

IRON SHIP.

(Received at London Office)

No. 223

JUNE, 18

1894

No. 5520

Survey held at

Whitby

Date, First Survey 7th FebLast Survey 14th June

1894

On the

S. S. "Invermay" 2 masts, Schooner Rig

TONNAGE under
Tonnage Deck

1152.76

Ditto of Poop, or

146.14

Ditto of Houses

66.19

Ditto of Forecastle

63.02

Ditto of Forecastle

3.23

Ditto of Forecastle

35.12

Ditto of Forecastle

22.75

Gross Tonnage

1489.21

Less Crew Space

60.42

Less Engine Room

1428.79

Register Tonnage

476.55

as cut on Beam

952.24

ONE, OR TWO DECKED, THREE DECKED VESSEL,
SPAR, OR AWNING DECKED VESSEL.

Half Breadth (moulded) 16.71

Depth from upper part of Keel to top of Upper Deck Beams 19.6

Girth of Half Midship Frame (as per Rule) .. . 33.0

1st Number 69.5

1st Number, if a 3-Decked Vessel .. deduct 7 feet

Length 238.6

2nd Number 16.757

Proportions— Breadths to Length .. under .. 7 1/2

Depths to Length—Upper Deck to Keel .. !: .. 13.

Main Deck ditto

Master H. Long

Built at Whitby

When built 1884

Launched 24th May

By whom built J. Turnbull & Sons

Owners Stoddart Bros

Residence Liverpool

Port belonging to Whitby

Destined Voyage Gravel

If Surveyed while Building, Afloat, or in Dry Dock.

| LENGTH | Feet. | Inches. | BREADTH— | Feet. | Inches. | DEPTH top of Floors to Upper | Feet. | Inches. | Power of | Horse. | Nº. of Decks with flat laid | Nº. of Tiers of Beams |
|--------------|-------|---------|------------|-------|---------|------------------------------|-------|---------|-------------|--------|-----------------------------|-----------------------|
| on deck as | 238 | 6 | Moulded... | 33 | 10 | Deck Beams | 17 | 9 | Engines ... | 154 | 1 | 2 |
| per Rule ... | | | | | | Do. do. Main Deck Beams | | | | | | |

Dimensions of Ship per Register, length, 240 breadth, 34 depth, 17.85

KEEL, depth and thickness 8 x 2 1/2

STEM, moulding and thickness 8 x 2 1/2

STERN-POST for Rudder do. do. 8 x 5

" " for Propeller 8 x 5

Distance of Frames from moulding edge to

moulding edge, all fore and aft 25"

FRAMES, Angle Iron, for 1/2 length amidships .. 4 1/2 3 7 4 1/2 3 7

Do. for 1/2 at each end 4 1/2 3 6 4 1/2 3 6

REVERSED FRAMES, Angle Iron 3 3 7 3 3 7

FLOORS, depth and thickness of Floor Plate

at mid line for half length amidships .. 21 9 21 9

thickness at the ends of vessel 8

depth at 1/4 the half-bdth. as per Rule .. 10 1/2 10 1/2

height extended at the Bilges 42 42

BEAMS, Upper, Spar, or Awning Deck

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper edge .. 8 8 8 8

Average space 46 46

BEAMS, Main, or Middle Deck

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper Edge .. 3 3 6 3 3 6

Average space 46 46

BEAMS, Lower Deck

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper Edge .. 9 9 9 9

Average space 9 9

BEAMS, Hold, or Orlop

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper Edge .. 4 3 1/2 8 4 3 1/2 8

Average space 14 12 14 12

KEELSONS Centre line, single or double plate,

Box, or Intercostal, Plates 10 1/4 12 10 1/4 12

Rider Plate 5 5 1/2 9 5 5 1/2 9

Bulb Plate to Intercostal Keelson 5 5 1/2 9 5 5 1/2 9

Angle Irons 5 5 1/2 9 5 5 1/2 9

Double Angle Iron Side Keelson 5 5 1/2 9 5 5 1/2 9

Side Intercostal Plate 5 5 1/2 9 5 5 1/2 9

do. Angle Irons 3 3 7 3 3 7

Attached to outside plating with angle iron

BILGE Angle Irons 5 5 1/2 9 5 5 1/2 9

do. Bulb Iron 8 8 8 8

do. Intercostal plates riveted to

plating for length 5 5 1/2 9 5 5 1/2 9

BILGE STRINGER Angle Irons 5 5 1/2 9 5 5 1/2 9

Intercostal plates riveted to plating for

length 5 5 1/2 9 5 5 1/2 9

SIDE STRINGER Angle Irons 5 5 1/2 9 5 5 1/2 9

The FRAMES extend in one length from

The REVERSED ANGLE IRONS on floors and frames extend

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes

PLATING. Garboard, double riveted to Keel, with rivets 1" in diameter, averaging 4 1/2 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clench, 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 5 1/2 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 clench, double or single riveted; with rivets 3/4 in. diameter, averaging 3 3/8 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 whole length amidships.

