

No. 5850 Survey held at

# IRON SHIP.

(Received at London Office) TUESDAY 15 SEPT 1885

On the 16 June Date, First Survey at Maddesbrook for Robert Peel

Last Survey 14 August 1885 (16 weeks)

TONNAGE under  
Tonnage Deck 281.16  
Ditto of Trunk, Spar,  
or Awning Deck. 38.60  
Ditto of Poop, or  
Raised St. Dk. 38.20  
Ditto of Hold, or  
on Deck 2.53  
Ditto of Forecastle 15.21  
Gross Tonnage 316.09  
Less Crew Space 11.32  
Less Engine Room 358.11  
Register Tonnage  
as cut on Beam 238.12

ONE, OR TWO DECKED, THREE DECKED VESSEL,  
SPAR, OR AWNING DECKED VESSEL.  
Half Breadth (moulded) 11.75 Feet.  
Depth from upper part of Keel to top of Upper Deck Beams 12.58  
Girth of Half Midship Frame (as per Rule) 21.11  
1st Number 110.02  
1st Number, if a 3-Decked Vessel deduct 7 feet  
Length 113.96  
2nd Number 6629.11  
Proportions— Breadths to Length 6.12  
Depths to Length— Upper Deck to Keel 11.22  
Main Deck ditto 11.22

Master J. W. Harlock  
Built at Maddesbrook  
When built 1885 Launched 13 July 1885  
By whom built R. Briggs & Sons  
Owners Edward & John Barry  
Residence 21 Mark Lane London  
Port belonging to London  
Destined Voyage Antwerp  
If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 113.11 Feet. Inches. BREADTH— Moulded 23.6 Feet. Inches. DEPTH top of Floors to Upper Deck Beams 11.6 Feet. Inches. Do. do. Main Deck Beams 11.6 Feet. Inches. Power of Engines 50 Horse. No. of Decks with flat laid one No. of Tiers of Beams one

