

IRON SHIP.

No. 5296 Survey held at *Whitby* Date, First Survey *20th Feb* Last Survey *20th Aug* 1883
On the *S. S. "Geophyrus"* 2 Masts, Schooner Rig

TONNAGE under Tonnage Deck 1916.09
Ditto of Third Spar *17.12*
Ditto of Poop, *56.80*
Ditto of Houses on Deck *3.18*
Ditto of Forecastle *38.04*
Gross Tonnage *2072.44*
Less Crew Space *57.86*
Less Engine Room *663.18*
Register Tonnage as cut on Beam *1351.40*

ONE OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.
Half Breadth (moulded) *17.11*
Depth from upper part of Keel to top of Upper Deck Beams *26.0 1/2*
Girth of Half Midship Frame (as per Rule) *38.10 1/2*
1st Number *82.10*
1st Number, if a 3-Decked Vessel deduct 7 feet *75.10*
Length *284.9*
2nd Number *21.593*
Proportions— Breadths to Length *1/8*
Depths to Length—Upper Deck to Keel *1/11*
Main Deck ditto *1/15*

Master *John King*
Built at *Whitby*
When built *1883* Launched *21st July*
By whom built *J. Turnbull & Son*
Owner *Turner Brightman & Co*
Residence *12 St. St. Helens*
Port belonging to *London*
Destined Voyage *Senoa*
If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH	Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of Engines	Horse.	N ^o . of Decks with flat laid	N ^o . of Tiers of Beams
on deck as per Rule	284	9	Moulded	35	10	top of Floors to Upper Deck Beams	24	1	160	160	2	5
Do. do. Main Deck Beams												
Dimensions of Ship per Register, length, 286 breadth, 36 depth, 24.1												
KEEL, depth and thickness						Inches in Ship						
STEM, moulding and thickness						Inches per Rule						
STERN-POST for Rudder do. do.						Inches in Ship						
" " for Propeller						Inches per Rule						
Distance of Frames from moulding edge to moulding edge, all fore and aft						Inches in Ship						
FRAMES, Angle Iron, for 1/2 length amidships						Inches in Ship						
Do. for 1/2 at each end						Inches per Rule						
REVERSED FRAMES, Angle Iron						Inches in Ship						
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships						Inches in Ship						
" thickness at the ends of vessel						Inches per Rule						
" depth at 1/2 the half-bdth. as per Rule						Inches in Ship						
" height extended at the Bilges						Inches per Rule						
BEAMS, Upper, Spar, or Awning Deck						Inches in Ship						
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron						Inches in Ship						
Single or double Angle Iron on Upper edge						Inches per Rule						
Average space						Inches in Ship						
BEAMS, Main, or Middle Deck						Inches in Ship						
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron						Inches in Ship						
Single, or double Angle Iron, on Upper Edge						Inches per Rule						
Average space						Inches in Ship						
BEAMS, Lower Deck						Inches in Ship						
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron						Inches in Ship						
Single or double Angle Iron on Upper Edge						Inches per Rule						
Average space						Inches in Ship						
BEAMS, Hold, or Orlop						Inches in Ship						
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron						Inches in Ship						
Single or double Angle Iron on Upper Edge						Inches per Rule						
Average space						Inches in Ship						
KEELSONS Centre line, single or double plate, box, or intercostal, Plates						Inches in Ship						
" Rider Plate						Inches per Rule						
" Bulb Plate to Intercostal Keelson						Inches in Ship						
" Angle Irons						Inches per Rule						
" Double Angle Iron Side Keelson						Inches in Ship						
" Side Intercostal Plate						Inches per Rule						
" do. Angle Irons						Inches in Ship						
" Attached to outside plating with angle iron						Inches per Rule						
BILGE Angle Irons						Inches in Ship						
" do. Bulb Iron						Inches per Rule						
" do. Intercostal plates riveted to plating for length						Inches in Ship						
BILGE STRINGER Angle Irons						Inches in Ship						
" Intercostal plates riveted to plating for 1/2 length						Inches per Rule						
SIDE STRINGER Angle Irons						Inches in Ship						

