

LON684-0202

# STEEL IRON SHIP.

48880

(Received at London Office,)

No. Survey held at London Date, First Survey 12<sup>th</sup> May 1887 Last Survey 17<sup>th</sup> December 1888

On the Steel Double Twin Screw Ferry Boat **COUNTESS OF LATHOM**

<b>TONNAGE</b> 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 }	<b>ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.</b> 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 <u>Britannia Yard, Millwall, E.</u> When built <u>1888</u> Launched <u>13<sup>th</sup> Feb. 1888.</u> By whom built <u>Steward &amp; Latham</u> Owners <u>The Greenwich Ferry Co. Limited.</u> Residence <u>23 Moorgate Street, E.C.</u> Port belonging to <u>London</u> Destined Voyage <u>Between Greenwich &amp; Millwall.</u> If Surveyed while Building, Afloat, or in Dry Dock. <u>Building and afloat.</u>
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<b>LENGTH</b> Feet. Inches. on deck as per Rule ... .. 120 0 Dimensions of Ship per Register, length, 120.0 breadth, 40.0 depth, 10.1	<b>BREADTH</b> Feet. Inches. Moulded... .. 39 10 3/4 Do. do. Main Deck Beams... .. Do. do. Main Deck Beams... ..	<b>DEPTH</b> top of Floors to Upper Deck Beams ... .. 10 1 Do. do. Main Deck Beams... .. 10 11	Power of Engines ... .. 92 Horse ... .. 400	N <sup>o</sup> . of Decks with flat laid one N <sup>o</sup> . of Tiers of Beams one
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<b>KEEL</b> , depth and thickness ... .. <b>STEM</b> , moulding and thickness... .. <b>STERN POST</b> for Rudder do. do. ... .. " " for Propeller ... .. Distance of Frames from moulding edge to moulding edge, all fore and aft ... .. 24	<b>FRAMES</b> , Angle Iron, for 2/3 length amidships ... .. 3 2 1/2 5/16 Do. for 1/3 at each end ... .. 3 2 1/2 5/16 <b>REVERSED FRAMES</b> , Angle Iron Steel... .. 2 9/16 2 9/16 5/16 <b>FLOORS</b> , depth and thickness of Floor Plate at mid line for half length amidships ... .. 12 4/16 " thickness at the ends of vessel ... .. 6 4/16 " depth at 2/3 the half-bdth. as per Rule ... .. 4 1 3/4 " height extended at the Bilges... .. 4 1/2 " thickness in Engine & Boiler spaces ... .. 4/16	<b>BEAMS, Upper, Spar, or Awning Deck</b> Single or d'ble Ang. Steel Plate or Tee Bulb Iron Single or double Angle Iron on Upper edge ... .. 5 2 7/8 5/16 Average space... .. 24 <b>BEAMS, Main, or Middle Deck</b> Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron, on Upper Edge ... .. Average space... .. <b>BEAMS, Lower Deck</b> Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge ... .. Average space... .. <b>BEAMS, Hold, or Orlop</b> Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge ... .. Average space... ..	<b>KEELSONS</b> Centre line, single or double plate, box, or Intercoastal, Plates ... .. 15 5/16 5/16 " Rider Plate Angles, to keel plate ... .. 2 9/16 2 9/16 5/16 " Bulb Plate to Intercoastal Keelson ... .. 3 3 5/16 " Angles Iron on Floors... .. 3 3 5/16 " Double Angle Iron Side Keelson ... .. 5/16 " Side Intercoastal Plates .. .. 5/16 " do. Angles Iron (Single)... .. 3 3 5/16 " Attached to outside plating with angles iron ... .. 2 9/16 2 9/16 5/16	<b>BILGE</b> Angles Iron ... .. 6 4 1/2 6/16 " do. Bulb Iron, Steel ... .. 6 4 1/2 5/16 " do. Intercoastal plates riveted to plating for length ... ..	<b>BILGE STRINGER</b> Angle Irons ... .. Intercoastal plates riveted to plating for length ... ..	<b>SIDE STRINGER</b> Angle Irons ... ..	Flat Keel Plates, breadth and thickness ... .. 48 6/16 48 6/16 <b>PLATES</b> in Carboard Strakes, breadth & thickness From Carboard to upper part of Bilges... .. 5/16 5/16 " Of d'bling at Bilge, or increased thickness, and length applied " From up. prt of Bilge to Ir. edge of Sh'rstrake... .. 5/16 5/16 " Main Sheerstrake, breadth and thickness... .. 38 6/16 38 6/16 " Of d'bling at Sh'stk. & Ing. applied " From M'n. to Upr. or Spar Dk. Sh'rstrake... .. " Up. or Spar Dk Sh'rstrake, brdth & thick'ns... .. Butt Straps to outside plating, breadth & thickness 8 1/2 6/16 6/16 Lengths of Plating 14 feet Shifts of Plating, and Stringers 4 " Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness... .. 18 7/16 18 7/16 Angles Iron on ditto ... .. 3 x 3 x 5/16 3 x 2 1/2 x 4/16 Tie Plates fore and aft, outside Hatchways Diagonal Tie Plates on Beams No. of Pairs Flat of Up., Spar, or Awning Dk. * Steel, whole, How fastened to Beams, Riveted, A. U. P. Rivet, double end, then on and 4" P. Rivets on top of same. Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness ... .. 4/16 4/16 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*
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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 1/8 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 1/8 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 Steel is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Siemens Martin