| KEEL, depth and thickness   | Inches in Ship. | Inches per Rule. | PLATES in Garboard Strakes, br'dth & thickness                  | Inches in Ship. | Inches per Rule. |
|---|-----------------|------------------|---|-----------------|------------------|
| TEM, moulding and thickness   | <u>1 1/2</u>    | <u>1 1/2</u>     | " From Garboard to upper part of Bilges                         | <u>30</u>       | <u>8</u>         |
| TERN-POST for Rudder do. do.  | <u>1 1/2</u>    | <u>1 1/2</u>     | " Of d'ble at Bilge, or increased thickness, and length applied | <u>6.1</u>      | <u>1 1/2</u>     |
| " " for Propeller   | <u>1 1/2</u>    | <u>1 1/2</u>     | " From up. prt of Bilge to l. edge of Sh'rstrake                | <u>6.1</u>      | <u>1 1/2</u>     |
| istance of Frames from moulding edge to moulding edge, all fore and aft | <u>21</u>       | <u>21</u>        | " Of d'ble at Sh'rstrake, breadth and thickness                 | <u>6.1</u>      | <u>1 1/2</u>     |
| AMES, Angle Iron, for 1/2 length amidships                              | <u>3</u>        | <u>3</u>         | " From M'n. to Up. or Spar Dk. Sh'rstrake                       | <u>30</u>       | <u>9</u>         |
| Do. for 1/2 at each end   | <u>3</u>        | <u>3</u>         | " Up. or Spar Dk Sh'rstrake, br'dth & thckn'ss                  | <u>30</u>       | <u>9</u>         |
| EVERSED FRAMES, Angle Iron  | <u>2 1/2</u>    | <u>2 1/2</u>     | Butt Straps to outside plating, breadth & thickness             | <u>30</u>       | <u>9</u>         |
| DOORS, depth and thickness of Floor Plate                               | <u>13</u>       | <u>13</u>        | Lengths of Plating  | <u>105</u>      | <u>105</u>       |
| at mid line for half length amidships                                   | <u>13</u>       | <u>13</u>        | Shifts of Plating, and Stringers                                | <u>105</u>      | <u>105</u>       |
| thickness at the ends of vessel   | <u>6 1/2</u>    | <u>6 1/2</u>     | Gunwale Plate on ends of Awning, Spar, or                       | <u>30</u>       | <u>6</u>         |
| depth at 1/2 the half-bdth. as per Rule                                 | <u>26</u>       | <u>26</u>        | Upper Deck Beams, breadth and thickness                         | <u>30</u>       | <u>6</u>         |
| height extended at the Bilges   | <u>26</u>       | <u>26</u>        | Angle Iron on ditto   | <u>3</u>        | <u>3</u>         |
| AMS, Upper, Spar, or Awning Deck  | <u>3 1/2</u>    | <u>3 1/2</u>     | Tie Plates fore and aft, outside Hatchways                      | <u>3</u>        | <u>3</u>         |
| le or d'ble Ang. Iron, Plate or Tee Bulb Iron                           | <u>3 1/2</u>    | <u>3 1/2</u>     | Diagonal Tie Plates on Beams No. of Pairs                       | <u>3</u>        | <u>3</u>         |
| le or double Angle Iron on Upper edge                                   | <u>21</u>       | <u>21</u>        | Flat of Up., Spar, or Awning Dk. <u>Whole Iron</u>              | <u>5</u>        | <u>5</u>         |
| verage space  | <u>21</u>       | <u>21</u>        | How fastened to Beams   | <u>10</u>       | <u>10</u>        |
| AMS, Main, or Middle Deck   | <u>3 1/2</u>    | <u>3 1/2</u>     | Stringer Plate on ends of Main or Middle Deck                   | <u>10</u>       | <u>10</u>        |
| le or d'ble Ang. Iron, Plate or Tee Bulb Iron                           | <u>3 1/2</u>    | <u>3 1/2</u>     | Beams, breadth and thickness                                    | <u>10</u>       | <u>10</u>        |
| le, or double Angle Iron, on Upper Edge                                 | <u>3 1/2</u>    | <u>3 1/2</u>     | Is the Stringer Plate attached to the outside plating?          |                 |                  |
| verage space  | <u>3 1/2</u>    | <u>3 1/2</u>     | Angle Irons on ditto, No.                                       |                 |                  |
| MS, Lower Deck  | <u>3 1/2</u>    | <u>3 1/2</u>     | Tie Plates, outside Hatchways                                   |                 |                  |
| le or d'ble Ang. Iron, Plate or Tee Bulb Iron                           | <u>3 1/2</u>    | <u>3 1/2</u>     | Diagonal Tie Plates on Beams, No. of pairs                      |                 |                  |
| le or double Angle Iron on Upper Edge                                   | <u>3 1/2</u>    | <u>3 1/2</u>     | Flat of Middle Deck* do. do.                                    |                 |                  |
| verage space  | <u>3 1/2</u>    | <u>3 1/2</u>     | How fastened to Beams   |                 |                  |
| MS, Hold, or Orlop  | <u>3 1/2</u>    | <u>3 1/2</u>     | Stringer Plates on ends of Lower Deck, Hold or                  |                 |                  |
| le or d'ble Ang. Iron, Plate or Tee Bulb Iron                           | <u>3 1/2</u>    | <u>3 1/2</u>     | Orlop Beams   |                 |                  |
| le or double Angle Iron on Upper Edge                                   | <u>3 1/2</u>    | <u>3 1/2</u>     | Is the Stringer Plate attached to the outside plating?          |                 |                  |
| verage space  | <u>3 1/2</u>    | <u>3 1/2</u>     | Angle Irons on ditto, No.                                       |                 |                  |
| SONS Centre line, single or double plate,                               | <u>10</u>       | <u>10</u>        | Stringer or Tie Plates, outside Hatchways                       |                 |                  |
| box, or Intercoastal, Plates  | <u>10</u>       | <u>10</u>        | Flat of Lower Deck*   |                 |                  |
| Rider Plate   | <u>6 1/2</u>    | <u>6 1/2</u>     |   |                 |                  |
| Bulk Plate to Intercoastal Keelson                                      | <u>6 1/2</u>    | <u>6 1/2</u>     |   |                 |                  |
| Angle Irons   | <u>3</u>        | <u>3</u>         |   |                 |                  |
| Double Angle Iron Side Keelson  | <u>3</u>        | <u>3</u>         |   |                 |                  |
| Side Intercoastal Plate   | <u>3</u>        | <u>3</u>         |   |                 |                  |
| do. Angle Irons   | <u>3</u>        | <u>3</u>         |   |                 |                  |
| Attached to outside plating with angle iron                             | <u>3</u>        | <u>3</u>         |   |                 |                  |
| Angle Irons   | <u>3</u>        | <u>3</u>         |   |                 |                  |
| do. Bulb Iron   | <u>3</u>        | <u>3</u>         |   |                 |                  |
| do. Intercoastal plates riveted to                                      | <u>3</u>        | <u>3</u>         |   |                 |                  |
| plating for length  | <u>3</u>        | <u>3</u>         |   |                 |                  |
| STRINGER Angle Irons  | <u>3</u>        | <u>3</u>         |   |                 |                  |
| Intercoastal plates riveted to plating for                              | <u>3</u>        | <u>3</u>         |   |                 |                  |
| length  | <u>3</u>        | <u>3</u>         |   |                 |                  |
| TRINGER Angle Irons   | <u>3</u>        | <u>3</u>         |   |                 |                  |
| AMES extend in one length from  | <u>3</u>        | <u>3</u>         |   |                 |                  |
| to  | <u>3</u>        | <u>3</u>         |   |                 |                  |

EVERSED ANGLE IRONS on floors and frames extend across middle line to gunwale  
NS. Are the various lengths of Plates and Angle Irons properly connected? Yes  
Garboard, double riveted to Keel, with rivets 1 in. diameter, averaging 5 ins. from centre to centre.  
ges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 ins. from centre to centre.  
atts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 ins. from centre to centre.  
atts of one Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/6 thicker than the plates they connect.  
ges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 3 ins. from cr. to cr.  
atts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 ins. from cr. to cr.  
ges of Main Sheerstrake, double or single riveted.  
atts of Main Sheerstrake, treble riveted for length amidships. Butts of Upper or Spar Sheerstrake, treble riveted, length amidships.  
atts of Main Stringer Plate, treble riveted for length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length amidships.  
adth of laps of plating in double riveting 1 1/2 Breadth of laps of plating in single riveting 2 1/2  
of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?  
ription of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? good  
er's name or trade mark, Wm. Hockley & Son  
e is a correct description.  
Signature, A. Briggs & Sons Surveyor's Signature.

