

IRON SHIP

No. 13,029 Survey held at Sunderland Date, First Survey August 10th 82 Last Survey February 10th 1883
On the "S.S. Abington" Yard No. 143

Official Number

TONNAGE under Tonnage Deck 1920.46
Ditto of 2nd Spar or Aft Mast Deck 7.32
Ditto of Poop, or Raised Qr. Dk. 83.42
Ditto of Houses on Deck 41.87
Ditto of Forecastle 41.87
Gross Tonnage 2053.07
Less Crew Space 63.87
1989.20
Less Engine Room 656.98
Register Tonnage as cut on Beam 1332.22

~~ONE OR TWO DECKED, THREE DECKED VESSEL, SPAN, OR Aft-MAST DECKED VESSEL.~~

Half Breadth (moulded) 18.50
Depth from upper part of Keel to top of Upper Deck Beams 26.00
Girth of Half Midship Frame (as per Rule) 41.00
1st Number 85.50
1st Number, if a 3-Decked Vessel deduct 7 feet 78.50
Length 283.0
2nd Number 22,215
Proportions— Breadths to Length 7.6
Depths to Length—Upper Deck to Keel 10.8
Main Deck ditto 15.2

Master M. C. Cother
Built at Sunderland
When built 1882 Launched 23rd Dec
By whom built Doxford & Sons
Owners Renton and Co.
Residence 24 George Sq. Glasgow
Port belonging to Glasgow
Destined Voyage New Orleans
If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 283 Feet. Inches. — BREADTH Moulded 37 Feet. Inches. — DEPTH top of Deck Beams to Upper Deck Beams 23 Feet. Inches. 9 Do. do. Main Deck Beams 15 Feet. Inches. 6 Power of Engines 200 Horse. No. of Decks with flat laid 3 No. of Tiers of Beams Blue

Dimensions of Ship per Register, length, 285.2 breadth, 37.4 depth, 22.85

KEEL, depth and thickness 46 x 1 1/2 Inches in Ship. 19/16 Inches per Rule.
STEM, moulding and thickness 10 x 2 3/4 10 x 2 3/4
STERN-POST for Rudder do. do. 10 x 6 10 x 6
" " for Propeller 24 24
Distance of Frames from moulding edge to moulding edge, all fore and aft 24

FRAMES, Angle Iron, for 1/2 length amidships 5 3 8 (Class 100A)
Do. for 1/4 at each end 5 3 7
REVERSED FRAMES, Angle Iron 3 1/2 3 8
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships Cellular Bottom
" thickness at the ends of vessel Floors and Girders
" depth at 1/4 the half-bdth. as per Rule as per approved
" height extended at the Bilges Midship Section

BEAMS, Upper, Spar, or Aft Mast Deck Single or double Angle Iron, Plate or Tee Bulb Iron 3 1/2 3 9
Single or double Angle Iron on Upper edge on every frame
Average space 6 1/2

BEAMS, Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron 3 1/2 3 9
Single or double Angle Iron on Upper edge on every frame
Average space 6 1/2

BEAMS, Lower Deck—Single or double Angle Iron, Plate or Tee Bulb Iron 10 x 10
Single or double Angle Iron on Upper edge 4 4 9
Average space 10 spaces of frames

BEAMS, Hold, or Orlop—Single or double Angle Iron, Plate or Tee Bulb Iron 4 4 9
Single or double Angle Iron on Upper edge 10 spaces of frames
Average space 6 1/2

KEELSONS Centre line, single or double plate, 46 10
" Rider Plate Cellular Bottom
" Bulb Plate to Intercoastal Keelson Transverse floors
" Angle Irons and Girders
" Double Angle Iron Side Keelson as per approved
" Side Intercoastal Plate Mid. Section
" do. Angle Irons as per approved
" Attached to outside plating with angle iron

BILGE Angle Irons 6 4 9
" do. Bulb Iron 6 4 9
" do. Intercoastal plates riveted to plating for length 9

