

IRON SHIP.

(Received at London Office, 23rd Jan 1884)

No. 5395 Survey held at *Whitby* Date, First Survey 25th July 1883 Last Survey, 9th Jan 1884
On the *S. S. "Gurich"* 2 masts, Schooner Rig (20 masts)

TONNAGE under Tonnage Deck 1118.74
Ditto of Third Spar, or Awaiting Deck 119.24
Ditto of *Keel* 96.25
Ditto of *Raised Or. Dk.* 15.75
Ditto of Houses on Deck 3.57
Ditto of Forecastle 38.67
Gross Tonnage 1392.00
Less Crew Space 54.92
Less Engine Room 445.44
Register Tonnage as cut on Beam 891.64

ONE, OR TWO DECKED, THREE DECKED VESSEL.
SPAR, OR AWNING-DECKED VESSEL. R.A.S.
Half Breadth (moulded) 16.91
Depth from upper part of Keel to top of Upper Deck Beams 18.71
Girth of Half Midship Frame (as per Rule) 32.00
1st Number 67.62
1st Number, if a 3 Decked Vessel deduct 7 feet
Length 245.75
2nd Number 16.482
Proportions— Breadths to Length 7.20
Depths to Length— Upper Deck to Keel 13.02
Main Deck ditto

Master *C. Sutton*
Built at *Whitby*
When built 1883 Launched 15th Dec 1883
By whom built *J. Turnbull & Son*
Owners *Turner Brightman & Co*
Residence 12 Great St. Helens
Port belonging to *London*
Destined Voyage *West Indies*
Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 245.75
BREADTH Moulded 33.83
DEPTH top of Floors to Upper Deck Beams 17.00
Power of Engines 130
Horse. 130
N^o. of Decks with flat laid 1
N^o. of Tiers of Beams 2

Dimensions of Ship per Register, length, 245.75 breadth, 34.1 depth, 17.00

KEEL, depth and thickness 8 x 2 1/2
STEM, moulding and thickness 9 x 4 7/16
STERN-POST for Rudder do. 9 x 4 7/16
" for Propeller 9 x 4 7/16
Distance of Frames from moulding edge to moulding edge, all fore and aft 25"

FRAMES, Angle Iron, for 2/3 length amidships 4 x 3 7
Do. for 1/3 at each end 4 x 3 6
REVERSED FRAMES, Angle Iron 3 x 3 6
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 20 1/2
" thickness at the ends of vessel 7
" depth at 2/3 the half-bdth. as per Rule 10 1/4
" height extended at the Bilges 41

BEAMS, Upper, Spar, or Awaiting Deck
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron
Single or double Angle Iron on Upper edge 5 1/2 x 3 8
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 4 x 5 1/2 8
Average space 12
BEAMS, Lower Deck
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron
Single or double Angle Iron on Upper Edge 4 x 5 1/2 8
Average space 12
BEAMS, Hold, or Orlop
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron
Single or double Angle Iron on Upper Edge 4 x 5 1/2 8
Average space 12

KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates 12
" Rider Plate 10 1/4
" Bulb Plate to Intercoastal Keelson 5 x 3 1/2 9
" Angle Irons 5 x 3 1/2 9
" Double Angle Iron Side Keelson 5 x 3 1/2 9
" Side Intercoastal Plate 8
" do. Angle Irons 5 x 3 1/2 9
" Attached to outside plating with angle iron 3 x 3 7

BILGE Angle Irons 5 x 3 1/2 9
" do. Bulb Iron 8 x 8 8
" do. Intercoastal plates riveted to plating for length 5 x 3 1/2 9
BILGE STRINGER Angle Irons 5 x 3 1/2 9
Intercoastal plates riveted to plating for 1/2 length 8
WIDE STRINGER Angle Irons 5 x 3 1/2 9

FRAMES extend in one length from *Keel* to *Stem*
REVERSED ANGLE IRONS on floors and frames extend from middle line to *Keel* and to *Stem* 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" in. diameter, averaging 4 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 1/4 ins. from centre to centre.
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3-3 1/8 ins. from centre to centre.
" Butts of 3 Strakes at Bilge for 1/2 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 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 in. diameter, averaging 3-3 1/8 ins. from cr. to cr.
" Edges of Main Sheerstrake, double or single riveted. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.
" Butts of Main Sheerstrake, treble riveted for whole length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.
" Butts of Main Stringer Plate, treble riveted for 1/2 length amidships.
" Breadth of laps of plating in double riveting 4 1/4 Breadth of laps of plating in single riveting

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single riveted? *Yes*
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Angle & Bulb, Steel & Malleable*
Manufacturer's name or trade mark, *Dorman & Co. Plate West-Stockton, Stockton Malleable & Steel*
The above is a correct description.
Builder's Signature, *J. Turnbull & Son* Surveyor's Signature, *C. W. R. R. R.*
Surveyor to Lloyd's Register of British and Foreign Shipping.