Manufacturer's name or trade mark, The Iron Works & Steel Co., Messrs Forman, Long & Co., The Boat Iron & Steel Co., and the Buffalo, Co.

The above is a correct description.

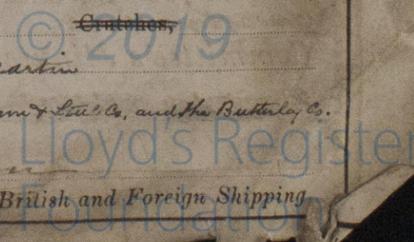
Builder's Signature, Steward & Latham Surveyor's Signature, Chas. J. ...

Surveyor to Lloyd's Register of British and Foreign Shipping

Form No. 1 for Iron Ships—1000—1872/84—Transfer Ink.

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.



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Workmanship. Are the butts of plating planed or otherwise fitted? *Hand fitted*  
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 *none* in *none* 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	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprintd.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprintd.
	Fore Sails,	Chain	60 x 2 ft.	1"	Breaking Strain 27 tons	60 fms. 1 inch	14 <sup>th</sup> Jan. 1888 T. G. Lewis No. of Cert. 23033	Bower Anchors	1	7.0.7	9.7.0.21	7.0.0	14 <sup>th</sup> Jan. 1888 T. G. Lewis No. of Cert. 23033
	Fore Top Sails,	Iron Stream Chain											
	Fore Topmast Stay Sails,	or Steel Wire .. or Hempen Strm Cable .....											
	Main Sails,	Towline, Hemp. or Steel Wire ..						Stream Anchor					
	Main Top Sails,	Hawser .....	30	9"				Kedge ...					
	and	Warp .....						2nd Kedge ...					
		quality											

Standing and Running Rigging *none* sufficient in size and *none* 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* 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? *none*  
What arrangement for shifting beams? *none*  
Hatches, If strong and efficient? *yes*

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No. 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
				56		1887 May 12 <sup>th</sup> , 13 <sup>th</sup> , 24 <sup>th</sup> , 26 <sup>th</sup> , 19 <sup>th</sup> , 20 <sup>th</sup> , 22 <sup>th</sup> , 24 <sup>th</sup> , 26 <sup>th</sup> , 27 <sup>th</sup> , 29 <sup>th</sup> , & 30 <sup>th</sup> .	20 <sup>th</sup> , 21 <sup>th</sup> , 22 <sup>th</sup> , 26 <sup>th</sup> , 27 <sup>th</sup> , & 29 <sup>th</sup> .	16 <sup>th</sup> , 17 <sup>th</sup> , 18 <sup>th</sup> , 19 <sup>th</sup> , 22 <sup>th</sup> , 24 <sup>th</sup> , 25 <sup>th</sup> , 28 <sup>th</sup> , 29 <sup>th</sup> , & 30 <sup>th</sup> .	1888 Jan. 4 <sup>th</sup> , 6 <sup>th</sup> , 10 <sup>th</sup> , 11 <sup>th</sup> , 17 <sup>th</sup> , 18 <sup>th</sup> , 23 <sup>rd</sup> , 26 <sup>th</sup> , & 31 <sup>st</sup> .	May 3 <sup>rd</sup> , 7 <sup>th</sup> , 10 <sup>th</sup> , 11 <sup>th</sup> , & 29 <sup>th</sup> .

State dates of letters respecting this case Secretary:- To E. Skelton 5 May 187. To Sturmond & Latham 6 Sept 187. To Sturmond & Latham 23 Dec 187. To the Greenwich Ferry Co. 28<sup>th</sup> Dec 187. To Sturmond & Latham 3<sup>rd</sup> Feb 188.

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 certificates 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, *Chas. H. Jordan*  
Special .....£ 10 : 10 : 0 *26/2 1889*  
(to be sent as per margin). Certificate ... : :  
(Travelling Expenses, if any, £ .....).  
Committee's Minute *FRIDAY 21 DEC 1888* 18  
Character assigned *A1 Steel For Greenwich Ferry purposes*  
*Jacob*  
*Th W*  
Surveyor to Lloyd's Register of British and Foreign Shipping.  
It is submitted that *the case* appears worthy to be classed *A.1 Steel For Greenwich Ferry purposes*

Surveyors are requested not to write on or below the space for Committee's Minute.