BILGE STRINGER Angle Irons 6 4 9
Intercoastal plates riveted to plating for 1/5 length 9

SIDE STRINGER Angle Irons 6 4 9

Flat Keel Plates, breadth and thickness 36 12 36 12
PLATES in Garboard Strakes, br'dth & thickness 11 11
" From Garboard to upper part of Bilges 11 11
" Of d'bling at Bilge, or increased thickness, and length applied 11 11
" From up. prt of Bilge to l-edge of Sh'rstrake 40 13 40 13
" Main Sheerstrake, breadth and thickness 40 13 40 13
" Of d'bling at Sh'stk. & Ing. applied 40 13 40 13
" From M'n. to Upr. or Spar Dk. Sh'rstrake 40 13 40 13
" Up. or Spar Dk Sh'rstrake, br'dth & thicken'ss 40 13 40 13

Butt Straps to outside plating, breadth & thickness 9 1/4 19 9 1/4 19 9 1/4 19
Lengths of Plating Six spaces of frames
Shifts of Plating, and Stringers Two & four
Gunwale Plate on ends of Aft Mast, Spar, or Upper Deck Beams, breadth and thickness 40 10 40 10

Angle Iron on ditto 4.4.9 4.4.9
Tie Plates fore and aft, outside Hatchways Iron Deck
Diagonal Tie Plates on Beams No. of Pairs Iron Deck

Flat of Up., Spar, or Aft Mast Dk. Iron plates 6 6
How fastened to Beams Rivets Rivets
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness 40 9 40 9

Is the Stringer Plate attached to the outside plating? Yes
Angle Irons on ditto, No. Two
Tie Plates, outside Hatchways 4.4.9 4.4.9
Diagonal Tie Plates on Beams, No. of pairs Iron Deck

Flat of Middle Deck* do. do. Iron plates 6.5 6.5
How fastened to Beams Rivets Rivets
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 38 9 38 9

Is the Stringer Plate attached to the outside plating? Yes
Angle Irons on ditto, No. Three
Stringer on Tie Plates, outside Hatchways 6 4 9 6.4.9
Flat of Lower Deck*

Ceiling betwixt Decks, thickness and material Spr. 2 battens & Spar
" in hold do. do. do 2 1/2 solid to Bilge
Main piece of Rudder, diameter at head 7 1/2
" do. at heel 7 1/4

Can the Rudder be unshipped afloat? Yes
Bulkheads No. 5 No. per Rule 4
" Thickness of 7 1/2
" Height up 4 to upper Dk one to main Dk

" How secured to sides of ship between two frames
" Size of Vertical Angle Irons 3 1/2 x 3 1/2 and distance apart 30 ins.
" Are the outside Plates doubled two spaces of Frames in length? Yes

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 7/8 in. Rivets, about 7 apart.
The REVERSED ANGLE IRONS on floors and frames extend from middle line to above W.D.E. str angle and to Gunwale 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 1/8 in. diameter, averaging 5 1/2 ins. from centre to centre.

" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from centre to centre.
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 1/2 ins. from centre to centre.
" Butts of four 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 7/8 in. diameter, averaging 3 3/8 ins. from cr. to cr.
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 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 half length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.
" Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for half length.

" Breadth of laps of plating in double riveting 5 1/4 in Breadth of laps of plating in single riveting Nil
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? double Straps No. of Breasthooks, Six Crutches, four
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Plates & Strakes made by S. Co
Manufacturer's name or trade mark, Bulbs & Angles Stockton Malle. & Co. and Near Rolling Mills W. Hartlepool. S. Co

The above is a correct description.
Builder's Signature, William Duxford & Sons Surveyor's Signature, Joseph Nelson
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? *at the Butts in a few Cases only*

