

STEEL IRON SHIP.

(Received at London Office) THURSDAY 20 DEC 1883

No. 5425 Survey held at Hull Date, First Survey 6th March 83 Last Survey 30th November 1883
On the Steel Steamer "Mottie" Yard No. 264

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.

Master Jones
Built at Hull
When built 1883 Launched 6th Oct.
By whom built Charles Shipbuilding & Eng. Co.
Owners J. Wilson & Co.
Residence Hull
Port belonging to Hull
Destined Voyage Baltic
If Surveyed while Building, Afloat, or in Dry Dock. Building and afloat

NAME under Tonnage Deck 1403.33
No of Third, Spar, Awning Deck, of Poop, or of Qr. Dk. 9.86
Houses on Deck 20.63
Forecastle 43.22
Tonnage 1862.06
Crew Space
Engine Room 195.86
Tonnage as out on Beam 1221.06

Half Breadth (moulded) 14.00
Depth from upper part of Keel to top of Upper Deck Beams 21.75
Girth of Half Midship Frame (as per Rule) 35.50
1st Number 74.25
1st Number, if a 3-Decked Vessel deduct 7 feet
Length 203.50
2nd Number 203.08
Proportions— Breadths to Length 8.0
Depths to Length— Upper Deck to Keel 12.5
Main Deck ditto

| LENGTH | Feet. | Inches. | BREADTH— | Feet. | Inches. | DEPTH | Feet. | Inches. | Power of | Horse. | N ^o . of Decks with flat laid | N ^o . of Tiers of Beams |
|---|-------|---------|------------|-------|---------|-----------------------------------|-------|---------|-----------------|--------|--|------------------------------------|
| on deck as per Rule | 203 | 6 | Moulded... | 34 | 0 | top of Floors to Upper Deck Beams | 21 | 9 | Engines ... | 140 | One | Two |
| Dimensions of Ship per Register, length | 203.3 | | breadth, | 34.3 | | depth, | 19.2 | | Moulded depth = | 21.1 | | |

