

# IRON OR STEEL SHIP.

32

(Received at London Office,

No. 32

Survey held at

Date of writing Report

7<sup>th</sup> April 1890

Port of Middlesbrough

MON 14 APRIL 1890

Date, First Survey

8<sup>th</sup> August 1889

Last Survey

7<sup>th</sup> April

1890

On the

Iron Screw Steamer "Shafesbury"

Rig Schooner

Master W. Mahood

Tonnage under Tonnage Deck 1424.32  
between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk.  
Total under Upper Dk.

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

Year of appointment (1) As master in service of owner of present vessel: 1890  
(2) As master of this vessel: 1890

Do. of Poop  
Do. of Raised Qr. } 102.21  
Dk. or Break }  
Do. of Bridge House 245.60  
Do. of Houses on Deck 54.25  
Do. of excess of Hatchways 17.80  
Do. of Forecastle 41.01  
Gross Tonnage 1885.19  
Less Crew Space 66.47  
1818.72  
Less Engine Room 603.26  
Register Tonnage 1215.46  
as out on Beam

Half Breadth (moulded) 18.50  
Depth from upper part of Keel to top of Upper Deck Beams 20.44  
Girth of Half Midship Frame (as per Rule) 35.54  
1st Number 44.48  
1st Number, if a 3-Decked Vessel .. deduct 7 feet  
Length 268.50  
2nd Number 1999.88  
Proportions— Breadths to Length .. 6.7  
Depth to Length— Upper Deck to Keel ..  
Main Deck ditto 13.1

Built at Stockton  
When built 1890 Launched 19<sup>th</sup> Feb 1890  
By whom built Craig, Layton & Co.  
Owners William R. Bea  
Managers  
(If desired to be entered in Reg. Book.)  
Residence  
Port belonging to Belfast  
Destined Voyage Bordeaux  
If Surveyed while Building, Afloat, or in Dry Dock.  
While building and afloat.

LENGTH	Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of	Horse.	N <sup>o</sup> . of Decks with flat laid	N <sup>o</sup> . of Tiers of Beams
on deck as per Rule	268	6	Moulded	37	0	top of Floors to Upper Deck Beams	18	6	Engines	160	One	Two
Dimensions of Ship per Register, length	270		breadth	37.3		depth	18.25					
KEEL, depth and thickness			Inches in Ship.			Inches per Rule.						
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 $\frac{3}{4}$ length amidships												
Do. for $\frac{1}{2}$ at each end												
REVERSED FRAMES, Angle Iron												
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships												
" thickness at the ends of vessel												
" depth at $\frac{3}{4}$ the half-bdth. as per Rule												
" height extended at the Bilges												
BEAMS, Upper, Spar, or Awning Deck												
Single or d'ble Ang. Iron, 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—Forward only												
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												
" Bulb Plate to Intercoastal Keelson												
" Angle Irons												
" Double Angle Iron Side Keelson												
" Side Intercoastal Plate												
" do. Angle Irons												
" Attached to outside plating with angle iron												
BILGE Angle Irons												
" do. Bulb Iron... $\frac{1}{2}$ length												
" 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 The middle line to Gunwale  
The REVERSED ANGLE IRONS on floors and frames extend 4' 0" from middle line to upper side stringer & R. Q. & to Main & Lower St. 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" in. diameter, averaging  $3\frac{3}{4}$  ins. from centre to centre.  
" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets  $\frac{7}{8}$  in. diameter, averaging  $3\frac{1}{2}$  ins. from centre to centre.  
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets  $\frac{7}{8}$  in. diameter averaging  $3\frac{3}{4}$  ins. from centre to centre.  
" Butts of four Strakes at Bilge for  $\frac{1}{2}$  length, treble riveted with Butt Straps  $\frac{1}{16}$  thicker than the plates they connect.  
" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets  $\frac{7}{8}$  in. diameter, averaging  $3\frac{1}{2}$  ins. from cr. to cr.  
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets  $\frac{7}{8}$  in. diameter, averaging  $3\frac{3}{4}$  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  $\frac{1}{2}$  length amidships. Butts of Upper or Spar Sheerstrake, treble riveted  $\frac{1}{2}$  length amidships.  
" Butts of Main Stringer Plate, treble riveted for  $\frac{1}{2}$  length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for  $\frac{1}{2}$  length.  
" Breadth of laps of plating in double riveting 6 + 5" Breadth of laps of plating in single riveting  
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble & Double No. of Breasthooks, 3 at Decks Crutches, 2 at Decks  
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Good Malleable quality.  
Manufacturer's name or trade mark, Stockton Malleable I.C., South Stockton I.C. West Stockton Iron Co.  
The above is a correct description.

