

IRON SHIP.

No. 1266 Survey held at Sunderland Date, First Survey October 16th 80 Last Survey 7th Feb 81
 On the Iron Steam Tug "Hunt" Master J. Hunter 1881

TONNAGE under Tonnage Deck <u>294.01</u> Ditto of Third Space <u>83.02</u> Ditto of Poop <u>102.61</u> Ditto of Hatches <u>47.10</u> Ditto of Forecastle <u>18.09</u> Gross Tonnage <u>1044.83</u> Less Crew Space <u>44.03</u> Less Engine Room <u>334.35</u> Register Tonnage <u>865.45</u> as cut on Beam	ONE, OR TWO DECKED, THREE DECKED VESSEL. SPAR, OR AWNING-DECKED VESSEL. HALF BREADTH (moulded) <u>15.90</u> DEPTH from upper part of Keel to top of Upper Deck Beams <u>17.41</u> GIRTH of Half Midship Frame (as per Rule) <u>29.53</u> 1st NUMBER <u>62.64</u> 1st NUMBER, if a 3-DECKED VESSEL, deduct 7 feet LENGTH <u>224.1</u> 2nd NUMBER <u>14.037</u> PROPORTIONS —Breadths to Length <u>7.04</u> Depths to Length—Upper Deck to Keel <u>12.86</u> Main Deck ditto	Built at <u>Sunderland</u> When built <u>1881</u> Launched <u>May 1881</u> By whom built <u>S. P. Austin & Son</u> Owners <u>Messrs. Lambert Bros</u> Port belonging to <u>London</u> Destined Voyage <u>Coasting</u> Surveyed while Building, Afloat, or in Dry Dock. <u>189</u>
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LENGTH on deck as per Rule 224.1 **BREADTH** Moulded 31.10 **DEPTH** top of Floors to Upper Deck Beams 15.10 **Power of Engines** 74 **Horse.** 74 **Nº. of Decks with flat laid** 1 **Nº. of Tiers of Beams** 14

Dimensions of Ship per Register, length 226' breadth, 32' depth, 14' top of double bottom

	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.
KEEL , depth and thickness	7 1/4	2 3/8	7 1/4	2 3/8				
STEM , moulding and thickness	7 1/4	2 3/8	7 1/4	2 3/8				
STERN-POST for Rudder do. do.	7 1/4	2 3/8	7 1/4	2 3/8				
" " for Propeller	7 1/4	2 3/8	7 1/4	2 3/8				
Distance of Frames from moulding edge to moulding edge, all fore and aft	23"	23"						
FRAMES , Angle Iron, for 1/2 length amidships	4	3	7	4	3	7		
Do. for 1/4 at each end	4	3	6	4	3	6		
REVERSED FRAMES , Angle Iron	3	3	6	3	3	6		
FLOORS , depth and thickness of Floor Plate	4 1/2	6	4 1/2	6				
at mid line for half length amidships								
thickness at the ends of vessel		5		5				
depth at 3/4 the half-bdth. as per Rule								
height extended at the Bilges								
BEAMS , Upper, Spar, or Awning Deck	8	8	8	8				
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	5	4	8	5	4	8		
Single or double Angle Iron on Upper edge	5 1/2	3	8	5 1/2	3	8		
Average space	23		23					
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, 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	4 1/2	8	4 1/2	8				
" Rider Plate	27	7	27	7				
" Bulb Plate to Intercoastal Keelson								
" Angle Irons	4	3	7	4	3	7		
" Double Angle Iron Side Keelson								
" Side Intercoastal Plate								
" do. Angle Irons								
" Attached to outside plating with angle iron	5 1/2	3 1/2	7	5 1/2	3 1/2	7		
BILGE Angle Irons								
" do. Bulb Iron								
" do. Intercoastal plates riveted to plating for length								
BILGE STRINGER Angle Irons	5	3 1/2	7	5	3 1/2	7		
Intercoastal plates riveted to plating for length								
SIDE STRINGER Angle Irons								

Transoms, material. Knight-heads. Hawse Timbers. Iron
 Windlass Iron Patent Pall Bitt None Required
 The **FRAMES** extend in one length from Keel to bilge and bilge to main
 The **REVERSED ANGLE IRONS** on floors and frames extend in shown middle line to main stringer and to hull 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 5 ins. from centre to centre.

" **Edges of Garboards** and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 1/4 ins. from centre to centre.
 " **Butts from Keel to turn of Bilge**, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 2 1/4 ins. from centre to centre.
 " **Butts of 2 Strakes at Bilge** for half 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 3/4 in. diameter, averaging 3 1/4 ins. from cr. to cr.
 " **Butts from Bilge to Main Sheerstrake**, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 2 1/4 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 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 1 length amidships.
 " **Butts of Main Stringer Plate**, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1 length.
 " Breadth of laps of plating in double riveting 6 in. Breadth of laps of plating in single riveting 1 in.

