

Rev 30/11/72

On the S.S. "VADERLAND" Yard Number 289 Master Vander Neudun

TONNAGE under Tonnage Deck		ONE, OR TWO DECKED, THREE DECKED VESSEL.	Port.	Built at
2058.53		SPAR, OR AWNING-DECKED VESSEL.		Newcastle
686.29		HALF BREADTH (moulded) .. .. .	12.5	When built 1872 Launched 21 August
		DEPTH from upper part of Keel to top of Upper Deck Beams	25.9	By whom built Talbot & Shipbuilding Works
3.65		GIRTH of Half Midship Frame (as per Rule) .. ..	32.24	Owners The International Navigation Company
		1st NUMBER .. .. .	34.19	Port belonging to Antwerp
		1st NUMBER, if a THREE-DECKED VESSEL		Destined Voyage Antwerp
		deduct 7 feet .. .. .		If Surveyed while Building, Afloat, or in Dry Dock.
2748.47		LENGTH .. .. .	318.	While Building
132.69		2nd NUMBER .. .. .	26772.	
		PROPORTIONS Breadth to Length .. .. .	8.2	
614.65		Depth to Length Upper Deck to Keel .. .. .	12.5	
2001.13		Main Deck ditto .. .. .		

Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH	top of Floor to Upper Deck Beams	Feet.	Inches.	Power of Engines	Horse.	Nº. of Decks with flat laid	Nº. of Tiers of Beams
31.8	-	Moulded...	38	6	Do. do. Main Deck Beams	2.8	8	290	290	7.5112	1.4422	
of Ship per Register, length, 320.5 breadth, 38.5 depth, 38.9												
and thickness		Inches in Ship.		Inches per Beam.								
ing and thickness...		10 x 5		10 x 5								
for Rudder do. do.		10 x 3		10 x 3								
for Propeller		10 1/2 x 6		10 x 6								
frames from moulding edge to		24 in		(Class 100 A)								
ge, all fore and aft												
le Iron, for 1/2 length amidships		Inches in Ship.		Inches per Beam.								
each end		5 x 3 1/2 x 5/8		5 x 3 1/2 x 5/8								
FRAMES, Angle Iron		5 1/2 x 3 1/2 x 7/8		5 1/2 x 3 1/2 x 7/8								
h and thickness of Floor Plate		26 x 9/16		26 x 9/16								
r half length amidships		22 x 9/16		22 x 9/16								
at the ends of vessel		22 x 9/16		22 x 9/16								
the half-bdth. as per Rule		22 x 9/16		22 x 9/16								
tended at the Bilges		7 x 4 1/2		7 x 4 1/2								
Spar, or Awning Deck		2 1/2 x 2 1/2 x 5/8		2 1/2 x 2 1/2 x 5/8								
Iron, Plate or Tee Bulb Iron		10 x 9/16		10 x 9/16								
Angle Iron on Upper edge		3 1/2 x 3 1/2 x 7/8		3 1/2 x 3 1/2 x 7/8								
or Middle Deck		15 x 8 1/2		15 x 8 1/2								
Ang Iron, Plate or Tee Bulb Iron		4 x 4 x 9/16		4 x 4 x 9/16								
le Angle Iron, on Upper Edge		3 1/2 x 3 1/2 x 7/8		3 1/2 x 3 1/2 x 7/8								
ver Deck, Hold or Orlop		35 x 10/16		35 x 10/16								
Ang Iron, Plate or Tee Bulb Iron		7 1/2 x 4 x 9/16		7 1/2 x 4 x 9/16								
ole Angle Iron on Upper Edge		4 x 4 x 9/16		4 x 4 x 9/16								
pace		22 x 9/16		22 x 9/16								
Centre line, single or double plate,		22 x 9/16		22 x 9/16								
Intercoastal, Plates		22 x 9/16		22 x 9/16								
Plate		22 x 9/16		22 x 9/16								
lb Plate to Intercoastal Keelson		4 x 4 x 9/16		4 x 4 x 9/16								
gle Irons		22 x 9/16		22 x 9/16								
ble Angle Iron Side Keelson		3 1/2 x 3 1/2 x 5/8		3 1/2 x 3 1/2 x 5/8								
le Intercoastal Plate		6 x 4 x 9/16		6 x 4 x 9/16								
do. Angle Irons		22 x 9/16		22 x 9/16								
attached to outside plating with angle iron		22 x 9/16		22 x 9/16								
ngle Irons		6 x 4 x 9/16		6 x 4 x 9/16								
Bulk Irons		22 x 9/16		22 x 9/16								
o. Intercoastal plates riveted to		22 x 9/16		22 x 9/16								
plating for 1/2 length		22 x 9/16		22 x 9/16								
STRINGER Angle Irons		6 x 4 x 9/16		6 x 4 x 9/16								
Intercoastal plates riveted to plating for		6 x 4 x 9/16		6 x 4 x 9/16								
length		6 x 4 x 9/16		6 x 4 x 9/16								
RINGER Angle Irons		6 x 4 x 9/16		6 x 4 x 9/16								
material. Knight-heads. Hawse Timbers.		6 x 4 x 9/16		6 x 4 x 9/16								
Commander Ricketts		6 x 4 x 9/16		6 x 4 x 9/16								
Pall Bitt		6 x 4 x 9/16		6 x 4 x 9/16								