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.

STK909-0296

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 *Iron Wood* 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-68ft 8" x 20" dia. Mainmast-64ft x 20" dia. 2 Plates in the round. Thickness 6/16 to 5/16 at Head & Foot. Doubled at Partners. Seams double riveted. Butts double & double riveted. Straps 1/16 thicker than Plates. Materials from Iron Works. 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.	Wght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.							Bower Anchors					
No.	CABLES &c.						(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
Fore Sails,	Chain <i>Stud</i>	270	19/16	43. 2/10 61. 4/10	270. 19/16	<i>16 1/2 in. Jan 1883.</i>		1	25.2.14	25.11.3.14	25.2.0	<i>1883. 28 1/2 in. 12 1/4 in</i>
Fore Top Sails,	Iron Stream Chain	75	1"	18.27	75. 1"			1	25.2.0	25.10.0.0	25.2.0	
Fore Topmast Stay Sails,	or Steel Wire .. or Hempen Strm Cable							1	20.1.14	21.1.2.7	20.0.0	
	Towline, <i>Hemp</i>	90	3/4	22	90. 3/4							
Main Sails,	or Steel Wire ..						Stream Anchor	1	8.0.0	10.2.2.0	8.0.0	
	Hawser	90	8"		90. 8"		Kedge ...	1	4.1.0	6.12.2.0	4.0.0	
Main Top Sails, and	Warp	90	6"		90. 6"		2nd Kedge ...	1	2.0.0	4.10.0.0	2.0.0	
	quality <i>Good</i>	150	6"									

Standing and Running Riggings *Wire, Hemp, Manila* sufficient in size and *Good* in quality. She has *2* Life Long Boats and *2* Others
The Windlass is *Tenison & Walker* Capstan *2* *Good* and Rudder *Good* Pumps *4* *Hand*
Engine Room Skylights.—How constructed? *all Iron* How secured in ordinary weather? *By Lugsails*
What arrangements for deadlights in bad weather? *Bulls Eyes*
Coal Bunker Openings.—How constructed? *Plates & Angles* How are lids secured? *Hatch Bars* Height above deck? *15" + 3.6 ins*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *9 Ports each side & Bulwarks*
Cargo Hatchways.—How formed? *Plates & Angles*
State size Main Hatch *23ft x 12ft 2"* Fore hatch *11ft 3 x 10ft* Quarterhatches *11ft 5 x 10ft. 19ft 1 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 2 1/2 thick.*

Order for Special Survey No. *1074* DATES of Surveys held while building as per Section 18.
Date *5th May 1883* 1st. On the several parts of the frame, when in place, and before the plating was wrought } *25th July 1883*
Order for Ordinary Survey No. 2nd. On the plating during the process of riveting }
Date 3rd. When the beams were in and fastened, and before the decks were laid... }
No. *93* in builder's yard. 4th. When the ship was complete, and before the plating was finally coated or cemented.. } *9th Jan 1884*
State dates of letters respecting this case *19th April 1883.* 5th. After the ship was launched and equipped }

General Remarks (State quality of workmanship, &c.)
This is a two Decker Vessel with a Raised Quarter Deck 8 ft long, a Bridge House 53 ft 5 long + a Top Gallant Forecastle 33 ft 5 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 good.
Double Bottom tested by a head of water equal to the height of the load line + found satisfactory. Plating filled + found satisfactory.
Particulars of length + capacity 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 sheet)
How are the surfaces preserved from oxidation? Inside *Cement + Paint* Outside *Paint*
I am of opinion this Vessel should be Classed *100 A1. 2 Decker. 1 Iron Deck, covered with wood for 36*
The amount of the Entry Fee£ 4: " " is received by me, *P.D.*
Special£ 58: 8: 6 *23. 1. 1884* } *J. Davidson*
(to be sent as per margin). Certificate ... " " " Surveyor to Lloyd's Register of British and Foreign Shipping
(Travelling Expenses, if any, £ 3: " ")
Committee's Minute *TUESDAY 23 JAN 1884 18*
Character assigned *100 A1* *1 Iron Deck*