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Yes
 Waterway, how secured to Beams Iron deck (Explain by Sketch, if necessary.)
 Beams of the various Decks, how secured to the sides? Iron turned on beams No. of Breasthooks, 5 Crutches, 4
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Angle & T-joint &c.
 Manufacturer's name or trade mark, Walter Lammitt & Co.
 The above is a correct description.
 Builder's Signature, S. P. Austin & Son Surveyor's Signature, W. J. Hunter
 Surveyor to Lloyd's Register of British and Foreign Shipping

Workmanship. Are the butts of plating planed or otherwise fitted? *yes*
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 only in Butts*

Masts, Bowsprit, Yards, &c., are *all* in *good* 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 *Wood masts & Bowsprit as per plan*

NUMBER for EQUIPMENT		15440	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. ¹¹⁵ Ex. Stock.	Test per Certificate	W'tgt req'd per Rule.	Machine where Tested & Suprntd.
N ^o .	SAILS.	CABLES, &c.											
		Chain	240	1 1/2	40 ⁵ / ₈	58 ⁷ / ₁₆	240 1 1/2 7 1/2 240	Bower Anchors	1049	21 3	14 22	15 214	21 00 July 19/80
	Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintd.)						(State Machine where Tested, Date, or No. of Certificate, & Name of Superintd.)	8848	20 1	21 3	3 0	21 00 Nov 25/80
	Fore Top Sails,	Iron Str'm Chain	75	15/16	15 ⁹ / ₁₆	23 ⁷ / ₈	75 15 ⁵ / ₁₆ 7 1/2 19/80		9011	17 3	14 18	18 0	14 18 00 July 9/80
		Ditto do.	Tested at R.M.L.P. 7/4 by J. Hartman										
	Fore Topmast Stay Sails,	Hmpn Strm Cbl	90	10			90 10	Stream	8151	7 0	21 4	9 9	114 7 1 0 May 19/80
		Hawser ...	90	7			90 8	Kedge	8244	3 2	18 6	3 0	14 3 2 0 June 4/80
	Main Sails,	Towlines	90	6			90 5 1/2	Ditto	8077	1 3	21 4	10 00	1 3 0 May 3/80
	Main Top Sails,	Warp	90	5 1/4									
	and	quality	90	2 3/8									
			90	1 3/4									

Standing and Running Rigging *Wire &c.* sufficient in size and *good* in quality. She has *Wire* Long Boats and *good* The Windlass is *good* Capstan *good* and Rudder *good*. Pumps *as per approved plan*.
Engine Room Skylights.—How constructed? *Iron louvings* How secured in ordinary weather? *yes*
What arrangements for deadlights in bad weather? *Iron and Bulls eyes in Wind Hull Top*
Coal Bunker Openings.—How constructed? *Iron* How are lids secured? *Hatches* Height above deck? *on Bridge*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Ports and Scuppers*

Cargo Hatchways.—How formed? *of iron in usual way and as per sketch of section*
State size Main Hatch *32' 6" x 19' 6"* Forehatch *27' x 17' 6"* Quarterhatch *40' x 18' 6"*
If of extraordinary size, state how framed and secured? *With plates and Bulls & Fore and Aft*
What arrangement for shifting beams? *With rivets to crammings Bulls butts and screw butts*
Hatches, If strong and efficient? *yes solid 3"*

Order for Special Survey No. <i>2986</i>	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	<i>Build under S.P. and Surveyed 1880 Oct 16 25 Dec 3</i>
Date <i>16 Decr 80</i>		2nd. On the plating during the process of riveting	<i>13/6 21 22 24 30/81 Jan'y 5 6 7 10 13 17 25 31 Feb 4 48 9 15 16 17 19 24 25 28</i>
Order for Ordinary Survey No. <i>—</i>		3rd. When the beams were in and fastened, and before the decks were laid...	<i>March 2 10 12 14 15 24 26 29 April 4 6 8 11 12 16 20 26 29 May 3 11 16 18</i>
Date <i>—</i>		4th. When the ship was complete, and before the plating was finally coated or cemented..	<i>23 30 June 18 13 15 17 20 22 27 July 1 5 7</i>
No. <i>133</i> in builder's yard.		5th. After the ship was launched and equipped	

General Remarks (State quality of workmanship, &c.) *The workmanship is good throughout*
This vessel has been built in accordance with the approved drawings attached sanctioned by the Surveyors letters dated respectively, Oct 12th Oct 13th 27th and Nov 11th 1880 also 17th of June 1881. The several requirements therein contained having been carried out and the Rules in all other respects complied with. The hulls have been tested to a head of water equal to the maximum load line and found to be tight. She is constructed with a short Prop. Raised quarter deck. Bridge and Superfount Forecastle of the respective lengths stated as follows

State if one, two, or three decked vessel, or if spar, or running decked; and the lengths of poop, forecabin, or raised quarter deck, and the length of double, or part double bottom.

How are the surfaces preserved from oxidation? Inside *Paint and Paint* Outside *Paint & Red Lead*

I am of opinion this Vessel should be Classed *100 A.1.*

The amount of the Entry Fee ... £ *5* : 0 : 0 is received by me, *July 1881*

Special ... £ *50* : 0 : 0 *6th July 1881*

Certificate ...

(Travelling Expenses, if any, £ *none*)

Committee's Minute

Friday, July, 15th 1881.

Character assigned

100 A.1.

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



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