

IRON SHIP.

SAT 5 NOV 1887

No. 279 Survey held at Cadix Date, First Survey Last Survey 6/20/1887 1887

On the Spanish S. L. William Haynes late Guadiana

TONNAGE under Tonnage Deck	ONE, OR TWO DECKED, THREE DECKED VESSEL.	Master
Ditto of Third, Spar, or Awning Deck.	SPAR, OR AWNING-DECKED VESSEL.	Built at Renfrew
Ditto of Poop, or Raised Qr. Dk.	Half Breadth (moulded) 19 1/2	When built 1866 Launched 1866
Ditto of Houses on Deck	Depth from upper part of Keel to top of Upper Deck Beams 17 1/2	By whom built Henderson & Coulburn
Ditto of Forecastle	Girth of Half Midship Frame (as per Rule) 24 1/2	Owners at present Sons of Wm. Haynes
Gross Tonnage 438	1st Number	Residence Cadix
Less Crew Space	1st Number, if a 3-Decked Vessel .. deduct 7 feet	Port belonging to Cadix
Less Engine Room	Length	Destined Voyage Mediterranean
Register Tonnage as cut on Beam none	2nd Number	If Surveyed while Building, Afloat, or in Dry Dock: Afloat & Dry Dock
	Proportions— Breadths to Length 7 3/4	
	Depths to Length— Upper Deck to Keel 15	
	Main Deck ditto	

LENGTH on deck as per Rule ...	Feet. 182	Inches.	BREADTH— Moulded ...	Feet. 24	Inches. 2	DEPTH top of Floors to Upper Deck Beams ...	Feet. 12	Inches. 5	Power of Engines ...	Horse. 65	Nº of Decks with flat laid 2	Nº of Tiers of Beams 2
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Dimensions of Ship per Register, length, 182 breadth, 24 1/2 depth, 12 1/2

KEEL, depth and thickness 1 1/4 x 2 1/4	Inches in Ship.	Inches per Rule.	Flat Keel Plates, breadth and thickness 32 x 19 1/16	Inches. In Ship.	16ths. In Ship.	Inches. per Rule.	16ths. per Rule.
STEM, moulding and thickness 1 1/4 x 3 1/4			PLATES in Garboard Strakes, br'dth & thickness 7 1/16				
STERN-POST for Rudder do. do. 8 x 3 1/4			„ From Garboard to upper part of Bilges 1 1/16				
„ for Propeller 8 x 3 1/4			„ Of d'bling at Bilge, or increased thickness, and length applied 7 1/16				
Distance of Frames from moulding edge to moulding edge, all fore and aft 20			„ From up. prt of Bilge to l.r. edge of Sh'rstrake 3 1/2				
FRAMES, Angle Iron, for 1/2 length amidships 3 1/2 x 3 7/16	Inches. In Ship.	16ths. In Ship.	„ Of d'bling at Sh'stk. & lng. applied 8 1/16				
Do. for 1/2 at each end 2 1/2 x 2 1/2 5/16			„ From M'n. to Up. or Spar Dk. Sh'rstrake 8 1/16				
REVERSED FRAMES, Angle Iron 3 1/4 x 3 7/16			„ Up. or Spar Dk Sh'rstrake, br'dth & thck'n'ss				
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 1 1/4 x 7/16			Butt Straps to outside plating, breadth & thickness				
„ thickness at the ends of vessel			Lengths of Plating 12 1/16				
„ depth at 3/4 the half-bdth. as per Rule			Shifts of Plating, and Stringers 5 to 6 feet				
„ height extended at the Bilges			Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness 2 7/16				
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 6 x 6 1/16			Angle Iron on ditto 3 1/2				
Single or double Angle Iron on Upper edge			Tie Plates fore and aft, outside Hatchways 9 x 7 1/16				
Average space			Diagonal Tie Plates on Beams No. of Pairs				
BEAMS, Main, or Middle Deck all Bulb Iron			Flat of Up., Spar, or Awning Dk.				
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 1/2			How fastened to Beams By Rivets				
Single, or double Angle Iron, on Upper Edge 24			Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness				
Average space			Is the Stringer Plate attached to the outside plating? yes				
BEAMS, Lower Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 1/2			Angle Irons on ditto, No.				
Single or double Angle Iron on Upper Edge			Tie Plates, outside Hatchways				
Average space			Diagonal Tie Plates on Beams, No. of pairs				
BEAMS, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Flat of Middle Deck* do. do.				
Single or double Angle Iron on Upper Edge			How fastened to Beams				
Average space			Stringer Plates on ends of Lower Deck, Hold or Orlop Beams				
KEELSONS Centre line, single or double plate, box, or intercostal, Plates Single 1 1/4			Is the Stringer Plate attached to the outside plating? 30 8				
„ Rider Plate 4 1/2 x 3 1/2 7/16			Angle Irons on ditto, No.				
„ Bulb Plate to Intercostal Keelson 3 1/2			Stringer or Tie Plates, outside Hatchways				
„ Angle Irons 3 1/2			Flat of Lower Deck*				
„ Double Angle Iron Side Keelson 4 1/2 x 3 1/2 7/16			Ceiling betwixt Decks, thickness and material				
„ Side Intercostal Plate			„ in hold do. do.				
„ do. Angle Irons			Main piece of Rudder, diameter at head 4 1/2				
„ Attached to outside plating with angle iron			do. at heel 3				
BILGE Angle Irons 3 1/2			Can the Rudder be unshipped afloat? yes				
„ do. Bulb Iron			Bulkheads No. 5 No. per Rule				
„ do. Intercostal plates riveted to plating for length			„ Thickness of 3/8				
BILGE STRINGER Angle Irons 3 1/2			„ Height up to main Deck				
Intercostal plates riveted to plating for length			„ How secured to sides of ship				
SIDE STRINGER Angle Irons 3 1/4			„ Size of Vertical Angle Irons 2 1/2 x 2 1/4 and distance apart ins.				
			„ Are the outside Plates doubled two spaces of Frames in length?				