| | Inches in Ship. | Inches per Rule. | | Inches in Ship. | Inches per Rule. |
|--|-----------------|------------------|---|-----------------|------------------|
| KEEL, depth and thickness | 34 | 34 | PLATES in Garboard Strakes, breadth & thickness | 34 | 34 |
| KEEL, moulding and thickness | 9 | 9 | From Garboard to upper part of Bilges | 34 | 34 |
| KEEL-POST for Rudder do. do. | 9 1/2 | 9 1/2 | Of d'bling at Bilge, or increased thickness, and length applied | | |
| " for Propeller | 9 1/2 | 9 1/2 | From up. prt of Bilge to lr. edge of Sh'rstrake | | |
| Distance of Frames from moulding edge to moulding edge, all fore and aft | 24 | 24 | Main Sheerstrake, breadth and thickness | 40 | 40 |
| FRAMES, Angle Iron, for 3/4 length amidships | 5 | 5 | Of d'bling at Sh'stk. & lng. applied | half | half |
| Do. for 1/2 at each end | 3 | 3 | From M'n. to Up. or Spar Dk. Sh'rstrake | | |
| REVERSED FRAMES, Angle Iron | 3 | 3 | Up. or Spar Dk Sh'rstrake, brdth & thicken'ss | | |
| FLOORS, depth and thickness of Floor Plate at mid line for half length amidships | 30 | 30 | Butt Straps to outside plating, breadth & thickness | | |
| " thickness at the ends of vessel | 30 | 30 | Lengths of Plating | | |
| " depth at 3/4 the half-bdth. as per Rule | 30 | 30 | Shifts of Plating, and Stringers | | |
| " height extended at the Bilges | 30 | 30 | Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness | 39 | 39 |
| BEAMS, Upper, Spar, or Awning Deck | 6 | 6 | Angle Iron on ditto | 4x4 | 4x4 |
| Single or d'ble Ang. Iron, Plate or Tee Bulb Iron | 6 | 6 | Tie Plates fore and aft, outside Hatchways | | |
| Single or double Angle Iron on Upper edge | 6 | 6 | Diagonal Tie Plates on Beams No. of Pairs | | |
| Average space | 48 | 48 | Flat of Up., Spar, or Awning Dk. | 15/32 | 15/32 |
| BEAMS, Main, or Middle Deck | 6 | 6 | How fastened to Beams | Rivets | Rivets |
| Single or d'ble Ang. Iron, Plate or Tee Bulb Iron | 6 | 6 | Stringer Plate on ends of Main or Middle Deck | | |
| Single or double Angle Iron on Upper Edge | 6 | 6 | Beams, breadth and thickness | | |
| Average space | 24 | 24 | Is the Stringer Plate attached to the outside plating? | | |
| BEAMS, Lower Deck | 6 | 6 | Angle Irons on ditto, No. | | |
| Single or d'ble Ang. Iron, Plate or Tee Bulb Iron | 6 | 6 | Tie Plates, outside Hatchways | | |
| Single or double Angle Iron on Upper Edge | 6 | 6 | Diagonal Tie Plates on Beams, No. of pairs | | |
| Average space | 24 | 24 | Flat of Middle Deck* do. do. | | |
| BEAMS, Hold, or Orlop | 9 1/2 | 9 1/2 | How fastened to Beams | | |
| Single or d'ble Ang. Iron, Plate or Tee Bulb Iron | 9 1/2 | 9 1/2 | Stringer Plates on ends of Lower Deck, Hold or Orlop Beams | 36 | 36 |
| Single or double Angle Iron on Upper Edge | 9 1/2 | 9 1/2 | Is the Stringer Plate attached to the outside plating? | Yes | Yes |
| Average space | 42 | 42 | Angle Irons on ditto, No. | 4x4 | 4x4 |
| KEELSONS Centre line, single or double plate, box, or intercostal, Plates | 20 | 20 | Stringer or Tie Plates, outside Hatchways | 5x4 | 5x4 |
| " Rider Plate | 48 | 48 | Flat of Lower Deck* | | |
| " Bulb Plate to Intercostal Keelson | 4 | 4 | Ceiling betwixt Decks, thickness and material | | |
| " Angle Irons | 4 | 4 | " in hold do. do. | | |
| " Double Angle Iron Side Keelson | 4 | 4 | Main piece of Rudder, diameter at head | 2 1/2 | 2 1/2 |
| " Side Intercostal Plate | 3 | 3 | do. at heel | 3 1/2 | 3 1/2 |
| " do. Angle Irons | 3 | 3 | Can the Rudder be unshipped afloat? | Yes | Yes |
| " Attached to outside plating with angle iron | 3 | 3 | Bulkheads No. 6 No. per Rule 15 | | |
| BILGE Angle Irons | 24 | 24 | " Thickness of 1 1/2 | | |
| " do. Bulb Iron | 24 | 24 | " Height up 6 main deck | | |
| " do. Intercostal plates riveted to plating for length | 5 1/2 | 5 1/2 | " How secured to sides of ship between double frames | | |
| BILGE STRINGER Angle Irons | 11 1/2 | 11 1/2 | " Size of Vertical Angle Irons 3x3x1/2 and distance apart 30 ins. | | |
| Intercostal plates riveted to plating for length | 11 1/2 | 11 1/2 | " Are the outside Plates doubled two spaces of Frames in length? | Yes | Yes |
| SIDE STRINGER Angle Irons | 4 | 4 | | | |

The FRAMES extend in one length from Hull to Gunwale Riveted through plates with 7/8 in. Rivets, about 4 apart.

The REVERSED ANGLE IRONS on floors and frames extend across middle line to Main and to Gunwale 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 1/2 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 3/8 ins. from centre to centre.

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

Butts of Gunwale Strakes at Bilge for half length, treble riveted with Butt Straps 1/4 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 3/8 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, 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 half 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 half length.

Breadth of laps of plating in double riveting 5 1/2 Breadth of laps of plating in single riveting 5

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Yes No. of Breasthooks, 4 Crutches, 3

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Belgian

Manufacturer's name or trade mark, F.H.X. and Co.

