

## IRON SHIP.

(Received at London Office, THURS 30 JULY 1885

No. 5820 Survey held at West Hartlepool Date, First Survey 26 Mar. 85. Last Survey 18 July 1885

On the Iron Screw Steamer "Emilie" 2 Masts. Schooner Rig. (31 mts)

TONNAGE under Tonnage Deck 1370.31 ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.

Ditto of Third Spar, or Awning Deck. 144.55 Half Breadth (moulded) 17.10 1/2

Ditto of Poop, or Raised Qr. Dk. 63.56 Depth from upper part of Keel to top of Upper Deck Beams 19.5 1/2

Ditto of Houses on Deck 99.69 Girth of Half Midship Frame (as per Rule) 33.7

Ditto of Forecastle Hatchways Gross Tonnage 1742.89 1st Number 70.11

Less Crew Space 53.41 1st Number, if 3-Decked Vessel deduct 7 feet

Less Engine Room 557.72 Length 258.7

Register Tonnage as cut on Beam 1131.70 2nd Number 18337

Proportions - Breadths to Length 7.23

Depths to Length - Upper Deck to Keel 13.3

Main Deck ditto

Master - Shotton

Built at West Hartlepool

When built 1885 Launched 26 June 85

By whom built E. Withy &amp; Co.

Owners Burdick &amp; Cook

Residence East Ferry Road, Hartlepool

Port belonging to London

Destined Voyage Antwerp

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

LENGTH	Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of	Horse.	Nº. of Decks with flat laid	Nº. of Tiers of Beams
Deck as per Rule	258	7	Moulded	35	9	top of Floors to Upper Deck Beams	17	8	Engines	180	1	1
Dimensions of Ship per Register, length	260.0		breadth	36.1		depth	17.9					
KEEL, depth and thickness	17 1/2	3	Inches in Ship	17 1/2	3	Inches per Rule	17 1/2	3				
KEEL, moulding and thickness	17 1/2	2 1/2	Inches in Ship	17 1/2	2 1/2	Inches per Rule	17 1/2	2 1/2				
FORE-POST for Rudder do. do.	8 1/2	5	Inches in Ship	8 1/2	5	Inches per Rule	8 1/2	5				
" for Propeller	8 1/2	5	Inches in Ship	8 1/2	5	Inches per Rule	8 1/2	5				
Distance of Frames from moulding edge to moulding edge, all fore and aft	24		Inches in Ship	24		Inches per Rule	24					
FRAMES, Angle Iron, for 1/2 length amidships	4 1/2	3	Inches in Ship	4 1/2	3	Inches per Rule	4 1/2	3				
Do. for 1/2 at each end	4 1/2	3	Inches in Ship	4 1/2	3	Inches per Rule	4 1/2	3				
REVERSED FRAMES, Angle Iron	3	3	Inches in Ship	3	3	Inches per Rule	3	3				
FLOORS, depth and thickness of Floor Plate	2 1/2		Inches in Ship	2 1/2		Inches per Rule	2 1/2					
at mid line for half length amidships	7		Inches in Ship	7		Inches per Rule	7					
thickness at the ends of vessel	10 3/4		Inches in Ship	10 3/4		Inches per Rule	10 3/4					
depth at 1/2 the half-bdth. as per Rule	43		Inches in Ship	43		Inches per Rule	43					
height extended at the Bilges	43		Inches in Ship	43		Inches per Rule	43					
BEAMS, Upper, Spar, or Awning Deck	6	3	Inches in Ship	6	3	Inches per Rule	6	3				
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	6	3	Inches in Ship	6	3	Inches per Rule	6	3				
Angle or double Angle Iron on Upper edge	24		Inches in Ship	24		Inches per Rule	24					
Average space	15		Inches in Ship	15		Inches per Rule	15					
BEAMS, Main, or Middle Deck	15		Inches in Ship	15		Inches per Rule	15					
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	15		Inches in Ship	15		Inches per Rule	15					
Angle, or double Angle Iron, on Upper Edge	15		Inches in Ship	15		Inches per Rule	15					
Average space	15		Inches in Ship	15		Inches per Rule	15					
BEAMS, Lower Deck	17 1/2		Inches in Ship	17 1/2		Inches per Rule	17 1/2					
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	17 1/2		Inches in Ship	17 1/2		Inches per Rule	17 1/2					
Single or double Angle Iron on Upper Edge	10 3/4		Inches in Ship	10 3/4		Inches per Rule	10 3/4					
Average space	5		Inches in Ship	5		Inches per Rule	5					
BEAMS, Hold, or Orlop	5		Inches in Ship	5		Inches per Rule	5					
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	5		Inches in Ship	5		Inches per Rule	5					
Single or double Angle Iron on Upper Edge	5		Inches in Ship	5		Inches per Rule	5					
Average space	5		Inches in Ship	5		Inches per Rule	5					
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	17 1/2		Inches in Ship	17 1/2		Inches per Rule	17 1/2					
Rider Plate	10 3/4		Inches in Ship	10 3/4		Inches per Rule	10 3/4					
Bulb Plate to Intercoastal Keelson	5		Inches in Ship	5		Inches per Rule	5					
Angle Irons	5		Inches in Ship	5		Inches per Rule	5					
Double Angle Iron Side Keelson	5		Inches in Ship	5		Inches per Rule	5					
Side Intercoastal Plate	5		Inches in Ship	5		Inches per Rule	5					
do. Angle Irons	5		Inches in Ship	5		Inches per Rule	5					
Attached to outside plating with angle iron	5		Inches in Ship	5		Inches per Rule	5					
BILGE Angle Irons	5		Inches in Ship	5		Inches per Rule	5					
do. Bulb Iron	5		Inches in Ship	5		Inches per Rule	5					
do. Intercoastal plates riveted to plating for length	5		Inches in Ship	5		Inches per Rule	5					
BILGE STRINGER Angle Irons	5		Inches in Ship	5		Inches per Rule	5					
Intercoastal plates riveted to plating for length	5		Inches in Ship	5		Inches per Rule	5					
DOE STRINGER Angle Irons	5		Inches in Ship	5		Inches per Rule	5					

The FRAMES extend in one length from centre line to gunwale Riveted through plates with 7/8 in. Rivets, about 7 in. apart.