Flat Keel Plates, breadth and thickness		Inches in Ship.		Inches per Beam.		Inches required		Inches required	
PLATES in Garboard Strakes, breadth and thick-		36 x 1 1/2		36 x 1 1/2		36 x 1 1/2		36 x 1 1/2	
ness from Garboard to upper part of Bilges		10 1/2		10 1/2		10 1/2		10 1/2	
of doubling 4 Bilges or increased thick-		10 1/2		10 1/2		10 1/2		10 1/2	
ness, and length applied		10 1/2		10 1/2		10 1/2		10 1/2	
fm up. part of Bilge to lr. edge of Sh'rstrake		36 x 1 1/2		36 x 1 1/2		36 x 1 1/2		36 x 1 1/2	
Main Sheerstrake, breadth and thickness		40 x 1 1/2		36 x 1 1/2		40 x 1 1/2		36 x 1 1/2	
of d'bling at Sh'rstrake, & length applied		40 x 1 1/2		36 x 1 1/2		40 x 1 1/2		36 x 1 1/2	
from Mn. to Up. or Spar Dk. Sh'rstrake.		40 x 1 1/2		36 x 1 1/2		40 x 1 1/2		36 x 1 1/2	
Up. or Spar Dk Sh'rstrake, brdth & thickns		40 x 1 1/2		36 x 1 1/2		40 x 1 1/2		36 x 1 1/2	
Butt Straps to outside plating, breadth & thickness		10 1/2		10 1/2		10 1/2		10 1/2	
Lengths of Plating		10 1/2		10 1/2		10 1/2		10 1/2	
Shifts of Plating, and Stringers		10 1/2		10 1/2		10 1/2		10 1/2	
Gunwale Plate on ends of Awning, Spar, or		10 1/2		10 1/2		10 1/2		10 1/2	
Upper Deck Beams, breadth and thickness...		10 1/2		10 1/2		10 1/2		10 1/2	
Angle Iron on ditto		5 x 3 1/2 x 5/8		5 x 3 1/2 x 5/8		5 x 3 1/2 x 5/8		5 x 3 1/2 x 5/8	
Tie Plates fore and aft, outside Hatchways		20 x 8 1/2		12 x 8 1/2		20 x 8 1/2		12 x 8 1/2	
Diagonal Tie Plates on Beams, No. of Pairs,		20 x 8 1/2		12 x 8 1/2		20 x 8 1/2		12 x 8 1/2	
Planksheer material and scantling		20 x 8 1/2		12 x 8 1/2		20 x 8 1/2		12 x 8 1/2	
Waterways do. do.		20 x 8 1/2		12 x 8 1/2		20 x 8 1/2		12 x 8 1/2	
Flat of Upper Deck do. do.		20 x 8 1/2		12 x 8 1/2		20 x 8 1/2		12 x 8 1/2	
How fastened to Beams		20 x 8 1/2		12 x 8 1/2		20 x 8 1/2		12 x 8 1/2	
Stringer Plate on ends of Main or Middle Deck		20 x 8 1/2		12 x 8 1/2		20 x 8 1/2		12 x 8 1/2	
Beams, breadth and thickness		20 x 8 1/2		12 x 8 1/2		20 x 8 1/2		12 x 8 1/2	
Is the Stringer Plate attached to the outside plating?		YES		YES		YES		YES	
Angle Irons on ditto, No. 2		4 x 4 x 9/16		4 x 4 x 9/16		4 x 4 x 9/16		4 x 4 x 9/16	
Tie Plates, outside Hatchways		4 x 4 x 9/16		4 x 4 x 9/16		4 x 4 x 9/16		4 x 4 x 9/16	
Diagonal Tie Plates on Beams, No. of pairs		4 x 4 x 9/16		4 x 4 x 9/16		4 x 4 x 9/16		4 x 4 x 9/16	
Waterways materials and scantlings		4 x 4 x 9/16		4 x 4 x 9/16		4 x 4 x 9/16		4 x 4 x 9/16	
Flat of Middle Deck do. do.		4 x 4 x 9/16		4 x 4 x 9/16		4 x 4 x 9/16		4 x 4 x 9/16	
How fastened to Beams		4 x 4 x 9/16		4 x 4 x 9/16		4 x 4 x 9/16		4 x 4 x 9/16	
Stringer Plates on ends of Lower Deck, Hold or		4 x 4 x 9/16		4 x 4 x 9/16		4 x 4 x 9/16		4 x 4 x 9/16	
Orlop Beams		4 x 4 x 9/16		4 x 4 x 9/16		4 x 4 x 9/16		4 x 4 x 9/16	
Is the Stringer Plate attached to the outside plating?		YES		YES		YES		YES	
Angle Irons on ditto, No. 1		4 x 4 x 9/16		4 x 4 x 9/16		4 x 4 x 9/16		4 x 4 x 9/16	
Stringer or Tie Plates, outside Hatchways		4 x 4 x 9/16		4 x 4 x 9/16		4 x 4 x 9/16		4 x 4 x 9/16	
Flat of Lower Deck		4 x 4 x 9/16		4 x 4 x 9/16		4 x 4 x 9/16		4 x 4 x 9/16	
Ceiling betwixt Decks, thickness and material		4 x 4 x 9/16		4 x 4 x 9/16		4 x 4 x 9/16		4 x 4 x 9/16	
in hold do. do.		4 x 4 x 9/16		4 x 4 x 9/16		4 x 4 x 9/16		4 x 4 x 9/16	
Main piece of Rudder, diameter at head		4		4		4		4	
do. at heel		4		4		4		4	
Can the Rudder be unshipped afloat?		YES		YES		YES		YES	
Bulkheads No. 5 Thickness of		7/8		7/8		7/8		7/8	
Height up		2 1/2 Lower, 2 1/2 Main one ft. spar deck		2 1/2 Lower, 2 1/2 Main one ft. spar deck		2 1/2 Lower, 2 1/2 Main one ft. spar deck		2 1/2 Lower, 2 1/2 Main one ft. spar deck	
How secured to sides of ship		Bolted frames		Bolted frames		Bolted frames		Bolted frames	
Size of Vertical Angle Irons		5 x 3 1/2 x 7/8 and distance apart 30 in.		5 x 3 1/2 x 7/8 and distance apart 30 in.		5 x 3 1/2 x 7/8 and distance apart 30 in.		5 x 3 1/2 x 7/8 and distance apart 30 in.	
Are the outside Plates doubled two spaces of Frames in length?		YES		YES		YES		YES	