Masts, Bowsprit, Yards, &c., are *Iron & Wood* 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. *please see sketch*
State also Length and Diameter of Lower Masts and Bowsprit *5 1/2" thick plate bent cold with grain 5 1/2" and thus across 5 1/2" maker of Plates Stockton Mass. I.C.*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprtd.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	W't req'd per Rule.	Machine where Tested & Suprtd.
SAILS.							Bower Anchors					
No.	CABLES, &c.						(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
Fore Sails,	Chain	270	1 1/16	270.1 1/16	270.1 1/16	Feb 7/83	11489 32.2.0 30.10.0 32.0.0 Feb 6/83					
Fore Top Sails,	or Steel Wire	45	4 1/4	35 tons	or 4 1/4		11491 31.3.7 30.0.2 14 32.0.0 11/83					
Fore Topmast Stay Sails,	Cable Steel Wire	90	4	33	90.4		11457 27.3.0 26 10.3.0 27.1.0 Jan 29/83					
Main Sails,	Steel Wire	90	3 1/4	22	90.9 1/2		Stream Anchor 11458 10.2.0 12.8.3.0 10.2.0 Jan 29/83					
Main Top Sails,	Hawser	90	7 1/2		90.7 1/2		Kedge 11448 5.0.2 17.1.3.14 5.1.0 11/22/83					
and	Warp						2nd Kedge 11433 2.3.5 5.7.2.0 2.2.0 11/83					
Standing and Running Rigging	quality good						She has 2 life long Boats and two others					

The Windlass is *Hartfield's patent* *Capstan 4 Winches* and Rudder *good* Pumps *good*
Engine Room Skylights. How constructed? *Wood Sky Light* How secured in ordinary weather? *with bars and pins*
What arrangements for deadlights in bad weather? *Thick shutters pt fitted with bulls eyes and pt thick glass &c*
Coal Bunker Openings. How constructed? *Iron Coaming* How are lids secured? *Hatch bars* Height above deck? *9 in and 30*
Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Scuppers; part filled with Iron Bulwarks and part with Iron guard Rails*
Cargo Hatchways. How formed? *Iron Coamings fitted in the usual manner*
State size Main Hatch *20 ft x 12 ft* Fore hatch *12 ft x 10 ft* Quarter hatch *20 ft x 12 ft & 12 ft x 10 ft*
If of extraordinary size, state how framed and secured? *Fitted with Iron Shifting Beams and Web - plate Beams and wood Fore and aft Carlings*
What arrangement for shifting beams? *Solid and Efficient.*

Hatches, If strong and efficient? *Solid and Efficient.*
Order for Special Survey No. *3084* *1st. On the several parts of the frame, when in place, and before the plating was wrought*
Date *27 Decr 82* *2nd. On the plating during the process of riveting*
Order for Ordinary Survey No. *20* *3rd. When the beams were in and fastened, and before the decks were laid...*
Date *143* *4th. When the ship was complete, and before the plating was finally coated or cemented..*
No. *143* in builder's yard. *5th. After the ship was launched and equipped*

General Remarks (State quality of workmanship, &c.) *Good* *Letters 4 Mar. 1883 June, 8 Nov 80*
This Vessel has been built under Special Survey in accordance with the Rules and the accompanying drawings, having a "Cellular" Double Bottom. She has a Topgallant Forecastle 33 ft long; Bridge House 68 ft, and Steering Wheel Cover 10 ft long. She has a Cellular Double bottom all fore and aft 234 ft long, containing 367 tons, having 4 A's divisions; each Tank has been pressed as per Rule and proved efficient.

State if one, two, or three decked vessel, or if open, or awning decked; and the lengths of poop, bridge, fore-castle, &c. (If double bottom, state particulars on separate form.)
How are the surfaces preserved from oxidation? Inside *Cement & Paint* Outside *Paint*
I am of opinion this Vessel should be Classed *100 A.1 Three Decked*
The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me, *SW*
Special ... £ 74 : 14 : 6 1/2 Feb 1883
Certificate ...
(to be sent as per margin.)
(Travelling Expenses, if any, £ nil.)
Committee's Minute
Character assigned *SW*
Tuesday, 20th February 1883.

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