdth. as per Rule *3/4*  
" height extended at the Bilges *3.9*

**BEAMS**, Upper, Spar, or Anning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper edge Average space *23*

**BEAMS**, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single, or double Angle Iron, on Upper Edge Average space

**BEAMS**, Lower Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge Average space

**BEAMS**, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge Average space *as per elevation*

**KEELSONS** Centre line, single or double plate, *15*  
" Rider Plate *10 3/4*  
" Bulb Plate to Intercoastal Keelson *5 x 3 1/2*  
" Angle Irons *5 x 3 1/2*  
" Double Angle Iron Side Keelson *5 x 3 1/2*  
" Side Intercoastal Plate *5 x 3 1/2*  
" do. Angle Irons *5 x 3 1/2*  
" Attached to outside plating with angle iron *3 x 3*

**BILGE** Angle Irons *5 x 3 1/2*  
" do. Bulb Iron *1 1/2*  
" do. Intercoastal plates riveted to plating for length *1 1/2*

**BILGE STRINGER** Angle Irons *5 x 3 1/2*  
Intercoastal plates riveted to plating for length

**SIDE STRINGER** Angle Irons *5 x 3 1/2*

The **FRAMES** extend in one length from *Keel* to *Gunnwale*

The **REVERSED ANGLE IRONS** on floors and frames extend across *middle line*

**KEELSONS**. Are the various lengths of Plates and Angle Irons properly connected? *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 clencher, double riveted; with rivets *1 1/8* in. diameter averaging *3 1/2* ins. from centre to centre.

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *1 1/8* in. diameter averaging *3 1/2* ins. from centre to centre.

" Butts of *three* Strakes at Bilge for *one-half* length, treble riveted with Butt Straps *1/16* thicker than the plates they connect.

" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets *1 1/8* in. diameter, averaging *3 1/2* ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *1 1/8* in. diameter, averaging *3 1/2* ins. from cr. to cr.

Flat Keel Plates, breadth and thickness *3 x 11*  
**PLATES** in Garboard Strakes, br'dth & thickness *3 x 11*  
" From Garboard to upper part of Bilges *9.10*  
" Of d'bling at Bilge, or increased thickness, and length applied *3*  
" From up. prt of Bilge to lr. edge of Sh'rstrake *9.10*  
" Main Sheerstrake, breadth and thickness *30*  
" Of d'bling at Sh'stk. & lng. applied *one-half*  
" From M'n. to Up. or Spar Dk. Sh'rstrake *3.10*  
" Up. or Spar Dk Sh'rstrake, br'dth & thickn'ss *11.10*  
Butt Straps to outside plating, breadth & thickness *11.5*  
Lengths of Plating *11.5*  
Shifts of Plating, and Stringers *11.5*  
Gunwale Plate on ends of *3.9*  
Upper Deck Beams, breadth and thickness *5 x 3 1/2 x 9.10*

Angle Iron on ditto *5 x 3 1/2 x 9.10*

Tie Plates fore and aft, outside Hatchways

Diagonal Tie Plates on Beams No. of Pairs

Flat of Up., Spar, or Anning Dk. *which is done*  
How fastened to Beams *covered with rivets*

Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness

Is the Stringer Plate attached to the outside plating? *yes*

Angle Irons on ditto, No. *3*  
Tie Plates, outside Hatchways *3 x 3 1/2 x 9.10*

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 *30*

Is the Stringer Plate attached to the outside plating? *yes*

Angle Irons on ditto, No. *3* (one *5 x 3 1/2 x 9.10*)

Stringer or Tie Plates, outside Hatchways

Flat of Lower Deck *\**

Ceiling betwixt Decks, thickness and material *2 1/2 Bottom*

" in hold do. *2 1/2 B. Pins*

Main piece of Rudder, diameter at head *5 1/2*

do. at heel *3*

Can the Rudder be unshipped afloat? *yes*

Bulkheads No. *8* No. per Rule *6.5*

" Thickness of *6.5*

" Height up *upper deck and cabin floor plating over*

" How secured to sides of ship *double frames*

" Size of Vertical Angle Irons *3 x 3 1/2 x 9.10* and distance apart *30* ins.

" Are the outside Plates doubled two spaces of Frames in length? *yes*

State clearly where plating is of alternate thickness—as distinguished from diminished thickness at ends of vessel.

\* If Iron Deck, state if whole or part, and if wood deck is laid thereon.



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 *Pitch 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 Materials, and if stamped with Maker's name.*

State also Length and Diameter of Lower Masts and Bowsprit

NUMBER for EQUIPMENT		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.											
N <sup>o</sup> .	Chain						Bower Anchors						
	(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 Sails,	Iron Stream Chain												
	or Steel Wire												
Fore Top Sails,	or Hempen Strm Cable												
Fore Topmast Stay Sails,	Towline, Hemp.												
	or Steel Wire												
Main Sails,	Hawser						Stream Anchor						
Main Top Sails,	Warp						Kedge						
	quality good.						2nd Kedge						

Standing and Running Rigging *Wire & Hemp* sufficient in size and good in quality. She has *two* Long-Boats and *two* Jolly Boats

The Windlass is *good (Patent)* Capstan *good* and Rudder and Pumps *good*

Engine Room Skylights. How constructed? *1/16 iron beams iron skylight* How secured in ordinary weather? *Bulls eyes*

What arrangements for deadlights in bad weather? *Bulls eyes*

Coal Bunker Openings. How constructed? *1/16 beaming* How are lids secured? *Bars* Height above deck? *18 in*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Six Ports and six scuppers on each side*

Cargo Hatchways. How formed? *1/16 beaming*

State size Main Hatch *20 feet x 10 feet* Fore hatch *1 foot 8 in x 1 foot 6 in* Quarter hatch *11 feet 6 in x 10 feet and 15 feet 4 in x 10 feet*

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? *Web plates and 3 fore & afters*

Hatches, If strong and efficient? *Yes 13 ft 6 in*

Order for Special Survey No. *1031*

Date *1<sup>st</sup> Dec 1882*

Order for Ordinary Survey No.

Date

No. *205* 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

*Built under Special Survey*  
*First Survey 1<sup>st</sup> December 1882*  
*Final Survey 29<sup>th</sup> May 1883*

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

*Was a Copgallant Forecastle. Frames to top height. Beams 6 1/2 x 1/16, angles 2 3/4 x 2 3/4 x 1/16. Stringer plate 22 x 1/16, angle 3 1/2 x 3 1/2 x 1/16. Side plate 9 x 1/16. Plating 1/16*

*Raised Quarter Deck. Frames to top height. Beams 5 1/2 x 3 x 1/16, Stringer 22 x 1/16, angles 5 x 3 1/2 x 1/16, plating 1/16 and increased 1/16 at break. Deck 1/16 and fastened with rivets*

*Water Ballast Tanks. Large plate 1/16, angles 3 1/2 x 3 1/2 x 1/16, web plates 1/16, angles 3 x 3 x 1/16. Top of tank 1/16*

*Water Ballast Tanks tested with a head of water 15 load line.*

*M. Pearson*

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 and 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, *1/2*

Special ... £ 55: 15: 30. 5. 1883

Certificate ...

(to be sent as per margin).

(Travelling Expenses, if any, £ )

Committee's Minute

TUESDAY 5 JUNE 1883 18

Character assigned *100 A 1*

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

Lloyd's Register Foundation