Builder's Signature, Craig Layton Surveyor's Signature, Allison B. Wilson  
Surveyor to Lloyd's Register of British and Foreign

State clearly where plating is of alternate thicknesses 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? *Planned*

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*

to plate, &c., conform well to each other? *Yes*

from the faying surfaces? *Yes*

Do the holes for riveting plate to frames, butt straps, or plate

Are the rivet holes well and sufficiently countersunk in the plate and  
Do any rivets break into or through the seams or butts of the plating? *A few through*

Masts, Bowsprit, Yards, &c., are *Steel* in *Good* condition, and sufficient in size and length. *If of Iron or Steel give S*  
*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*  
*and if stamped with Maker's name.*

State also Length and Diameter of Lower Masts and Bowsprit *These masts which are intended for auxiliary p*  
*only, have been constructed by Messrs. Audron & Co. of Stockholm, in accordance with*  
*tracing approved by the Committee (Secretary's letter 15<sup>th</sup> May. 88) and the mate*  
*which is of good malleable quality has been tested as per Rule requirements.*

Number for Equip- ment 22219	Letter for do. <i>Y</i>	CABLES, &c.				Fathoms & Inches per Rule.	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS. Number of Certificate (State if any and which Anchors are Stockless.)	Weight. Ex. Stock.	Test per Certificate	Weight req'd per Rule.	Machine wh Superint Name of A
		Number of Certificate.	Fathoms.	Inches.	Test per Certificate. Tons.							
		8562	270	1 1/4	55 1/8 77 1/8	270 1/4	<i>13" of Good 1890</i>	20155	30.1.14	28.18.0.14	30.0.0	
				<i>Galvanized</i>				20156	29.1.0	28.1.1.0	30.0.0	
								18443	26.1.14	25.18.0.14	25.2.0	
N. SAILS.	Fore Sails,											
	Fore Top Sails,											
	Fore Topmast Stay Sails,	Iron Stream Chain or Steel Wire ..	75	4"	33	75.4"						
	Main Sails,	Hempen Str'm Cable	90	3 1/2	26	90.3 1/2						
	Main Top Sails, and quality	TOWLINE— Hemp or Steel Wire.	90	9		90.9						
		Hawser	90	7 1/2		90.7 1/2						
		Warp	90	7 1/2		90.7 1/2						

Standing and Running Rigging *Iron Wire, Hemp, Manila* sufficient in size and *Good* in quality. She has *2 Life Long* Boats and *2 Others*

The Windlass is *Iron Good* Capstan and Rudder *Good* Pumps *Good*.

Engine Room Skylights.—How constructed? *of Wood Good*. How secured in ordinary weather? *Bolted to iron casing 7.0*

What arrangements for deadlights in bad weather? *Bulls eyes and Deadlights*

Coal Bunker Openings.—How constructed? *Plates and Angles*. How are lids secured? *Battened down*. Height above deck? *14" above*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *On each side, Forward 2 Scuppers*  
*three facing ports 30" x 18". Aft 3 Scuppers and 3 facing ports 30" x 18".*

Cargo Hatchways.—How formed? *Plates and Angles*. Hatches, If strong and efficient? *2 1/2 Dols*

State size Main Hatch *24-0" x 14-0"* Forehatch *20-0" x 12-0"* Quarterhatches *24 x 12 and 20 x 11*

If of extraordinary size, state  
how framed and secured....

What arrangement for shifting beams? *As per*

Order for Special Survey No. *1426*

Date *14<sup>th</sup> Dec. 1899*

Order for Ordinary Survey No. ....

No. *19* 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

*Built under Special Survey.*

*First Survey 8<sup>th</sup> August 1889*  
*Last*

Total No. of V

State dates of letters respecting this case *5<sup>th</sup>, 21<sup>st</sup>, 25<sup>th</sup> April, 15<sup>th</sup> May, 4<sup>th</sup> Aug<sup>st</sup>, 9<sup>th</sup> Oct, 9<sup>th</sup> Nov 1888, 1<sup>st</sup> Jan 22<sup>nd</sup> Jan 7, 1<sup>st</sup> April, 20<sup>th</sup> Nov. 1889.*

General Remarks (State quality of workmanship, &c.) *This vessel which is a sister ship to the S. S. Sir Walter Raleigh, by the same Builders, has been built in accordance with the Rules and the plans submitted to and approved by the Committee. The whole of the material used in the hull is of good malleable quality. The punching, countersinking and riveting have been well executed, and cement, well laid and firmly adhering to the several surfaces.*

*The Lubricants assigned by the Committee to the Sister vessel has been marked upon the Vessel's sides as follows: Summer 1 ft 7 1/2. Winter 1 ft 10 1/2. Fresh water mark above Centre of Disc 4 1/2.*

How are the surfaces preserved from oxidation? Inside *Briggs Black enamel Paint* Outside *Paint*

Particulars for Record in R.B.—Length of Poop *ft., R.Q.D. 102 9/16 ft., Bridge Dk., 106 ft., F'castle 27.3 ft.; No. of Dks. (excluding spar, awn., &c.*

Material of dks. *Iron* If spar, awn. dk., &c. *✓* Material of spar, awn. dk., &c. *—* No. of tiers of beams (with and without dks. laid)

Official No. *✓*; Signal Letters *—*. If double bottom, state particulars on separate form.

I am of opinion this Vessel should be Classified *100 A1*

The amount of the Entry Fee .....£ *4* : : is received by me, *R.H.G.*

Special .....£ *70* : *16* : : *12.4 1890*

(to be sent as per margin). Certificate ...

(Travelling Expenses, if any, £ )

Committee's Minute *TUES 15 APRIL 1890*

Character assigned *100 A1*

*100 A1*

*12th Iron & Steel*

*well sk*

*Allison M. Wilson*

Surveyor to Lloyd's Register of British and Foreign Ships

*It is submitted that this vessel*

*appears eligible to be Classified*

*100 A1 as recommended.*

*10th (iron) 2 1/2 beams.*

*As per particulars appended.*

*True by*

Lloyd's Register  
Foundation