The above is a correct description.

Builder's Signature, W. Pearson

Surveyor's Signature, J. Wilson

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

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? *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? *a few at the butts only*

Masts, Bowsprit, Yards, &c. are *throughout* 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 pole Masts of Reg. built - in accordance with the approved tracings attached and the Secretary's letter dated 30th April 1883. The material has been tested as required by the Rules, and is stamped with Maker's brand

| NUMBER for EQUIPMENT | SAILS. | Fathoms. | Inches. | Test per Certificate. | Inches per Rule. | Machine where Tested & Suprntd. | ANCHORS. | | N ^o . | Weight. Ex. Stock. | Test per Certificate. | W'ght req'd per Rule. | Machine where Tested & Suprntd. |
|----------------------|---------------------------------|----------|---------|-----------------------|------------------|---------------------------------|---------------|---------------|------------------|--------------------|-----------------------|-----------------------|---------------------------------|
| | | | | | | | Bower Anchors | Stream Anchor | | | | | |
| | Fore Sails, | | | | | | | | | | | | |
| | Fore Top Sails, | | | | | | | | | | | | |
| | Fore Topmast Stay Sails, | | | | | | | | | | | | |
| | Main Sails, | | | | | | | | | | | | |
| | Main Top Sails, and <i>Good</i> | | | | | | | | | | | | |

Standing and Running Rigging *Wire & Hemp* sufficient in size and *Good* in quality. She has *Four* Long Boats and *Good* The Windlass is *Good* Capstans *Good* and Rudder *Good* Pumps *Good*

Engine Room Skylights.—How constructed? *Non-Coming & round top* How secured in ordinary weather? *Rolling in round top*
 What arrangements for deadlights in bad weather? *Capaulins &c*

Coal Bunker Openings.—How constructed? *Non-Coming* How are lids secured? *By lugs* Height above deck? *12 inches*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Large winged pots and scuppers on each side*

Cargo Hatchways.—How formed? *Non-Coming*
 State size Main Hatch *28' x 11' x 14' x 10'* Forehatch *14' x 4'* Quarterhatch *24' x 10' & 13' x 10' & 20' x 10'*

If of extraordinary size, state how framed and secured? *As approved*
 What arrangement for shifting beams? *1/2" plates &c*

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. *269* Date *Feb 9-83*
 Order for Ordinary Survey No. *264* Date *Feb 9-83*
 No. *264* in builder's yard.
 State dates of letters respecting this case *12/83, 19/83, 23/83, 24/83, 25/83, 26/83, 27/83, 28/83, 29/83, 30/83, 10/4/83*

General Remarks (State quality of workmanship, &c.) *This one decked vessel with full poop 17 1/2 feet long and 7 masts 29' 6" long, has been built under Special Survey of Belgian that in accordance with the accompanying approved sketches of the ship's section, and the other detailed approved tracings attached, also, in all other respects with the Rules for the 100 A. Steel Class.*

The material has been tested at the Steel Works and after manipulation in the Builders' Yard was found of good quality. The usual requirements as to the annealing and tempering of plates &c. have been complied with; and the Workmanship throughout is good.

Iron has been used in the construction of the vessel as follows viz: The Struts, Ribs, Keelson, Poop & Forecastle bulkheads, Hatch Comings, Mast-tunnel, Coal bunkers, Engines and Boiler, beams and hatch Casings, bulwark plates, and Fore & Main Masts

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, fore-castle, or raised quarter deck. (If double bottom, state particulars on separate form.)
 How are the surfaces preserved from oxidation? Inside *Paint* Outside *Paint*

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

The amount of the Entry Fee *£ 4* is received by me, *James McNeil*
 on 1862 tons Special *£ 11* 18

(to be sent as per margin) Certificate ...
 (Travelling Expenses, if any. £ ...)

Committee's Minute *THURSDAY 27 DEC 1883 18*

Character assigned *100-A-Steel*

