

IRON SHIP.

MONDAY, 8 OCT 1883

No. 5312 Survey held at West Hartlepool Date, First Survey 9th April

Last Survey 21st September 1883 (34 Weeks)

On the S.S. "Maitlands"

TONNAGE under Tonnage Deck	ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.
Ditto of Third Spar Bridge 121.66	Half Breadth (moulded) 15.66
Ditto of Poop, or Raised Qr. Dk. 94.48	Depth from upper part of Keel to top of Upper Deck Beams 16.38
Ditto of Houses on Deck Chart 3.99	Girth of Half Midship Frame (as per Rule) 28.84
Ditto of Forecastle 3.3.98	1st Number 60.91
Gross Tonnage 1159.36	1st Number, if a 3-Decked Vessel deduct 7 feet
Less Crew Space 46.40	Length 233.49
1112.86	2nd Number 142.40
Less Engine Room 341.06	Proportions— Breadths to Length 4.46
Register Tonnage as cut on Beam 741.80	Depths to Length—Upper Deck to Keel 14.26
	Main Deck ditto

Master Holman
Built at West Hartlepool
When built 1883 Launched 24th July
By whom built W. Gray & Co.
Owners Hardy, Wilson & Co.
Residence West Hartlepool
Port belonging to West Hartlepool
Destined Voyage Mediterranean
If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule	Feet. Inches.	BREADTH Moulded	Feet. Inches.	DEPTH top of Floors to Upper Deck Beams	Feet. Inches.	Power of Engines	Horse.	N° of Decks with flat laid	N° of Tiers of Beams
233 9 1/2		31 4		14 11		99		One	Two
Dimensions of Ship per Register, length, 234.8 breadth, 31.45 depth, 15.11									
KEEL, depth and thickness	8 x 2 3/8	8 x 2 3/8							
STEM, moulding and thickness	4 1/2 x 2 3/8	4 1/2 x 2 3/8							
STERN-POST for Rudder do. do.	4 1/2 x 4 3/4	4 1/2 x 4 3/4							
" " for Propeller	4 1/2 x 4 3/4	4 1/2 x 4 3/4							
Distance of Frames from moulding edge to moulding edge, all fore and aft	23	23							
FRAMES, Angle Iron, for 1/2 length amidships	3 1/2 3 4	3 1/2 3 4							
Do. for 1/2 at each end	3 1/2 3 6	3 1/2 3 6							
REVERSED FRAMES, Angle Iron	3 2 1/2 6	3 2 1/2 6							
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	14 1/2 8 1/2 9	14 1/2 8 1/2 9							
" thickness at the ends of vessel	4	4							
" depth at 3/4 the half-bdth. as per Rule	12	8 3/4							
" height extended at the Bilges	35	35							
BEAMS, Upper, Spar, or Awning Deck Single or double Ang. 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 Ang. Iron, Plate or Tee Bulb Iron									
Single or double Angle Iron on Upper Edge									
Average space									
BEAMS, Lower Deck Single or double Ang. Iron, Plate or Tee Bulb Iron									
Single or double Angle Iron on Upper Edge									
Average space									
BEAMS, Hold, or Orlop Single or double Ang. Iron, Plate or Tee Bulb Iron	8 1/2 8	8 1/2 8							
Single or double Angle Iron on Upper Edge	4 3 4	4 3 4							
Average space	14	14							
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	11 1/2 11	10 3/4 11							
" Rider Plate	11 1/2 11	10 3/4 11							
" Bulb Plate to Intercoastal Keelson	5 3 1/2 4	5 3 1/2 4							
" Angle Irons	4	4							
" Double Angle Iron Side Keelson	5 3 1/2 4	5 3 1/2 4							
" Side Intercoastal Plate	5 3 1/2 4	5 3 1/2 4							
" do. Angle Irons	3 1/2 3 1/2 4	3 2 1/2 6							
" Attached to outside plating with angle iron	3 1/2 3 1/2 4	3 2 1/2 6							
BILGE Angle Irons	5 3 1/2 4	5 3 1/2 4							
" do. Bulb Iron	4 1/2 4	4 1/2 4							
" do. Intercoastal plates riveted to plating for length	5 3 1/2 4	5 3 1/2 4							
BILGE STRINGER Angle Irons	5 3 1/2 4	5 3 1/2 4							
Intercoastal plates riveted to plating for half length	4	4							
SIDE STRINGER Angle Irons									

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

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

The FRAMES extend in one length from keel to gunwale

The REVERSED ANGLE IRONS on floors and frames extend across middle line to top of H. beam str. 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 3/8 ins. from centre to centre.

" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from centre to centre.

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 1/2 ins. from centre to centre.

" Butts of Strakes at Bilge for half length, treble riveted with Butt Straps 76 thicker than the plates they connect, and 1 strake

" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 ins. from cr. to cr.

" Edges of Main 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 in. 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, Two

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, Lang & Co., and West Hartlepool Iron Works.

The above is a correct description.

Builder's Signature, J. Thomson

Surveyor's Signature, J. Thomson

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