The **FRAMES** extend in ~~the~~ length from Five feet stepped to Five feet Riveted through plates with  $\frac{1}{4}$  in. Rivets, about 6 in. apart.

The **REVERSED ANGLE IRONS** on floors and frames extend across middle line to Hold Beam Stringer and to Main Stringer 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  $\frac{1}{8}$  in. diameter, averaging 5 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets  $\frac{1}{8}$  in. diameter, averaging 5 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets  $\frac{3}{16}$  in. diameter averaging  $\frac{3}{4}$  ins. from centre to centre.

Butts of Three Strakes at Bilge for Half length, treble riveted with Butt Straps  $\frac{1}{16}$  thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clench, double ~~single~~ riveted; with rivets  $\frac{3}{16}$  in. diameter, averaging  $\frac{3}{4}$  ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets  $\frac{3}{16}$  in. diameter, averaging  $\frac{3}{4}$  ins. from cr. to cr.

Edges of Main Sheerstrake, double ~~single~~ riveted. Upper Sheerstrake, double ~~single~~ riveted. Upper edge

Butts of Main Sheerstrake, treble riveted for Half length amidships. Butts of Upper Spar Sheerstrake, double riveted Half length amidships.

Butts of Main Stringer Plate, treble riveted for  $\frac{1}{2}$  length amidships. Butts of Upper or Spar Stringer Plate, double riveted for Half length amidships.

Breadth of laps of plating in double riveting  $\frac{1}{2}$  - 5 Breadth of laps of plating in single riveting 5

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double and Treble as per rule

Waterway, how secured to Beams Gutter Watertight (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? Keels Racked to frames No. of Breasthooks, 6 Crutches, 14

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, Plates and angles

Manufacturer's name or trade mark. Radcliff's ship building and Iron Co. Ltd.

The above is a correct description.

