

# Steel IRON SHIP.

STK915-0265

WEDNES. 26 OCT

No. *6615* Survey held at *West Hartlepool* Date, First Survey *16 Apr 87* Last Survey *15 Oct 1887*  
On the *Steel Screw Steamer "Roddam"* Two Masts. Schooner Rig. (75 visits)

TONNAGE under Tonnage Deck *1793.61* ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.  
Ditto of Third, Spar, or Awning Deck. *285.15*  
Net of Poop, or Raised Qr. Dk. *66.64*  
Ditto of Houses on Deck *141.04*  
Ditto of Forecastle *7.14*  
Gross Tonnage *2364.54*  
Less Crew Space *41.77*  
Less Engine Room *26.39*  
Register Tonnage as cut on Beam *2222.43*  
Half Breadth (moulded) *18.11*  
Depth from upper part of Keel to top of Upper Deck Beams *22.3*  
Girth of Half Midship Frame (as per Rule) *37.2*  
1st Number *784*  
1st Number, if a 3-Decked Vessel deduct 7 feet  
Length *288.4*  
2nd Number *22585*  
Proportions—Breadths to Length *7.62*  
Depths to Length—Upper Deck to Keel *12.96*  
Main Deck ditto

Master *Anderson*  
Built at *West Hartlepool*  
When built *1887* Launched *May 87*  
By whom built *E. W. & Co.*  
Owners *Steel, Goring & Co.*  
Residence *Leadenhall St. London E.C.*  
Port belonging to *London*  
Destined Voyage *West Indies*  
If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule *288.4* BREADTH Moulded *37.10* DEPTH top of Floors to Upper Deck Beams *19.1* Power of Engines *200* No. of Decks with flat laid *One*  
Dimensions of Ship per Register, length *289.8* breadth *38.1* depth *19.0* Depth Moulded *22.3*

