

IRON SHIP.

22 MAY 81

No. 3425 Survey held at Londonderry Date, First Survey Nov 29 1880 Last Survey May 15 1881
On the Iron Barque "Horizon" - Lat. Cupica (N. 42 in Supp.)
TONNAGE under 1016.65 ONE, OR TWO DECKED, THREE DECKED VESSEL,
Tonnage Deck 34.07 SPAR, OR AWNING-DECKED VESSEL.
Ditto of Third, Spar, or Awning Deck. 26.36
Ditto of Poop, or Raised Qr. Dk. 1044.86
Ditto of Houses on Deck 23.40
Gross Tonnage 1054.30
Less Crew Space
Less Engine Room
Register Tonnage as cut on Beam 1054.30

Half Breadth (moulded) 16.95 Feet.
Depth from upper part of Keel to top of Upper Deck Beams 22.2
Girth of Half Midship Frame (as per Rule) 35.25
1st Number 74.4
1st Number, if a 3-Decked Vessel deduct 7 feet
Length 197.9
2nd Number 14712
Proportions— Breadths to Length 5.83
Depths to Length— Upper Deck to Keel 8.9
Main Deck ditto

Master Eugene Gautier 88-88
Built at Londonderry
When built 1880 Launched May 31
By whom built C. J. Biggers
Owners Estier Freres
Residence Marseilles
Port belonging to Marseilles
Destined Voyage Aguique 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 1 Horse. No. of Decks with flat laid One No. 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 3/4 x 2 3/8 Inches in Ship. 4 3/4 x 2 3/8 Inches per Rule.
" for Propeller 23 23
Distance of Frames from moulding edge to moulding edge, all fore and aft 23 23

FRAMES, Angle Iron, for 1/2 length amidships 5 3 0 (Class 100A)
Do. for 1/4 at each end 5 3 4 Inches in Ship. 5 3 4 Inches per Rule.
REVERSED FRAMES, Angle Iron 3 3 4 Inches in Ship. 3 3 4 Inches per Rule.
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 24 9 23 1/2 9
" thickness at the ends of vessel 10 11 3/4 7
" depth at 3/4 the half-bdth. as per Rule 40 44
" height extended at the Bilges 40 44

BEAMS, Upper, Spar, or Awning Deck 8 3 0 8 3 0
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 8 3 0 8 3 0
Single or double Angle Iron on Upper edge 46 40
Average space 22 22
BEAMS, Main, or Middle Deck 8 3 0 8 3 0
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 8 3 0 8 3 0
Single or double Angle Iron on Upper Edge 46 40
Average space 22 22

BEAMS, Lower Deck 8 3 0 8 3 0
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 8 3 0 8 3 0
Single or double Angle Iron on Upper Edge 46 40
Average space 22 22
BEAMS, Hold, or Orlop 8 3 0 8 3 0
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 8 3 0 8 3 0
Single or double Angle Iron on Upper Edge 46 40
Average space 22 22

KEELSONS Centre line, single or double plate, 15 11 15 11
" Rider Plate 11 11 10 3/4 11
" Bulb Plate to Intercoastal Keelson 5 3 1/2 0 5 3 1/2 0
" Angle Irons 5 3 1/2 0 5 3 1/2 0
" Double Angle Iron Side Keelson 5 3 1/2 0 5 3 1/2 0
" Side Intercoastal Plate (Wash) 6 6
" do. Angle Irons 5 3 1/2 0 5 3 1/2 0
" Attached to outside plating with angle iron 5 3 1/2 0 5 3 1/2 0

BILGE Angle Irons 5 3 1/2 0 5 3 1/2 0
" do. Bulb Iron 5 3 1/2 0 5 3 1/2 0
" do. Intercoastal plates riveted to plating for length 5 3 1/2 0 5 3 1/2 0
BILGE STRINGER Angle Irons 5 3 1/2 0 5 3 1/2 0
Intercoastal plates riveted to plating for length 5 3 1/2 0 5 3 1/2 0

SIDE STRINGER Angle Irons 5 3 1/2 0 5 3 1/2 0
in way of 22 22
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 St 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.

