

STEEL  
IRON SHIP.

(Received at London Office, 4888/1)

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 ZETLAND**

TONNAGE under Tonnage Deck	ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.	Master
Ditto of Third, Spar, or Awning Deck.	Half Breadth (moulded) .. .. . 19.95	Built at <i>Britannia Yard, Millwall, E.</i>
Ditto of Poop, or Raised Qr. Dk.	Depth from upper part of Keel to top of Upper Deck Beams 11.08	When built <i>1888</i> Launched <i>17<sup>th</sup> March 1888</i>
Ditto of Houses on Deck	Girth of Half Midship Frame (as per Rule) .. .. 26.67	By whom built <i>Stewart &amp; Latham</i>
Ditto of Forecastle	1st Number .. .. . 57.70	Owners <i>The Greenwich Ferry Co. Limited.</i>
Gross Tonnage <i>338.14</i>	1st Number, if a 3-Decked Vessel .. deduct 7 feet	Residence <i>23 Moorgate Street, E.C.</i>
as Crew Space	Length .. .. . 120.00	Port belonging to <i>London</i>
as Engine Room	2nd Number .. .. . 6924.00	Destined Voyage <i>Between Greenwich &amp; Millwall</i>
as Tonnage as cut on Beam	Proportions— Breadths to Length .. .. . 3.00	If Surveyed while Building, Afloat, or in Dry Dock.
	Depths to Length—Upper Deck to Keel .. .. . 10.83	<i>Building and afloat.</i>
	Main Deck ditto .. .. .	

LENGTH on deck as per Rule ... 120 0	BREADTH— Moulded... 39 10 3/4	DEPTH top of Floors to Upper Deck Beams ... 10 1	Do. do. Main Deck Beams ... 10 11	Power of Engines ... 92	Horse. 400	Nº. of Decks with flat laid one	Nº. of Tiers of Beams one
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Dimensions of Ship per Register, length, 120.0 breadth, 40.0 depth, 10.1

KEEL, depth and thickness .. .. .	Inches in Ship.	Inches per Rule.	Flat Keel Plates, breadth and thickness .. .. .	Inches. In ship.	16ths. In ship.	Inches. per Rule.	16ths. per Rule.
STEM, moulding and thickness .. .. .			PLATES in Garboard Strakes, breadth & thickness .. .. .	48	6/16	48	6/16
STERN POST for Rudder do. do. .. .. .			From keel plate .. .. .				
" " for Propeller .. .. .			" From Garboard to upper part of Bilges .. .. .	5/16		5/16	
Distance of Frames from moulding edge to moulding edge, all fore and aft .. .. .	24	24	" Of d'bling at Bilge, or increased thickness, and length applied .. .. .				
FRAMES, Angle Iron, for 1/2 length amidships .. .. .	3	2 1/2	5/16	3	2 1/2	5/16	
Do. for 1/2 at each end .. .. .	3	2 1/2	5/16	3	2 1/2	5/16	
REVERSED FRAMES, Angle Iron Steel .. .. .	29/16	29/16	5/16	2 1/2	2	4/16	
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships .. .. .	12	4/16	12	4/16		4/16	
" thickness at the ends of vessel .. .. .	6	4/16	7	4/16		4/16	
" depth at 1/4 the half-bdth. as per Rule .. .. .	4 13/4	4/16	4.2	4/16		4/16	
" height extended at the Bilges .. .. .							
" thickness in Engine & Boiler spaces .. .. .							
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron Plate or Tee Bulb Iron .. .. .	5	2 7/8	5/16	5	2 1/2	5/16	
Single or double Angle Iron on Upper edge .. .. .							
Average space .. .. .	24	24					
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 .. .. .	15 5/16	5/16	5/16				
" Rider Plate Angles to keel plate .. .. .	29/16	29/16	5/16	2 1/2	2	4/16	
" Bulb Plate to Intercoastal Keelson .. .. .							
" Angle Irons on Floors .. .. .	3	3	5/16	3	3	5/16	
" Double Angle Iron Side Keelson .. .. .							
" Side Intercoastal Plates .. .. .			5/16			5/16	
" do. Angle Irons (Single) .. .. .	3	3	5/16	3	3	5/16	
" Attached to outside plating with angles .. .. .	29/16	29/16	5/16	2 1/2	2	4/16	
BILGE Angle Irons .. .. .							
" do. Bulb Iron Steel .. .. .	6	4 1/2	6/16	6	4 1/2	5/16	
" do. Intercoastal plates riveted to plating for length .. .. .							
BILGE STRINGER Angle Irons .. .. .							
Intercoastal plates riveted to plating for length .. .. .							
HOLD STRINGER Angle Irons .. .. .							