	Inches in Ship	Inches per Rule		Inches in Ship	Inches per Rule
KEEL, depth and thickness	<i>8 x 1 1/2</i>	<i>8 x 1 1/2</i>	PLATES in Garboard Strakes, br'dth & thickness	<i>36</i>	<i>12</i>
STEM, moulding and thickness	<i>10 x 2 1/4</i>	<i>10 x 2 1/4</i>	From Garboard to upper part of Bilges	<i>11</i>	<i>11</i>
STERN-POST for Rudder do. do.	<i>10 x 6</i>	<i>10 x 6</i>	Of d'bling at Bilge, or increased thickness, and length applied		
" for Propeller	<i>10 x 6</i>	<i>10 x 6</i>	From up. prt of Bilge to l.r. edge of Sh'rstrake	<i>11</i>	<i>11</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>24</i>	<i>24</i>	Main Sheerstrake, breadth and thickness	<i>4 1/2</i>	<i>13</i>
FRAMES, Angle Iron, for length amidships	<i>5 x 3</i>	<i>5 x 3</i>	Of d'bling at Sh'stk. & lng. applied	<i>19</i>	<i>16</i>
Do. for 1/2 at each end	<i>5 x 3</i>	<i>5 x 3</i>	From M.n. to Up. or Spar Dk. Sh'rstrake	<i>19</i>	<i>16</i>
REVERSED FRAMES, Angle Iron	<i>3 1/2 x 3</i>	<i>3 1/2 x 3</i>	Up. or Spar Dk. Sh'rstrake, br'dth & thickness	<i>19</i>	<i>16</i>
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<i>bellular</i>	<i>See</i>	Butt Straps to outside plating, breadth & thickness	<i>16 1/4</i>	<i>15 1/4</i>
thickness at the ends of vessel	<i>bottom</i>	<i>Sections</i>	Lengths of Plating	<i>16 ft 4 in</i>	<i>24 ft</i>
depth at 1/2 the half-bdth. as per Rule			Shifts of Plating, and Stringers	<i>2 3/4</i>	<i>4 spaces</i>
height extended at the Bilges			Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	<i>4 1/4</i>	<i>10</i>
BEAMS, Upper, Spar, or Awning Deck	<i>6 1/2 x 3</i>	<i>6 1/2 x 3</i>	Angle Iron on ditto	<i>4 x 4 x 9</i>	<i>4 x 4 x 9</i>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Tie Plates fore and aft, outside Hatchways		
Single or double Angle Iron on Upper edge	<i>24</i>	<i>24</i>	Diagonal Tie Plates on Beams No. of Pairs		
Average space			Flat of Up. Spar, or Awning Dk.	<i>6</i>	<i>6</i>
BEAMS, Main, or Middle Deck			How fastened to Beams	<i>1/8</i>	<i>1/8</i>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Stringer Plate on ends of Main or Middle Deck		
Single, or double Angle Iron, on Upper Edge			Beams, breadth and thickness		
Average space			Is the Stringer Plate attached to the outside plating?		
BEAMS, Lower Deck—In after Hold	<i>9</i>	<i>9</i>	Angle Irons on ditto, No.		
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>3 1/2 x 3</i>	<i>3 1/2 x 3</i>	Tie Plates, outside Hatchways		
Single or double Angle Iron on Upper Edge	<i>4 ft</i>	<i>4 ft</i>	Diagonal Tie Plates on Beams, No. of pairs		
Average space			Flat of Middle Deck do.		
BEAMS, Hold, or Orlop			How fastened to Beams		
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	<i>38</i>	<i>9</i>
Single or double Angle Iron on Upper Edge			Is the Stringer Plate attached to the outside plating?	<i>yes</i>	
Average space			Angle Irons on ditto, No.	<i>4 x 4 x 9</i>	<i>4 x 4 x 9</i>
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates	<i>bellular</i>	<i>See</i>	Stringer or Tie Plates, outside Hatchways	<i>6 x 3 x 8</i>	<i>6 x 3 x 8</i>
Rider Plate	<i>bottom</i>	<i>Sections</i>	Flat of Lower Deck		
Bulb Plate to Intercostal Keelson			Ceiling betwixt Decks, thickness and material	<i>2 1/2 Red Pine</i>	<i>2 1/2</i>
Angle Irons	<i>Steel</i>		" in hold do.	<i>2 1/2</i>	<i>2 1/2</i>
Double Angle Iron Side Keelson			Main piece of Rudder, diameter at head	<i>7 1/4</i>	<i>7 1/4</i>
Side Intercostal Plate			do. at heel	<i>3 1/4</i>	<i>3 1/4</i>
do. Angle Irons			Can the Rudder be unshipped afloat?	<i>yes</i>	
Attached to outside plating with angle iron	<i>Web</i>	<i>See</i>	Bulkheads No. <i>5</i> No. per Rule <i>5</i>		
BULGE Angle Irons	<i>frames</i>	<i>Sections</i>	Thickness of	<i>7/16 to 1/2</i>	
do. Bulb Iron			Height up to Upper Deck		
do. Intercostal plates riveted to plating for length	<i>and</i>		How secured to sides of ship	<i>between double frames</i>	
BULGE STRINGER Angle Irons	<i>intercostal</i>		Size of Vertical Angle Irons	<i>6 x 3 x 1 1/2</i>	<i>and distance apart 48 ins.</i>
Intercostal plates riveted to plating for length	<i>filled</i>		Are the outside Plates doubled two spaces of Frames in length?	<i>yes</i>	
SIDE STRINGER Angle Irons					

FRAMES extend in one length from *centre line* to *upper deck*  
REVERSED ANGLE IRONS on floors and frames extend *from middle line to gunwale in one length* and to *main lower 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 *1/8* in. diameter, averaging *5 1/8* 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 *3 1/6* ins. from centre to centre.  
Butts of all Strakes at Bilge for *1/2* length, treble riveted with Butt Straps *3/16* thicker than the plates they connect.  
Edges from Bilge to Main Sheerstrake, worked clench, 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 carvel, double riveted; with rivets *7/8* in. diameter, averaging *3 1/6* 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 *1/2* 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 *6 3/4* Breadth of laps of plating in 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, &c.? *Siemens Martin Steel from Messrs Bolton & Co. Ltd. Bolton*  
Manufacturer's name or trade mark, *Siemens Martin Steel from Messrs Bolton & Co. Ltd. Bolton*  
The above is a correct description  
Builder's Signature, *Edw. W. & Co.* Surveyor's Signature, *Edw. W. & Co.*  
Surveyor to Lloyd's Register of British and Foreign Shipping.



