

LON684-0202

STEEL
IRON SHIP.

(Received at London Office,

488804

No.

Survey held at *London*Date, First Survey *12th May 1887*Last Survey *17th December 1888*

On the

Steel Double Screw Ferry Boat

COUNTESS OF LATHOM

TONNAGE under
Tonnage Deck
Ditto of Third, Spar,
or Awning Deck.
Ditto of Poop, or
Raised Qr. Dk.
Ditto of Houses
on Deck
Ditto of Forecastle

Gross Tonnage
Less Crew Space

Less Engine Room
Register Tonnage
as cut on Beam

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

Half Breadth (moulded) 19.95
Depth from upper part of Keel to top of Upper Deck Beams 11.08
Girth of Half Midship Frame (as per Rule) 26.67

1st Number 57.70
1st Number, if a 3-Decked Vessel .. deduct 7 feet

Length 120.00
2nd Number 6924.00

Proportions— Breadths to Length 3.00

Depths to Length—Upper Deck to Keel 10.83

Main Deck ditto

Master

Built at *Britannia Yard, Millwall, E.*When built *1888* Launched *13th Feb. 1888.*By whom built *Steward & Latham*Owners *The Greenwich Ferry Co. Limited.*Residence *23 Moorgate Street, E.C.*Port belonging to *London*Destined Voyage *Between Greenwich & Millwall.*

If Surveyed while Building, Afloat, or in Dry Dock.

Building and afloat.

LENGTH on deck as per Rule ... 120.0
Feet. Inches. 120 0
BREADTH Moulded ... 39 10 3/4
Feet. Inches. 39 10 3/4
DEPTH top of Floors to Upper Deck Beams ... 10 1
Feet. Inches. 10 1
Do. do. Main Deck Beams ... 10 11
Feet. Inches. 10 11
Power of Engines ... 92
Horse. 400
N^o. of Decks with flat laid one
N^o. of Tiers of Beams one

Dimensions of Ship per Register, length, 120.0 breadth, 40.0 depth, 10.1

KEEL, depth and thickness

STEM, moulding and thickness

STERN POST for Rudder do. do.

" " for Propeller

Distance of Frames from moulding edge to moulding edge, all fore and aft

FRAMES, Angle Iron, for 1/2 length amidships

Do. for 1/4 at each end

REVERSED FRAMES, Angle Iron Steel

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships

" thickness at the ends of vessel

" depth at 1/4 the half-bdth. as per Rule

" height extended at the Bilges

" thickness in Engine & Boiler spaces

BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Steel Plate or Tee Bulb Iron

Single or double Angle Iron on Upper edge

Average space

BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron

Single or double Angle Iron, on Upper Edge

Average space

BEAMS, Lower Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper Edge

Average space

BEAMS, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper Edge

Average space

KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates

" Rider Plate Angles, to keel plate

" Bulb Plate to Intercoastal Keelson

" Angles Irons on Floors

" Double Angle Iron Side Keelson

" Side Intercoastal Plates

" do. Angles Irons (Single)

" Attached to outside plating with angles Iron

BILGE Angles Irons

" do. Bulb Iron, Steel

" do. Intercoastal plates riveted to plating for length

BILGE STRINGER Angle Irons

Intercoastal plates riveted to plating for length

SIDE STRINGER Angle Irons

The FRAMES extend in one length from centre line of keel plate to gunwale

The REVERSED ANGLE IRONS on floors and frames extend from middle line to 18 feet on each side and are double in alternately the engine & boiler spaces.

KEELSONS. Are the various lengths of Plates and Angles Irons properly connected? yes And butts properly shifted? yes

PLATING. Carboard, double riveted to Keel, with rivets in diameter, averaging ins. from centre to centre.

" Edges of Carboards and to upper part of Bilge, worked clencher, double riveted; with rivets 5/8 in. diameter, averaging 2 7/8 ins. from centre to centre.

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 5/8 in. diameter averaging 2 7/8 ins. from centre to centre.

" Butts of Keel plates Strakes at Bilge for 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 5/8 in. diameter, averaging 2 7/8 ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 5/8 in. diameter, averaging 2 7/8 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, treble riveted for whole length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.

" Breadth of laps of plating in double riveting Breadth of laps of plating in single riveting 2 1/4

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

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

Manufacturer's name or trade mark, *Sheffield & Co., The Bolton Iron & Steel Co., Messrs. Brown, Long & Co., The Cast Iron & Steel Co., and the Buffalo Co.*

The above is a correct description.

Builder's Signature, *Steward & Latham* Surveyor's Signature, *Charles J. Brown*

Surveyor to Lloyd's Register of British and Foreign Shipping

ROBERT EDMUND TAYLOR & SONS, LTD. 19, Old Street, Goswell Road, E.C.1, London.

State clearly where plating is of alternate thicknesses—as distinguished from diminished thickness at ends of vessel.

State if whole or part, and if wood deck is laid thereon.