The REVERSED ANGLE IRONS on floors and frames extend from middle line to upper deck and to upper intercoastal fore-castle deck 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 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 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter averaging 3 1/2 ins. from centre to centre.

Butts of 4 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/6 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 1/2 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 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 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 length.

Breadth of laps of plating in double riveting 5 1/4 1/2 Breadth of laps of plating in single riveting No single riveting.

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? No. of Breasthooks, 7. Crutches, 4.

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &amp;c.? Best ship iron

Manufacturer's name or trade mark, Doonan Long &amp; Co. - M'bro. Stockton Malleable Iron Co. - West Hartlepool Malleable Iron Co.

The above is a correct description. Edw. Withy &amp; Co. Surveyor's Signature, J. H. Phillips &amp; Co. Register

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



Workmanship. Are the butts of plating planed or otherwise fitted? *Raned, where practicable*

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, generally*

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? *Yes. A few in the butts only.*

Masts, Bowsprit, Yards, &c., are *Iron & Pine* in condition, and sufficient in size and length. If of Iron or Steel give Scantlings as for 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 *The lower masts are of iron of the scantling given & set forth in the attached sketch, which has received the approval of the Committee in the Secretary's letter of the 23 Mar. 1885.*

*The iron used in these masts has been tested as required by the Rules, & found satisfactory.*

NUMBER for EQUIPMENT		20771-7	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 <i>Shidlock</i>	270	1 1/4	57.5-0-0	270-1 1/4	Netherston	Bower Anchors	1	28-1-0	27-8-0	142-3-0	South
		(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	75	1 1/4	20-6-0	75-1 1/4	D. G. Lewis		1	26-0-22	25-16-0	27-3-0	Sunder
		or Steel Wire ..					Suprtd.		1	24-2-2	24-8-1	23-2-0	Suprtd.
Fore Top Sails,		or Hempen Strm											
		Cable .....											
Fore Topmast Stay Sails,		Towline, Hemp.	90	3 1/2	26 Tons	90-3 1/2		(Waskenay Smith's Patent Stockless Anchor)					
		or Steel Wire ..	90	3	18 Tons	90-3							
Main Sails,		Hawser .....	90	7		90-7		Stream Anchor	1	8-2-2	11-0-0	8-3	Netherston
Main Top Sails,		Warp .....	85	6				Kedge	1	4-2-14	7-0-0	4-2	Black
and		quality <i>mod</i>	20	80	5			2nd Kedge	1	2-1-3	4-17-2	2-1-0	Ship

Standing and Running Rigging *wire & manila* sufficient in size and good in quality. She has *2* Long Boats and *2* others

The Windlass is *Iron* good Capstan *Good* and Rudder *Good* Pumps *Good*

Engine Room Skylights.—How constructed? *of Iron* How secured in ordinary weather? *By slide bars.*

What arrangements for deadlights in bad weather? *Strong iron shutters, fitted with bull's eyes.*

Coal Bunker Openings.—How constructed? *of Iron 4'0" x 3'0"* How are lids secured? *2 1/2 latches* Height above deck? *18 ins.*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Six freeing ports, four hawse ports & scuppers on each side*

Cargo Hatchways.—How formed? *of Plates & Angle iron. See Section.*

State size Main Hatch *24'0" x 12'0"* Fore hatch *12'0" x 12'0"* Quarter hatch *18'0" x 12'0" 2*

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

What arrangement for shifting beams? *Strong web plates & fore & aft carlings fitted, as required by Rules.*

Hatches, If strong and efficient? *Yes. 3" thick.*

Order for Special Survey No. *1144*  
Date *16 Mar. 85*  
Order for Ordinary Survey No. *139*  
Date *18 July 85*  
No. *139* in builder's yard.

- 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*  
*Date 1st survey 26 Mar 85*  
*--- Last --- 18 July 85*

State dates of letters respecting this case *25 Feb 85, 2-14-23-27 Mar 85, 22 May 85, and 12 May 85.*

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the Rules, & the approved tracings.*

*The whole of the iron in the hull is of a good malleable quality, and the workmanship throughout is of a satisfactory description.*

*The water ballast tanks tested by water pressure to a height of the load line & found satisfactory.*

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, forecabin, or raised quarter deck. (If double bottom, state particulars on separate form of stowage.)

How are the surfaces preserved from oxidation? Inside *by paint & Dalg's patent Cement* Outside *by paint.*

I am of opinion this Vessel should be Classed *100A1*

The amount of the Entry Fee .....£ 4: .. is received by me, *A.D.*

Special .....£ 67: 4: 6 *27-7-1885*

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

(Travelling Expenses, if any, & ..)

Committee's Minute

Character assigned

FRIDAY 31

JULY 1885

18

Surveyor to Lloyd's Register of British and Foreign Shipping

*It is submitted that this vessel is eligible to be classed 100A1*

*1st iron & web frames*

Lloyd's Register Foundation