

IRON SHIP.

22 MAY 88

No. 3425 Survey held at Londonderry Date, First Survey Nov 29 1887 Last Survey May 15 1888

On the Iron Barque "Horizon" - "Lata Cupica" (N. 12 in Supp.) Master Eugene Gautier. 88-88

TONNAGE under Tonnage Deck 1016.65 ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.

Ditto of Third, Spar, or Awning Deck. 34.07 Half Breadth (moulded) 16.95 Feet.

Ditto of Poop, or Raised Qr. Dk. 26.36 Depth from upper part of Keel to top of Upper Deck Beams 22.2

Ditto of Houses on Deck 1044.86 Girth of Half Midship Frame (as per Rule) 35.25

Ditto of Forecastle hatch ways 23.48 1st Number 74.4

Gross Tonnage 1044.86 1st Number, if a 3-Decked Vessel deduct 7 feet -

Less Crew Space 23.48 Length 197.95

Less Engine Room 1054.38 2nd Number 147.12

Register Tonnage as cut on Beam 1054.38 Proportions - Breadths to Length 5.83

Depths to Length - Upper Deck to Keel 8.9

Main Deck ditto -

Built at Londonderry

When built 1888 Launched Mar. 31

By whom built C. J. Bigger

Owners Estier Freres

Residence Marseilles

Port belonging to Marseilles

Destined Voyage Aiguines via Cardiff

If Surveyed while Building, Afloat, or in Dry Dock.

Specially Surveyed while Building

Official Number

LENGTH on deck as per Rule 197 Feet. 9 Inches. BREADTH Moulded 33 Feet. 11 Inches. DEPTH top of Floors to Upper Deck Beams 20 Feet. 3 Inches. Do. do. Main Deck Beams 20 Feet. 3 Inches. Power of Engines 3 Horse. N^o. of Decks with flat laid One N^o. of Tiers of Beams Two

Dimensions of Ship per Register, length, 209.4 breadth, 34.65 depth, 20.05 Moulded depth 21-9

KEEL, depth and thickness 8 x 2 3/8 Inches in Ship. 8 x 2 3/8 Inches per Rule.

STEM, moulding and thickness 4 1/2 x 2 3/8 Inches in Ship. 4 1/2 x 2 3/8 Inches per Rule.

STERN-POST for Rudder do. do. 4 1/4 x 2 3/8 Inches in Ship. 4 1/4 x 2 3/8 Inches per Rule.

Distance of Frames from moulding edge to moulding edge, all fore and aft 23

FRAMES, Angle Iron, for 2/3 length amidships 5 x 3 x 0 (Class 100A)

Do. for 1/3 at each end 5 x 3 x 4

REVERSED FRAMES, Angle Iron 3 x 3 x 4

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 24

thickness at the ends of vessel 10

depth at 3/4 the half-bdth. as per Rule 40

height extended at the Bilges 40

BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 8 x 3 x 0

Single or double Angle Iron on Upper edge 46

Average space 46

BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 x 3 x 6

Single or double Angle Iron, on Upper Edge 40

Average space 40

BEAMS, Lower Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 x 3 x 6

Single or double Angle Iron on Upper Edge 40

Average space 40

BEAMS, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 x 3 x 6

Single or double Angle Iron on Upper Edge 40

Average space 40

KEELSONS Centre line, single or double plate, box, or Intercostal, Plates 15

Rider Plate 11

Bulb Plate to Intercostal Keelson 5 x 3 1/2 x 0

Angle Irons 5 x 3 1/2 x 0

Double Angle Iron Side Keelson 5 x 3 1/2 x 0

Side Intercostal Plate (Wash) 6

do. Angle Irons 6

Attached to outside plating with angle iron 5 x 3 1/2 x 0

BILGE Angle Irons 5 x 3 1/2 x 0

do. Bulb Iron 5 x 3 1/2 x 0

do. Intercostal plates riveted to plating for length 5 x 3 1/2 x 0

BILGE STRINGER Angle Irons 5 x 3 1/2 x 0

Intercostal plates riveted to plating for length 5 x 3 1/2 x 0

SIDE STRINGER Angle Irons 5 x 3 1/2 x 0

The FRAMES extend in one length from Keel to gunwale

The REVERSED ANGLE IRONS on floors and frames extend across middle line to Lower deck 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 1/2 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 3/4 in. diameter, averaging 3 1/2 ins. from centre to centre.

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.