The FRAMES extend in one length from *Centre line of keel plate* to *Forewall*The REVERSED ANGLE IRONS on floors and frames extend from *middle line* to *18 feet on each side* and *to are double in alternately*KEELSONS. Are the various lengths of Plates and Angles properly connected? *yes* And butts properly shifted? *yes*PLATING. Garboard, double riveted to Keel, with rivets *5/8* in. diameter, averaging *25/8* ins. from centre to centre.Edges of Garboards and to upper part of Bilge, worked clencher, *double* riveted; with rivets *5/8* in. diameter, averaging *25/8* 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 *25/8* 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, *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 1/4* 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 Moorfield Iron Co., The Bolton Iron & Steel Co., Messrs. Forman, Long & Co., The Cast Iron & Steel Co., and The Buxton Co.*

The above is a correct description.

Builder's Signature, *Stewart & Latham* Surveyor's Signature, *Charles H. Jordan*

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



48881 Lon

**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 \_\_\_\_\_ 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		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	Weight reqd. per Rule.	Machine where Tested & Suprntd.
SAILS.							Bower Anchors	1	7.0.14	9.7.0.21	7.0.0	Sept. 22 Aug. 188
CABLES, &c.							(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					Sept. 22 Aug. 188
N <sup>o</sup> .	Chain .....	60.3 1/2	1"	Barabony strain 27 tons Tensile strength 18 tons.	60 fms. 1 inch	Sept. 25 Aug. 188						Sept. 22 Aug. 188
	Fore Sails,					Sept. 25 Aug. 188						Sept. 22 Aug. 188
	Fore Top Sails,					Sept. 25 Aug. 188						Sept. 22 Aug. 188
	Fore Topmast Stay Sails,					Sept. 25 Aug. 188						Sept. 22 Aug. 188
	Main Sails,					Sept. 25 Aug. 188						Sept. 22 Aug. 188
	Main Top Sails,					Sept. 25 Aug. 188						Sept. 22 Aug. 188
	and					Sept. 25 Aug. 188						Sept. 22 Aug. 188
	Iron Stream Chain					Sept. 25 Aug. 188						Sept. 22 Aug. 188
	or Steel Wire ..					Sept. 25 Aug. 188						Sept. 22 Aug. 188
	or Hempen Strm Cable .....					Sept. 25 Aug. 188						Sept. 22 Aug. 188
	Towline, Hemp.					Sept. 25 Aug. 188						Sept. 22 Aug. 188
	or Steel Wire ..					Sept. 25 Aug. 188						Sept. 22 Aug. 188
	Hawser .....	30	9"			Sept. 25 Aug. 188						Sept. 22 Aug. 188
	Warp .....					Sept. 25 Aug. 188						Sept. 22 Aug. 188
	quality					Sept. 25 Aug. 188						Sept. 22 Aug. 188
	Stream Anchor					Sept. 25 Aug. 188						Sept. 22 Aug. 188
	Kedge ...					Sept. 25 Aug. 188						Sept. 22 Aug. 188
	2nd Kedge ...					Sept. 25 Aug. 188						Sept. 22 Aug. 188