2019

Lloyd's Register

Foundation

Workmanship.

Are the butts of plating planed or otherwise fitted? *Hand fitted*

48880 *Don*

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? *no*

Masts, Bowsprit, Yards, &c., are _____ in _____ 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 *none*

NUMBER for EQUIPMENT

N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprintd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprintd.
		Chain	60 x 2 ft.	1"	Breaking Strain 27 tons	60 fms. 1 inch	Sept. 14 th Jan. 1 st 1888	Bower Anchors	1	7.0.7	9.7.0.21	7.0.9	Methodism 14 th Jan. 1888
	Fore Sails,	Iron Stream Chain			Strain 18 tons		Grading R. J. C. 1 st 944.8.	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
	Fore Top Sails,	or Steel Wire ..											
	Fore Topmast Stay Sails,	or Hempen Strm Cable											
	Main Sails,	Towline, Hemp.											
	Main Top Sails,	or Steel Wire ..						Stream Anchor					
	and	Hawser	30	9"				Kedge ...					
		Warp						2nd Kedge ...					
		quality											

Standing and Running Rigging *none* sufficient in size and _____ in quality. She has *no* Long Boats and

The Windlass is *Emerson & Walker's Patent* Capstan *none* and Rudder *Iron frame* Pumps *Two 4 inch*, and bilges also pumped by Engines.

Engine Room Skylights.—How constructed? *Iron casing & teak top* How secured in ordinary weather? *with brass fittings*

What arrangements for deadlights in bad weather? *none required*

Coal Bunker Openings.—How constructed? *cast iron air* How are lids secured? *with lugs* Height above deck? *flush with deck*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *ordinary scuppers*

Cargo Hatchways.—How formed? *none*

State size Main Hatch *none* Forehatch *none* Quarterhatch *none*

If of extraordinary size, state how framed and secured? _____

What arrangement for shifting beams? _____

Hatches, If strong and efficient? *yes*

Order for Special Survey No.	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	1887 May 12 th , 13 th , 26 th , 19 th 20 th , 22 nd , 24 th , 26 th , 27 th , 29 th , 30 th .
Date		2nd. On the plating during the process of riveting	20 th , 21 st , 22 nd , 26 th , 27 th , 29 th , 20 th , 21 st , 22 nd , 26 th , 27 th , 29 th , 16 th , 17 th , 18 th , 19 th , 20 th , 21 st , 22 nd , 26 th , 27 th , 29 th , 10 th , 12 th , 13 th , 14 th , 15 th , 16 th , 17 th , 18 th , 19 th .
Order for Ordinary Survey No.		3rd. When the beams were in and fastened, and before the decks were laid....	16 th , 17 th , 18 th , 19 th , 20 th , 21 st , 22 nd , 26 th , 27 th , 29 th , 10 th , 12 th , 13 th , 14 th , 15 th , 16 th , 17 th , 18 th , 19 th , 20 th , 21 st , 22 nd , 26 th , 27 th , 29 th .
Date		4th. When the ship was complete, and before the plating was finally coated or cemented..	1888 Jan. 4 th , 6 th , 10 th , 11 th , 17 th , 18 th , 23 rd , 26 th , 31 st .
No. 56 in builder's yard.		5th. After the ship was launched and equipped	16 th , 26 th , 27 th , 28 th , 29 th , 16 th , 26 th , 27 th , 28 th , 29 th , 16 th , 26 th , 27 th , 28 th , 29 th , 16 th , 26 th , 27 th , 28 th , 29 th .

State dates of letters respecting this case Secretary:— To E. Skelton 5 May/87. To Sturges & Latham 6 Sept/87. To Sturges & Latham 23 Dec/87. To the Greenwich Ferry Co. 28th Dec/87. To Sturges & Latham 3rd Feb/88.

General Remarks (State quality of workmanship, &c.) *Workmanship and material good.*

The Vessel is built of Steel, in accordance with the accompanying tracings, the Secretary refers to above, and in general conformity with the Rules for the Class anticipated. The Steel used in her construction was tested at the works of the manufacturers by the Surveyors to this Society as per Certificate enclosed. The Vessel is sister to the "Countess of Zetland".

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 *Coated with boiled oil & 3 coats of white zinc and red lead paint.* Outside *Coated with boiled oil and 4 coats of paint.*

I am of opinion this Vessel should be Classed *A1 Steel* For Greenwich Ferry purposes.

The amount of the Entry Fee£ 2 : : is received by me, *18/12/88*

Special£ 10 : 10 : 0 *26/12 1889*

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

Committee's Minute *FRIDAY 21 DEC 1889*

Character assigned *A1 Steel* For Greenwich Ferry purposes
+ Lmb 12/88
L accp
THW

Chas H. Jordan
Surveyor to Lloyd's Register of British and Foreign Shipping.
It is submitted that this vessel appears worthy to be classed *A1 Steel* For Greenwich Ferry purposes.
Lloyd's Register Foundation