Builder's Signature, Chas. P. Barnes, Secy. Surveyor's Signature, Lloyd's Register Foundation



**Workmanship.** Are the butts of plating planed or otherwise fitted? *Planed where practicable*  
 Do the edges of the curvel 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? *See in Butts only.*

Masts, Bowsprit, Yards, &c., are *iron* 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 *Fore and Main masts of iron 83 ft. height length  
 2.20 inches diameter. Three plates in the Round 7/16 tapering to 1/2 - Straps  
 angles 4x3 7/16. Seams single and Butts double and Butts & bedding -*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N <sup>o</sup> .	Weight, Lbs. Stock.	Test per Certificate.	Wt. req'd per Rule.	Test per
N <sup>o</sup> . SAILS.	CABLES, &c.	150	1 1/4	67 1/2	1 1/4	67 1/2	Bowers ...	3	36.5.4	33 1/2	36 1/2	
	Chain ...	150	1 1/4	67 1/2	1 1/4	67 1/2	(Machine where made, date, and name of Engineer- in-Chief.)		36.5.0	33 1/2	36 1/2	
	Fore Sails,	Sloops Type F.H.R.		Rennell supplied			Stream ...	1	31.2.0	29 1/2	31.0.3	
	Fore Top Sails,	Hesperus Stream							31.2.0	29 1/2	31.0.3	
	Fore Topmast Stay Sails	90	1 1/4		1 1/4				14.2.0		14	
	Main Sails,	90	1 1/4		1 1/4		Set masted		7.0.4		7	
	Main Top Sails,	90	8		8		Kedges ...	2	3.2.14		3 1/2	
and quality <i>good</i>												

Standing and Running Rigging *Wire Ropes* sufficient in size and *good* in quality. She has *2* Life Boats and *five* other  
 The Winches is *Emerson Mather, Patent* Capstan and Rudder *good* Pumps *7* inch Brass chambers.

Engine Room Skylights. How constructed? *iron coming out above* How secured in ordinary weather? *Blocked down*

What arrangements for deadlights in bad weather? *Deadlights in each hatch*

Coal Bunker Openings. How constructed? *3 ports in each side* How *securely* secured? *Blocked down* Height above deck? *—*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *open Bulwarks / Scuppers*

Cargo Hatchways. How formed? *Iron corner*

State size Main Hatch *15.5 x 10* Forehatch *15.5 x 10* Quarterhatch *7.5 x 10*

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

What arrangement for shifting beams? *Trunk Hatchways on the plated divisions*

Hatches, if strong and efficient? *yes.*

Order for Special Survey No. *209* DATES OF 1st. On the several parts of the frame, when in place, and before the plating was wrought *Build*  
 2nd. On the plating during the progress of riveting *under sp*  
 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 *Survey*

Order for Ordinary Survey No. *—* while building as per Section 18.

General Remarks, *Intermediate Beams to Lower deck. The Beams 1 angle iron 5 1/2 x 3 1/2 x  
 connected together with 5/16 metal plates. With 6 Main deck of angle iron 3 1/2 x 3 1/2  
 to stiffen iron Main deck see plans attached.*

*This vessel is double plated from Keel to Lower deck Beams. The dis-  
 tance between inner and outside plating is 36 ins tapering to 20 inches at Lower deck beam.*

*The plating of inner bottom is 5/16 sides and 7/16 in flat single Keel and edges  
 and double at Butts. Where double plated she is divided by a middle line.*

*Butt and plates 7/16 and 7/16 and subdivided by four Transverse Bulkhead  
 plates shipped by Built Iron and Double angles. The after Cargo Bulkhead*

*being double plated with spaces of 7 and 20 between.*

*Three Iron Transverse Bulkheads 7/16 plates extend from Head Beam  
 to stern beam. Two Transverse Bulkheads fitted in fore beams attached.*

*The frames are cut off about 9 feet each side of middle line and built  
 bottom made watertight by the end of girder plates 22 x 7/16 ft 234 ft.*

*In consideration of the vessel's strength the Committee allowed plating to  
 1/16 plates than a vessel of ordinary construction. See sketch letter 28 Sept. 71.*

State if one, two or three decks equal, or if any of running deck, and lengths of poop, forecabin or raised quarter deck, or of double or part double bottom.

How are the surfaces preserved from oxidation? Inside *Cement in Bottom painted* Outside *Painted.*

I am of opinion this Vessel should be Classed *100 A 1* marked *SPRINTED IRON* and *PT. DOUBLE BOTTOM.*

The amount of the Entry Fee ... *£ 5* is received *yes*

Special Certificate No. *209* is received *yes*

(Travelling Expenses) (if any) *—*

Committee's Minute *31 Decr 1872*

Charter assigned *100 £*

*ATTEMPT*

*James Ponder*