The FRAMES extend in one length from *Keel* to *Gunwale*
The REVERSED ANGLE IRONS on floors and frames extend from middle line to *Stranger* and to *Gunwale* alternately
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 1/8* 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 1/8* ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *7/8* in. diameter averaging *3 1/8* ins. from centre to centre.
Butts of *4* 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 *7/8* in. diameter, averaging *3 1/8* ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *7/8* in. diameter, averaging *3 1/8* 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 *1/2* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 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 1/4* Breadth of laps of plating in single riveting
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? No. of Breasthooks, *7* Crutches, *6*
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. *Angles & Bulbs, Dorman Lang & Co*
Manufacturer's name or trade mark, *Stokholm Hallen* Plates *Stokholm Hallen*, *Mon. Jones Bros & West-Stockholm*
The above is a correct description.
Builder's Signature, *J. Turnbull & Son* Surveyor's Signature, *W. D. Lloyd* 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? *Only a few*

Masts, Bowsprit, Yards, &c., are *wood + 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 *Foremast 79 ft 9 in long + 24 1/2" dia. Mainmast 73 ft 3" long + 24 1/2" dia. 3 Plates in the Round. Steams double riveted, Butts double + double riveted. Thickness of Plates 7/16 to 9/16 at Head + Heel. Dashed at Partners. Materials West's Patent Iron Co. Tested as per Rule.*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.							Bower Anchors (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
N ^o .	CABLES, &c.											
	Chain <i>Steel</i>	270	1 1/16	59 1/8 82 3/4	270. 1 1/16	<i>Tested at Newcastle 11th + 20th Feb 1883</i>						
Fore Sails,	Iron Stream Chain	75	1 1/8	22 1/4. 54 1/8	75. 1 1/8							
Fore Top Sails,	or Steel Wire ..											
Fore Topmast Stay Sails,	or Hempen Strm } Cable											
	Towline, Hemp.				<i>Heap</i>							
Main Sails,	or Steel Wire ..	90	4"	33	90. 12"							
Main Top Sails,	Hawser	90	9 1/2		90. 9 1/2							
and	Warp	90	7 1/2		90. 7 1/2							
	quality <i>Good</i>	75	6									

Standing and Running Rigging *W. H. + Manila* sufficient in size and *Good* in quality. She has *2 Life Long* Boat and *2 Others*.
The Windlass is *Emerson + Walkers* Capstans *2 Good* and Rudder *Good* Pumps *Six Hand*
Engine Room Skylights.—How constructed? *Iron Corrugated Sheet Top* How secured in ordinary weather? *Quadrant*—
What arrangements for deadlights in bad weather? *Strong Canvas Covers*
Coal Bunker Openings.—How constructed? *Plates + Angles* How are lids secured? *With Hatch Bars* Height above deck? *16"*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *9 Square Pts each side + Bulwarks.*
Cargo Hatchways.—How formed? *Plates + Angles*
State size Main Hatch *20ft x 12ft* Fore hatch *12ft x 12ft* 2 Quarterhatches *20ft x 12ft*.
If of extraordinary size, state how framed and secured? *Ordinary size*
What arrangement for shifting beams? *Deep Web Plates.*
Hatches, If strong and efficient? *Solid Hatches*

Order for Special Survey No. <i>1046</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	} Built under Special Survey.
Date <i>12th Feb 1883</i>		2nd. On the plating during the process of riveting	
Order for Ordinary Survey No.		3rd. When the beams were in and fastened, and before the decks were laid...	
Date		4th. When the ship was complete, and before the plating was finally coated or cemented..	
No. <i>90</i> in builder's yard.		5th. After the ship was launched and equipped	

General Remarks (State quality of workmanship, &c.)
This is a Three Decked Vessel, with a Top Gallant Forecastle 35 ft long, a Poop 26 ft long + a Bridge 62 ft 2 in long. Built under Special Survey in accordance with the Rules + the general arrangement in conformity with the Plans submitted + approved by the Committee + the Materials + Workmanship are good. Double bottom tested by a head of water equal to the height of the load line + found satisfactory, the particulars + capacity of same are as per Record attached.

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. Three Decked. 1 Iron Deck.*
The amount of the Entry Fee ... £ 5: : : is received by me, }
Special ... £ 75: 7: : 30. 8. 1883. }
Certificate ... : : :
(to be sent as per margin).
(Travelling Expenses, if any, £ 1: : :)
Committee's Minute
Character assigned *100 A 1 op*
4 SEPTEMBER 1883 18
Surveyor to Lloyd's Register of British and Foreign Shipping.
Lloyd's Register Foundation