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed*
 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? *Very few.*

Masts, Bowsprit, Yards, &c., are *Steel & 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. *The Lower masts and topmasts are in one length. The fore & main masts are 104.1 and 106.3 ex. respectively by 26 diam. constructed with 3 plates in the round 3/32 to 3/32, stiffened with angle iron in way of L-Yds and L-Tops-Yards. Mizzen mast ex. 90.9 x 20 diam. constructed with 2 plates in the round, all doubled at heel. Bowsprit ex. 30 x 26 diam. 3 plates in the round 3/32 to 3/32, stiffened with angle iron in way of L-Yds and L-Tops-Yards.*

N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested and Superintendent, also Number of Certificate.	ANCHORS.						
								N ^o .	Weight Ex. Stock.	Test per Certificate.	W ^g t req ^d per Rule.	Machine where Tested and Superintendent, also Number of Certificate.		
		Chain	125.5	1 1/2	77.2.2.0	40 x 1 1/2	12 Mar. 88	Bower Anchors	1	30.3	11.29	5.2.14	30	12 Mar. 88
	Fore Sails,	Iron Stream Chain	134.1	1 1/2	23.4.0	45 x 1 1/2	13 - " - "	Stream Anchor	1	28.2	10.27	13.3.0	30	12 - " - "
	Fore Top Sails,	or Steel Wire	45	1 1/2	15.15.0	13 - " - "		Kedge	1	5.0	10.7	11.3.14	4 3/4	12 - " - "
	Fore Topmast Stay Sails,	or Hempen Strm Cable						2nd Kedge.	1	2.1	3.24	5.0.0	2 1/2	12 - " - "
	Main Sails,	Towline, Hemp	90	3 1/2	23	90 x 10 1/2	3 Op. 88							
	Main Top Sails, and	or Steel Wire	90	9 1/2		90 x 9								
		Warp	90	9 1/2		90 x 5 1/2								
		quality	120	3 1/2										

Standing and Running Rigging *Wire Stamp* sufficient in size and *good* in quality. She has *One* Boat and *3* others.

The Windlass is *Patent and Good* Capstan *Good* and Rudder *Good* Pumps *Good*

Engine Room Skylights.—How constructed? How secured in ordinary weather?

What arrangements for deadlights in bad weather?

Coal Bunker Openings.—How constructed? How are lids secured? Height above deck?

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *4 Buffers, 3 Tricing ports and 2 Spring pipes each side*

Cargo Hatchways.—How formed? *of plates and angles, Comings 24 ins. above deck.*

State size Main Hatch *15.4 x 12.0* Forehatch *4.8 x 4.6* Quarterhatch *4.8 x 4.6*

If of extraordinary size, state how framed and secured? *One shifting beam in the main hatch, and*

What arrangement for shifting beams? *one fore & after in all.*

Hatches, if strong and efficient? *Yes, 3 Solid.*

Order for Special Survey No. *213* Date *Dec 2nd 1887*

Order for Ordinary Survey No. *7* Date *Dec 2nd 1887*

No. *7* in builder's yard. DATES of Surveys held while building as per Section 18.

State dates of letters respecting this case *Dec 5th 1887, January 30th, February 1st and 3rd 1888.*

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

Nov 29, Dec 14, 15, 27, 1887. Jan 23, 24, Feb 7, 8, 21, 22, March 13, 14, 27, 28, April 12, 13, May 1, 2, 14, 15, 1888.

General Remarks (State quality of workmanship, &c.) *This Barque has been built in accordance with the approved tracing of midship section forwarded on the 16th Inst. and with the accompanying tracings of painting arrangements and Rigging plan: in compliance with the Secretary's letters dated as above; and the Rules generally have been adhered to; she has a Monkey Forecastle 21 ft long, and a Raised Quarter deck 26.9 long.*

The Lower yards and Lower Topsail yards are of steel; Fore & Main Lower Yards ex. 73.0 x 18, two plates in the round 3/32 to 3/32; Lower Topsail Yards 62.9 x 15, two plates in the round 3/32 to 3/32, all doubled in way of Truss hoops and Slings, and all plates, as well as those of the masts and Bowsprit tested at the works.

The materials used in her construction, and the workmanship are very good.

State of one, two, or three-decked vessel, or if open, 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 *Cement and paint* Outside *paint*

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

The amount of the Entry Fee *£ 4 : : :* is received by me, *J.S.*

Special *£ 51 : 19 : 19.5. 1888*

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

Committee's Minute *FRI 25 MAY 83*

Character assigned *100 A 1*

L.A.C.P. 18th Apr 83

Reference should be made to any correspondence connected with the case.

Certificate to be sent to the Registrar of Shipping, or to the Registrar of the Port, or to the Registrar of the Customs, or to the Registrar of the Excise, or to the Registrar of the Admiralty, or to the Registrar of the Navy, or to the Registrar of the War Office, or to the Registrar of the Home Office, or to the Registrar of the Foreign Office, or to the Registrar of the Colonial Office, or to the Registrar of the India Office, or to the Registrar of the Admiralty, or to the Registrar of the Navy, or to the Registrar of the War Office, or to the Registrar of the Home Office, or to the Registrar of the Foreign Office, or to the Registrar of the Colonial Office, or to the Registrar of the India Office.

