

IRON SHIP.

STK914-0315

THUR 28 JUL 1887

No. 6501 Survey held at West Hartlepool Date, First Survey 28 Jan 87.

Last Survey 21 July 1887

On the Steel Screw Steamer "Swansea" 3 Masts. Schooner Rig.

Master H. Murrell

TONNAGE under ONE, OR TWO DECKED, THREE DECKED VESSEL.

SPAR, OR AWNING-DECKED VESSEL.

Half Breadth (moulded) ... 19.90

Depth from upper part of Keel to top of Main Deck Beams ... 23.58

Girth of Half Midship Frame (as per Rule) ... 38.66

1st Number ... 82.13

1st Number, if a 2 Decked Vessel ... deduct 7 feet

Length ... 312.33

2nd Number ... 256.52

Proportions - Breadths to Length ... 7.85

Depths to Length - Main Deck to Keel ... 13.25

Main Deck ditto

Built at West Hartlepool

When built 1887

Launched 8 June 87

By whom built W. Gray & Co.

Owners Hooper Murrell & Williams

Residence 31 Lombard St. London E.C.

Port belonging to London

Destined Voyage North Atlantic

Surveyed while Building, Afloat, or in Dry Dock.

LENGTH Feet. Inches. 312 4

BREADTH Feet. Inches. 39 11

DEPTH Feet. Inches. 27 0

Power of Engines ... 280

No. of Decks with flat laid ... 200

No. of Tiers of Beams ... 20

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Form No. 1 for Iron Ships - 2000 - 16/3/85

Robert Edmund Taylor & Co., Commercial and General Steam Printers, 13, Old Street, Goswell Road, London, E.C.

Surveyor to Lloyd's Register of British and Foreign Shipping

Builder's Signature, The above is a correct description.

Surveyor's Signature, J. P. Phillips

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Workmanship. Are the butts of plating planed or otherwise fitted? *Planed, 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.*
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 *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 *The iron lowermasts are of the scantlings per approved sketch in the Secretary's letter of the 27 January 1887. The iron in these masts has been tested as required by the Rules with satisfactory results.*

Makers of Mast Iron. *The West Hartlepool Iron Co.*

NUMBER & LETTER for EQUIPMENT		Test per Certificate.	Inches per Rule.	Machine where Tested and Number of Certificate.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested and Number of Certificate.
N ^o .	SAILS.	CABLES, &c.	Fathoms	Inches.						
	Fore Sails,	Chain <i>Steel</i> link	300	1 15/16	67 1/2 Tons	300-1 1/16	6581.	26/4/87		
	Fore Top Sails,	Iron Stream Chain	91	1 1/8	22 3/4	90-1 1/8	6573.	7/4/87		
	Fore Topmast Stay Sails,	or Steel Wire								
	Main Sails,	or Hempen Strp								
	Main Top Sails, and	Cable. <i>Steel</i>	100	4	33 Tons	100-4	Test 33 tons			
		Towline, <i>Hemp</i>	90	3 1/4	22	90-3 1/4	" 22 "			
		or Steel Wire	90	8 1/2		90-8 1/2				
		Hawser	90	7						
		Warp	90	6						
		quality <i>good</i>	90	5 1/2						

Standing and Running Rigging *wire* *Manilla* sufficient in size and *good* in quality. She has *2* Long Boat and *2* Life Boats.
The Windlass is *Iron*. *Good*. Capstan *Good* and Rudder *Good*. Pumps *Good*.
Engine Room Skylights.—How constructed? *of Iron & Steel* How secured in ordinary weather? *By slide bars.*
What arrangements for deadlights in bad weather? *Strong iron shutters with bulls' eyes.*
Coal Bunker Openings.—How constructed? *of Iron* How are lids secured? *2 1/2" latched* Height above deck? *18 ins.*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Low bulwarks 22" high, and six free ports on each side, 27" x 7" in sheerstroke, & scuppers fitted.*
Cargo Hatchways.—How formed? *of Plates & angles.*
State size *Main Hatch* *16ft x 12ft.* *Forehatch* *12ft x 12ft.* *Quarterhatch* *16ft x 12ft.*
If of extraordinary size, state how framed and secured? *16ft x 12ft.*
What arrangement for shifting beams? *Same fitted as per Rule, & fore & afters in each hatchway.*
Hatches, If strong and efficient? *3" thick. yes.*

Order for Special Survey No. *195*
Date *Dec 20 1886*
Order for Ordinary Survey No. *9*
Date *✓*
No. *322* in builder's yard.
State dates of letters respecting this case *16 Dec^r 1886, and 2 April 1887.*

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the Rules and the approved tracings, forwarded to London on the 15th July 1887. There is no water ballast in the Machinery space, and at this part, the arrangement of longitudinal girders & plating on top of floors &c., is as approved for the S. Mary West Hpl First Entry Report No. 6296. The whole of the steel used in the hull, has been tested as prescribed by the Rules and the other requirements in regard to countersinking riming & annealing comply with.*

The workmanship throughout is of a good quality. The water ballast tanks under the Fore & after Holds tested by waterpressure to loads and the peak tanks tested by waterpressure to height of 8 feet above top of tanks, found satisfactory.

The freeboards assigned by the Committee in the Secretary's letter of the 23/12/86 have been marked on the vessel's sides viz Summer Freeboard 6'10" Winter Freeboard 7'2 1/2" Fresh Water Freeboard 5'2" above Centre of Disc 5 1/2".

How are the surfaces preserved from oxidation? Inside *by Enamel Cement & paint* Outside *by paint.*
I am of opinion this Vessel should be Classed *100 A1 - Spar Deck*
The amount of the Entry Fee *£ 5* is received by me, *C. W.*
Special *£ 93* 6: 26. 4. 1887
(to be sent as per margin). Certificate ...
(Travelling Expenses, if any, £ ...).

Committee's Minute *FRI JULY 23 1887*
Character assigned *100 A1*
Spar Deck Steel
DR (Steel) & Spar DR (Steel)
record freeboard 36 13
Surveyor to Lloyd's Register of British and Foreign Shipping
It is submitted that this vessel appears eligible to be classed 100 A1 Steel Spar Deck
Lloyd's Register Foundation