

IRON SHIP.

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5465 Survey held at Hull
the Iron Screw Steamer "Elsy"
Tonnage 116.20
Tonnage reserved Space
Engine Room
Tonnage on Beam 64.64

ONE, OR TWO DECKED, THREE DECKED VESSEL,
SPAR, OR AWNING-DECKED VESSEL.
Half Breadth (moulded) 9.50
Depth from upper part of Keel to top of Upper Deck Beams 9.28
Girth of Half Midship Frame (as per Rule) 14.33
1st Number 35.91
1st Number, if a 3-Decked Vessel deduct 7 feet
Length 80 feet
2nd Number 28.28
Proportions— Breadths to Length 4.6
Depths to Length— Upper Deck to Keel 8.8
Main Deck ditto

Master
Built at Hull
When built 1883 Launched 12/83
By whom built Edward Wales
Owners J. W. Alcock & Co. Ltd.
Residence Russell St. Hull
Port belonging to Hull
Destined Voyage Fishery, coasting
If Surveyed while Building, Afloat, or in Dry Dock. Building and Afloat

DEPTH of Deck as Rule 80 0 BREADTH— Moulded 19 0 DEPTH top of Deck Beams to Upper Deck Beams 9 1 Power of Engines 90 Horse. N° of Decks with flat laid One N° of Tiers of Beams One
Dimensions of Ship per Register, length, 80.4 breadth, 19.25 depth, 8.5

	Inches in Ship		Inches per Rule	
	Inches	16ths	Inches	16ths
Keel, depth and thickness	6	18	6	18
Keel, moulding and thickness	5 1/2	18	5 1/2	18
Keel-POST for Rudder do. do.	5 1/2	24	5 1/2	24
" for Propeller	5 1/2	24	5 1/2	24
Distance of Frames from moulding edge to moulding edge, all fore and aft	21		21	
Frames, Angle Iron, for 3/4 length amidships	2 1/2	5	2 1/2	5
for 1/2 at each end	2 1/2	5	2 1/2	5
FRAMES, Angle Iron	2 1/2	5	2 1/2	5
FRAMES, depth and thickness of Floor Plate	11	5	11	5
mid line for half length amidships				
thickness at the ends of vessel	5 1/2		5 1/2	
depth at 3/4 the half-bdth. as per Rule				
height extended at the Bilges				
FRAMES, Upper, Spar, or Awning-Deck	4	5	4	5
or d'ble Ang. Iron, Plate or Tee Bulb Iron				
or double Angle Iron on Upper edge	5 1/2	7	5 1/2	7
average space	20		20	
FRAMES, Main, or Middle Deck				
or d'ble Ang. Iron, Plate or Tee Bulb Iron				
or double Angle Iron, on Upper Edge				
average space				
FRAMES, Lower Deck				
or d'ble Ang. Iron, Plate or Tee Bulb Iron				
or double Angle Iron on Upper Edge				
average space				
FRAMES, Hold, or Orlop				
or d'ble Ang. Iron, Plate or Tee Bulb Iron				
or double Angle Iron on Upper Edge				
average space				
FRAMES, Centre line, single or double plate, box, or Intercoastal, Plates	7 1/2	6	7 1/2	6
Rider Plate	6 1/2	6	6 1/2	6
Bulb Plate to Intercoastal Keelson				
Angle Irons	3	6	3	6
Double Angle Iron Side Keelson				
Side Intercoastal Plate				
do. Angle Irons				
Attached to outside plating with angle iron				
FRAMES, Angle Irons	3	6	3	6
do. Bulb Iron				
do. Intercoastal plates riveted to plating for length				
FRAMES, STRINGER Angle Irons	3	6	3	6
Intercoastal plates riveted to plating for length				
FRAMES, STRINGER Angle Irons				

	Inches. In Ship.	16ths. In Ship.	Inches. per Rule.	16ths. per Rule.
Flat Keel Plates, breadth and thickness				
PLATES in Garboard Strakes, br'dth & thickness	30	6	30	6
" From Garboard to upper part of Bilges		5		5
" Of d'bling at Bilge, or increased thickness, and length applied				
" From up. prt of Bilge to lr. edge of Sh'rstrake		5		5
" Main Sheerstrake, breadth and thickness	30	6	30	6
" Of d'bling at Sh'stk. & lng. applied				
" From M'n. to Upr. or Spar Dk. Sh'rstrake				
" Up. or Spar Dk Sh'rstrake, br'dth & thicken'ss				
Butt Straps to outside plating, breadth & thickness	8 1/2	5	8 1/2	5
Lengths of Plating	10 feet		8 feet	
Shifts of Plating, and Stringers	40 inches		40 inches	
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	20	5	20	5
Angle Iron on ditto	3x3	6	3x3	6
Tie Plates fore and aft, outside Hatchways				
Diagonal Tie Plates on Beams No. of Pairs				
Flat of Up., Spar, or Awning Dk.*				
How fastened to Beams				
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness				
Is the Stringer Plate attached to the outside plating?				
Angle Irons on ditto, No.				
Tie Plates, outside Hatchways				
Diagonal Tie Plates on Beams, No. of pairs				
Flat of Middle Deck* do. do.				
How fastened to Beams				
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams				
Is the Stringer Plate attached to the outside plating?				
Angle Irons on ditto, No.				
Stringer or Tie Plates, outside Hatchways				
Flat of Lower Deck*				
Ceiling betwixt Decks, thickness and material				
" in hold do. do.				
Main piece of Rudder, diameter at head	30		30	
do. at heel	24		24	
Can the Rudder be unshipped afloat? Yes				
Bulkheads No. 3 No. per Rule 3				
" Thickness of 1/4"				
" Height up to upper deck				
" How secured to sides of ship by double angles				
" Size of Vertical Angle Irons 2 1/4 x 2 1/4 and distance apart 80 ins.				
" Are the outside Plates doubled two spaces of Frames in length? Yes				