STK 912-0136



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? *Solid pieces*  
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? *Some in Butts*

Masts, Bowsprit, Yards, &c., are *B. G. mts* 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

| NUMBER & LETTER for EQUIPMENT |  | CABLES, &c.  |  | Fathoms | Inches. | Test per Certificate. | Inches per Rule. | Machine where Tested and Superintendent, also Number of Certificate. | ANCHORS.   | N <sup>o</sup> . | Weight. Ex. Stock. | Test per Certificate | W <sup>ght</sup> req'd per Rule. | Machine where Tested and Superintendent, also Number of Certificate. |
|-------------------------------|--|--|--|---------|---------|-----------------------|------------------|--|--|------------------|--------------------|----------------------|----------------------------------|--|
| SAILS.                        |  | Chain  |  |         |         |                       |                  |  | Bower Anchors  |                  |                    |                      |                                  |  |
| N <sup>o</sup> .              |  | (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  |  |         |         |                       |                  |  |  |                  |                    |                      |                                  |  |
| Fore Top Sails,               |  | or Steel Wire  |  |         |         |                       |                  |  |  |                  |                    |                      |                                  |  |
| Fore Topmast Stay Sails,      |  | or Hempen Strm   |  |         |         |                       |                  |  |  |                  |                    |                      |                                  |  |
|                               |  | Cable  |  |         |         |                       |                  |  |  |                  |                    |                      |                                  |  |
| Main Sails,                   |  | Towline, Hemp.   |  |         |         |                       |                  |  |  |                  |                    |                      |                                  |  |
|                               |  | or Steel Wire  |  |         |         |                       |                  |  |  |                  |                    |                      |                                  |  |
| Main Top Sails, and           |  | Hawser   |  |         |         |                       |                  |  |  |                  |                    |                      |                                  |  |
|                               |  | Warp   |  |         |         |                       |                  |  |  |                  |                    |                      |                                  |  |
|                               |  | quality  |  |         |         |                       |                  |  |  |                  |                    |                      |                                  |  |

Standing and Running Rigging *Wire & Hemp* sufficient in size and *good* in quality. She has *MC. Sigs* Long Boat and *poly* Boat.

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

Engine Room Skylights.—How constructed? *5/16 down casing* How secured in ordinary weather? *Bulls eyes*

What arrangements for deadlights in bad weather? *Bulls eyes* Height above deck? *18 in.*

Coal Bunker Openings.—How constructed? *1/16 casing* How are lids secured? *Bars* *Bois* and *scuppers*.

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea?

Cargo Hatchways.—How formed? *1/16 casing*

State size Main Hatch *18' 6" x 12'* Forehatch *10' 6" x 12'* Quarterhatch *10' 6" x 12'*

If of extraordinary size, state how framed and secured? *web plates and fore & afters*

What arrangement for shifting beams?

Hatches, If strong and efficient? *2 1/2 B. G. mts*

Order for Special Survey No. *1159*  
Date *1st April 1885*  
Order for Ordinary Survey No. *1159*  
Date *21st April 1885*  
No. *39* in builder's yard.  
State dates of letters respecting this case *1st April, 2nd April, 13th May & 13th June 1885.*

General Remarks (State quality of workmanship, &c.) *Good*  
*Has a foregalant & forecastle. Frames 18' up height. Beams 5' x 3' x 1/16*  
*Stringer 20' x 3/16. 5/16 plate 1' x 5/16. Plating 5/16*  
*Frames 18' up height*  
*Popin. Beams 1 1/2' x 3' x 1/16. Stringer 20' x 3/16. 5/16 plate 1' x 5/16*  
*Built under Special Survey and in accordance with the approved tracings*

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, forecastle, or raised quarter deck. (If double bottom, state particulars on separate sheet.)  
How are the surfaces preserved from oxidation? Inside *ben oil & paint* Outside *ben oil*

I am of opinion this Vessel should be Classed *100 A 1*

The amount of the Entry Fee .....£ 2: 0: 0 is received by me, *12-9-1885*

Special .....£ 17: 19: 0  
(to be sent as per margin). Certificate ...  
(Travelling Expenses, if any, £ ...)

Committee's Minute

Character assigned *100 A 1*  
*A x C.P.*  
*100*  
*X. L. Mc*

FRIDAY 13 SEPT 1885  
Surveyor to Lloyd's Register of British and Foreign  
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