Butts of Main Stringer Plate, treble riveted for 1/2 length amidships.

Butts of Main Stringer Plate, treble riveted for 1/2 length amidships.

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 *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. *Fore Mast 68ft 8" x 20" dia. Main Mast 64ft x 20" 2 Plates in the band. Thickness 6/16 to 5/16 at head & heel. Dated at Portmahon. Seams South riveted. Butts both riveted. Straps 1/6 thicker than plates. Materials from Am 6". Tested as per Rule.*

| NUMBER for EQUIPMENT 18233 | | 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. | | | | | | | | | | | | |
| N ^o . | CABLES, &c. | | | | | | | | | | | |
| | Chain | 270 | 1 1/16 | 43.7/10 61.4/10 | 270.19/16 | | Bower Anchors | | | | | |
| Fore Sails, | (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.) | | | | | | | | | | | |
| Fore Top Sails, | Iron Stream Chain | 75 | 1" | 18.27" | 75.1" | | | 1 | 24.0.14 | 23.19.2.21 | 23.2.0 | |
| Fore Topmast Stay Sails, | or Steel Wire .. | | | | | | | 1 | 23.3.14 | 23.15.2.14 | 23.2.0 | |
| | or Hempen Strm } Cable | | | | | | | 1 | 20.3.0 | 21.8.0.14 | 20.0.0 | |
| Main Sails, | Towline, Hemp. | 90 | 3 1/4 | 22.6m | 90.3 1/4 | | Stream Anchor | 1 | 8.0.14 | 10.5.0.0 | 8.0.14 | |
| Main Top Sails, | Steel Wire .. | 90 | 3 1/4 | 15 1/2 " | 90.23/16 | | Kedge | 1 | 4.0.21 | 6.12.2.0 | 4.0.0 | |
| and | Hawser | 90 | 6" | | 90.6" | | 2nd Kedge | 1 | 2.0.5 | 4.12.2.0 | 2.0.0 | |
| | Warp | 150 | 6" | | | | | | | | | |
| | quality <i>Good</i> | | | | | | | | | | | |

Standing and Running Rigging *W. Hemp & made* sufficient in size and *Good* in quality. She has *4* Long Boats and The Windlass is *Amersa & Wickers* Capstan *Good* and Rudder *Good* Pumps *4 Hand*

Engine Room Skylights.—How constructed? *All Iron* How secured in ordinary weather? *Quadrant*

What arrangements for deadlights in bad weather? *Sargolins*

Coal Bunker Openings.—How constructed? *Iron*

How are lids secured? *By Hatch Bars* Height above deck? *16"*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *5 Square Pits each side & Bulwark*

Cargo Hatchways.—How formed? *Plates & Angles*

State size Main Hatch *19ft x 16ft* Fore hatch *17ft x 16ft*

If of extraordinary size, state how framed and secured? *Ordinary size*

Quarter hatch *16.17ft 2 x 16ft & 16ft x 15ft 2 1/2*

What arrangement for shifting beams? *Deep Hot Plates*

Hatches, If strong and efficient? *Solid Hatches 2 1/2 thick.*

Order for Special Survey No. *1076*

Date *5th May 1883*

Order for Ordinary Survey No. *✓*

Date *19th Feb 1884*

No. *97* 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

*First Survey 7th Feb 1884
Last Do 14th June 1884.*

State dates of letters respecting this case

19th Feb & 23rd July 1883.

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

+ This is a sister vessel to the S. S. "Albany" already classed Report No 5321, she is a two Deck vessel with a Raised Quarter Deck 53ft 8" long, a Poop 28ft 6" long, a Bridge House 63ft 1" x a top-Gallant fore-castle 80ft 2" long.

Built under Special Survey & accordance with the Rules & the general arrangement & 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. Peak Bulkheads tested by filling.

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.*

The amount of the Entry Fee£ *14* is received by me, *✓*

Special£ *60* *21.6.1884*

(to be sent as per margin). Certificate ...

(Travelling Expenses, if any, £ 6 ...)

Committee's Minute

Character assigned

TUESDAY 24 JUNE 1884

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

Lloyd's Register Foundation