FRAMES extend in one length from Keel to Gunwale Riveted through plates with 7/8 in. Rivets, about 1/2 apart.
 REVERSED ANGLE IRONS on floors and frames extend across middle line to upper turn of Bilge and to upper Deck alternately
 FRAMES. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes
 FRAMES. Garboard, double riveted to Keel, with rivets 7/8 in. diameter, averaging 4 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 2 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 2 1/2 ins. from centre to centre.
 Butts of Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/16 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 2 1/2 ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 2 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, double riveted for whole length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.
 Butts of Main Stringer Plate, double riveted for whole length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.
 Breadth of laps of plating in double riveting 2 1/2 Breadth of laps of plating in single riveting 2 1/2
 Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? No. of Breasthooks, 2 Crutches, 2
 description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Good
 Manufacturer's name or trade mark, Messrs. & Co. Plate Forward 1/4"
 above is a correct description. Surveyor's Signature, Edward Wales
 Surveyor to Lloyd's Register of British and Foreign Ships

State clearly where plating is of alternate thickness—as distinguished from diminished thickness at ends of vessel. * If Iron Deck, state if whole or part, and if wood deck is laid thereon.

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*

Masts, Bowsprit, Yards, &c., are *throughout 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 *(Wood)*

NUMBER for EQUIPMENT	SAILS.	CABLES &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Supplied.	ANCHORS.				
								No.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	
	Fore Sails,	Chain <i>Steel</i>	120	3/4	13.2.2.0	120 1/4	<i>Robertson & Co. Glasgow</i>	Bower Anchors	1	4.0.24	6.12.2.0	3.2.0
	Fore Top Sails,	Iron Stream Chain	45	9/16	8.8.0.0	45 7/16		(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1	4.1.23	6.17.2.0	3.2.0
	Fore Topmast Stay Sails,	or Steel Wire ..			5.12.2.0							
	Main Sails,	or Hempen Strm } Cable	45	6		45 1/2						
	Main Top Sails, and <i>Good</i>	Towline, Hemp. or Steel Wire ..	90	4		90 1/2		Stream Anchor	1	0.3.9		0.3.0
		Hawser						Kedge	1	0.2.13		0.2.0
		Warp						2nd Kedge				

Standing and Running Rigging *Wire & Hemp* sufficient in size and *Good* in quality. She has *One* Long Boat and *Good* The Windlass is *Iron & Good* Capstan and Rudder *Good* Pumps *Good*
 Engine Room Skylights.—How constructed? *Iron Comings & Wood top* How secured in ordinary weather? *Well secured*
 What arrangements for deadlights in bad weather? *Solid Wood shutters, with Mullions*
 Coal Bunker Openings.—How constructed? *Cast Iron* How are lids secured? *Latched* Height above deck? *Flush*
 Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Flushed ports and scuppers on each side*
 Cargo Hatchways.—How formed? *Iron Comings 20" x 9/16*
 State size Main Hatch *22' x 12'* Forehatch Quarterhatch
 If of extraordinary size, state how framed and secured? *Over plating and strong increased in thickness*
 What arrangement for shifting beams? *Three (3) deep Iron Beams, and Wood fore and after*
 Hatches, If strong and efficient? *Yes*

Order for Special Survey No. *244* Date *24/3/83*
 Order for Ordinary Survey No. *245* Date *24/3/83*
 No. *4* 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
 State dates of letters respecting this case *3/3/83*

General Remarks (State quality of workmanship, &c.)
*This one decked Iron & Steel Steamer with main forecastle 10' 6" long and (half) raised quarter deck 25' 6" long has been built under Special Survey in accordance with the approved tracing of Midship Section attached, and in all other respects with the Rules 90. A. Class
 The Iron work is efficiently protected from oxidation by Cement and paint, and the workmanship throughout is good*

State if one, two, or three decked vessel, or if open, or awning decked; and the lengths of poop, bridge, forecable, or raised quarter deck. (If double bottom, state particulars on separate sheet)
 How are the surfaces preserved from oxidation? Inside *Cement & Paint* Outside *Paint*
 I am of opinion this Vessel should be Classed *90. A. 1*
 The amount of the Entry Fee *£ 1 : 0 : 0* is received by me, *M. K.*
 Special *£ 8 : 8 : 0* 12/3/83
 (to be sent as per margin), Certificate ... *gratis*
 (Travelling Expenses, if any, £)
 Committee's Minute *FRIDAY 23 MARCH 1884 18*
 Character assigned *90. A. 1*
 Surveyor to Lloyd's Register of British and Foreign Ships
 Lloyd's Register Foundation