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 1/2 ins. from centre to centre.

" Butts of three Strakes at Bilge for half length, treble riveted with Butt Straps 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 1/2 ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 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 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for — length.

" Breadth of laps of plating in double riveting 4 1/4 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, 4 Crutches, 32 deep floors

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Best

Manufacturer's name or trade mark, James R. & Co. Beams, Keelsons & Stringer plates, Coats & Co. Iron, Iron

The above is a correct description. —

Builder's Signature, Charles J. Biggers Surveyor's Signature, James Curpin

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

ROBERT EDMUND TAYLOR & SON, Commercial and General Steam Printers, 19, Old Street, Goswell Road, London, E.C.

BELSH-0307

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 1/2, stiffened with angle irons in way of L-Yds and L-Tops. Yards & Mainmast ex. 90.9 x 26 diam. Constructed with 2 plates in the round, all doubled at heel & forecable & strength in way of 30 ex.

NUMBER & LETTER for EQUIPMENT														ANCHORS.		N°.		Weight.		Test per		W'ght req'd		Machine where Tested and	
SAILS.														Ex. Stock.		Certificate		per Rule.		Certificate		per Rule.		Superintendent, also	
CABLES, &c.														Fathoms.		Inches.		Test per		Certificate.		Inches per Rule.		Machine where Tested and	
Chain														125.5		1 1/2		77.2.2.0		12 Mar. 88		30		12 Mar. 88	
(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)														134.1		1 1/2		23.14.0.0		13 - " - "		30		12 - " - "	
Fore Sails,														134.1		1 1/2		23.14.0.0		13 - " - "		30		12 - " - "	
Fore Top Sails,														134.1		1 1/2		23.14.0.0		13 - " - "		30		12 - " - "	
Fore Topmast														134.1		1 1/2		23.14.0.0		13 - " - "		30		12 - " - "	
Stay Sails,														134.1		1 1/2		23.14.0.0		13 - " - "		30		12 - " - "	
Main Sails,														134.1		1 1/2		23.14.0.0		13 - " - "		30		12 - " - "	
Main Top														134.1		1 1/2		23.14.0.0		13 - " - "		30		12 - " - "	
Sails, and														134.1		1 1/2		23.14.0.0		13 - " - "		30		12 - " - "	
quality														134.1		1 1/2		23.14.0.0		13 - " - "		30		12 - " - "	

Standing and Running Rigging *Wire & Hemp* 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 freeing 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. <i>213</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>Nov. 29, Dec. 14, 15, 24, 1887.</i>
Date <i>Dec. 10. 1887</i>		2nd. On the plating during the process of riveting	<i>Jan. 23, 24, Feb. 7, 8, 21, 22.</i>
Order for Ordinary Survey No. <i>-</i>		3rd. When the beams were in and fastened, and before the decks were laid...	<i>March 13, 14, 27, 28, April 12, 13.</i>
Date <i>-</i>		4th. When the ship was complete, and before the plating was finally coated or cemented...	<i>May 1, 2, 14, 15, 1888.</i>
No. <i>7</i> in builder's yard.		5th. After the ship was launched and equipped	<i>Dec. 5. 1887. January 30. February 1. and 3. 1888.</i>

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 ft 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 1/2; Lower Topsail yards 62.9 x 15, two plates in the round 3/32 to 1/2, 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 if one, two, or three-decked vessel, or if open, or covering-decked; and the lengths of poop, bridge, forecable, 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, *James Curpin*

Special *£ 51 : 19 : -* 19. 5. 1888

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

(Travelling Expenses, if any, £ *9. 8. 9.*)

Committee's Minute *FRI 25 MAY 83*

Character assigned *100 A 1*

LARCP *18k 2 to B* *James Curpin* *Surveyor to Lloyd's Register of British and Foreign Shipping.* *It is submitted that this vessel appears eligible for classed 100 A.1 as recommended* *1 DK 2 to Bms.* *Lloyd's Register*