**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. 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* in *good* condition, and sufficient in size and length. If of Iron or Steel give Scantlings  
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 *The masts are of iron of the sizes & scant.*

*approved by the committee in the Secretary's letter of the 17/4/87.*

*The iron used in these masts from the Bowesfield Iron Co. has been as prescribed by the Rules & found satisfactory.*

NUMBER & LETTER for EQUIPMENT 25731														
SAILS.		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'ght req'd per Rule.	Machine where Tested and Superintendent, also Number of Certificate.
N <sup>o</sup> .		Chain												
		(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)												
Fore Sails,		13/16	59/8 tons	270-1 1/16	90843	28 May 87			Bower	28/87	32-2-0	30 10 0 0	32-0-0	10355
		75	1 1/8	22 3/4	270-1 1/16	90855	80		Anchors	28/87	31-1-17	29 15 0 0	32-0-0	10354
Fore Top Sails,		Iron Stream Chain												
		or Steel Wire ..												
		or Hempen Stem												
Fore Topmast Stay Sails,		90	4"	33 tons	90-4"						1	27-2-14	26 16 3 14	27-1-0 10353
		Cable .....												
		90	3 1/4	22 tons	90-3 1/4									
		Towline, Hemp.												
		or Steel Wire ..												
Main Sails,		90	7 1/2	90-7 1/2										
		Hawser .....												
		2 1/2	80	6.										
Main Top Sails, and		Warp .....												
		2 1/2	80	5 1/2										
		quality good												
		Machine where Tested and Superintendent, also Number of Certificate.												
		Stream												
		Anchor												
		Kedge												
		2nd Kedge												

Standing and Running Rigging *wire* *manually* sufficient in size and *good* in quality. She has *2* Long Boats and *2* life boats.

The Windlass is *Iron. Good* Capstan *Iron* 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 fitted with bulls' eyes.*

**Coal Bunker Openings.**—How constructed? *of Iron* How are lids secured? *2 1/2 latches.* Height above deck? *14 ins.*

**Scuppers, &c.**—What arrangements for clearing upper deck of water, in case of shipping a sea? *On each side. In Fore well, 3 Ports each 24" x 20", and Aft, 3 Ports each 23" x 15".*

**Cargo Hatchways.**—How formed? *of plates & angles.*

State size Main Hatch *22'0" x 14'0" x 27"* Fore hatch *14'0" x 12'0" x 38"* Quarter hatch *23'7" x 14'0" x 39"*

If of extraordinary size, state how framed and secured? *Web plates, & fore & aft curlings fitted as per Rule.*

What arrangement for shifting beams? *Deck plating increased 3/16 & 1/16 in way of large hatchways &c.*

**Hatches,** If strong and efficient? *yes. 3" & 2 1/2" thick*

Order for Special Survey No. *1185*

Date *10 Nov 86.*

Order for Ordinary Survey No. ....

Date .....

No. *147* 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

*Built under Special Survey*

*Date 1st Survey 16 Apr 87*  
*Last " " 15 Oct. 87.*

State dates of letters respecting this case *4 Nov 86. 19 April 1887. & 9<sup>th</sup> Sept. 1887*

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

*She has also been fitted for carrying telegraph cables, per sketch enclosed.*

*The whole of the steel used in the hull has been tested, as prescribed by the Rules, and the requirements of the Committee in regard to annealing, riming & countersinking have been complied with.*

*The workmanship is of a good quality.*

*The freeboards assigned by the committee in the Secretary's letter of the 11/10/86 have now been marked on the vessel's sides.*

*viz In Winter 2' 3 1/2*

*— Summer 2-0*

*Fresh water line — 4 1/2 above Centre of Disc.*

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

How are the surfaces preserved from oxidation? Inside *by White's Enamel Cement & Paint* Outside *by paint.*

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

The amount of the Entry Fee .....£ 5: is received by me, *W. P. Phillips*

Special .....£ 50: 11: *25. 10. 18 87*

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

(Travelling Expenses, if any, £ .....

Committee's Minute

Character assigned *100 A 1*

FRIDAY 28 OCT 1887

*100 A 1*

*To A & P 100 A 1*

*record freeboard*

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

*It is submitted that this vessel is*

*eligible to be classed 100 A 1. Steel as recom*

*100 A 1 (Steel) & Web frames*

*Cell. 0.3. (Particulars appended)*

*Well 100 A 1*

*100 A 1*

*100 A 1*

*100 A 1*

*100 A 1*