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 10 inch and bilge also pumped by Engines.*  
Engine Room Skylights.—How constructed? *Iron casings & lead 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 wings* 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? *as per plan*  
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	Built under Special Survey.	
Date			2nd. On the plating during the process of riveting	1887. May 12 <sup>th</sup> , 13 <sup>th</sup> , 26 <sup>th</sup> . June 6 <sup>th</sup> , 9 <sup>th</sup> , 14 <sup>th</sup> , 15 <sup>th</sup> . Aug. 20 <sup>th</sup> . Sept. 1 <sup>st</sup> .	
Order for Ordinary Survey No.			3rd. When the beams were in and fastened, and before the decks were laid....	2 <sup>nd</sup> . 5 <sup>th</sup> , 6 <sup>th</sup> , 7 <sup>th</sup> , 9 <sup>th</sup> , 10 <sup>th</sup> , 12 <sup>th</sup> , 13 <sup>th</sup> , 14 <sup>th</sup> , 16 <sup>th</sup> , 19 <sup>th</sup> , 20 <sup>th</sup> , 21 <sup>st</sup> , 22 <sup>nd</sup> , 26 <sup>th</sup> , 27 <sup>th</sup> , 29 <sup>th</sup> . Oct. 3 <sup>rd</sup> , 5 <sup>th</sup> .	
Date			4th. When the ship was complete, and before the plating was finally coated or cemented..	Nov. 1 <sup>st</sup> , 2 <sup>nd</sup> , 3 <sup>rd</sup> , 4 <sup>th</sup> , 5 <sup>th</sup> , 7 <sup>th</sup> , 8 <sup>th</sup> , 9 <sup>th</sup> , 10 <sup>th</sup> , 11 <sup>th</sup> , 14 <sup>th</sup> , 15 <sup>th</sup> , 16 <sup>th</sup> , 17 <sup>th</sup> , 18 <sup>th</sup> , 19 <sup>th</sup> , 22 <sup>nd</sup> , 26 <sup>th</sup> , 29 <sup>th</sup> .	
No. 57 in builder's yard.			5th. After the ship was launched and equipped	Dec. 2 <sup>nd</sup> , 29 <sup>th</sup> , 30 <sup>th</sup> . Jan. 2 <sup>nd</sup> , 3 <sup>rd</sup> , 4 <sup>th</sup> , 6 <sup>th</sup> , 7 <sup>th</sup> , 8 <sup>th</sup> , 9 <sup>th</sup> , 10 <sup>th</sup> , 12 <sup>th</sup> , 13 <sup>th</sup> , 14 <sup>th</sup> , 15 <sup>th</sup> , 16 <sup>th</sup> , 17 <sup>th</sup> , 18 <sup>th</sup> , 20 <sup>th</sup> , 21 <sup>st</sup> , 22 <sup>nd</sup> , 23 <sup>rd</sup> , 24 <sup>th</sup> .	
State dates of letters respecting this case			Secretary:-	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> , 27 <sup>th</sup> . Feb. 1 <sup>st</sup> , 3 <sup>rd</sup> , 6 <sup>th</sup> , 8 <sup>th</sup> , 13 <sup>th</sup> , 17 <sup>th</sup> .	
			To Geo. Skelton 5 May/87.	March 2 <sup>nd</sup> , 6 <sup>th</sup> , 10 <sup>th</sup> , 14 <sup>th</sup> , 17 <sup>th</sup> , 27 <sup>th</sup> . April 16 <sup>th</sup> , 24 <sup>th</sup> , 25 <sup>th</sup> . May 16 <sup>th</sup> , 24 <sup>th</sup> , 25 <sup>th</sup> . June 29 <sup>th</sup> .	
			To the Greenwich Ferry Co. 28 Dec./87. and To Steward & Latham 3 Feb./88.	July 12 <sup>th</sup> . Aug. 15 <sup>th</sup> , 29 <sup>th</sup> . Nov. 29 <sup>th</sup> .	

**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's letters referred 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 Latham".*

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, }  
Special .....£ 10 : 10 : 0 *at 18/12/1888* }  
(to be sent as per margin). Certificate ... : : *red. 26/12/89* }  
(Travelling Expenses, if any, £ .....).  
Committee's Minute *FRIDAY 21 DEC 1888*  
Character assigned *A1 Steel for Greenwich Ferry purposes*  
*+ Lmb 12/88*  
*L arcp*  
*20/12/88*  
*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 as recommended.*  
*10th (Steel)*  
*Lloyd's Register Foundation*