The FRAMES extend in one length from middle line to Gunwale Riveted through plates with 3/4 in. Rivets, about 1/4 apart.

The REVERSED ANGLE IRONS on floors and frames extend from middle line to middle deck and to upper deck 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. in diameter, averaging 4 ins. from centre to centre.

„ Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets in. diameter, averaging ins. from centre to centre.

„ Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets double in. diameter averaging ins. from centre to centre.

„ Butts of Strakes at Bilge for double length, treble riveted with Butt Straps thicker than the plates they connect.

„ Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets double in. diameter, averaging 3 ins. from cr. to cr.

„ Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging ins. from cr. to cr.

„ Edges of Main Sheerstrake, double or single riveted. 3/4 Upper Sheerstrake, double or single riveted. 3/4

„ Butts of Main Sheerstrake, treble riveted for length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

„ Butts of Main Stringer Plate, treble riveted for length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.

„ Breadth of laps of plating in double riveting Breadth of laps of plating in single riveting

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? No. of Breasthooks, Crutches,

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? appears to be the best of iron

Manufacturer's name or trade mark, none

The above is a correct description.

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

Workmanship. Are the butts of plating planed or otherwise fitted? *Not 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 very well*
Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *yes sufficient*
Do any rivets break into or through the seams or butts of the plating? *none*

Masts, Bowsprit, Yards, &c., are *in good order in the best of* 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 *Schooner Riggmast Pitch Pine Sails &c in the best of order*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.												
CABLES, &c.												
N ^o .		Chain	240				Bower Anchors	3	16-15 1/2	none		
/	Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
/	Fore Top Sails,	Iron Stream Chain	80									
		or Steel Wire ..										
	Fore Topmast	or Hempen Strm										
	Stay Sails,	Cable										
		Towline, Hemp.	40									
/	Main Sails,	or Steel Wire ..	60				Stream Anchor	1	5 1/2	none		
		Hawser . one ..	80				Kedge ...	2	12 1/2 each			
/	Main Top Sails,	Warp . one ..	80				2nd Kedge ...					
	and	quality <i>good</i>										

Standing and Running Rigging *Good &* sufficient in size and in quality. She has *One Long Boat and 2 smaller*
The Windlass is *Hartfield's patent* Capstan *yes* and Rudder *Good &* Pumps *in good order*
Engine Room Skylights.—How constructed? *in centre of Deck House* How secured in ordinary weather? *by Bolts*
What arrangements for deadlights in bad weather? *Shutters fitted with Bulls eyes*
Coal Bunker Openings.—How constructed? *Flush with Deck* How are lids secured? *by cross bars* Height above deck? *flush*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *By first rate scuppers and ports*

Cargo Matchways.—How formed? *Along and of chon Stitches of wood*
State size **Main Match** *12x6* Forehatch *12x6* Quarterhatch *12x6*
If of extraordinary size, state how framed and secured?
What arrangement for shifting beams?
Matches. If strong and efficient? *yes quite sufficient & strong 3 in Pair*

Order for Special Survey No.	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
Date <i>20 June</i>		2nd. On the plating during the process of riveting
Order for Ordinary Survey No.		3rd. When the beams were in and fastened, and before the decks were laid....
Date		4th. When the ship was complete, and before the plating was finally coated or cemented..
No. in builder's yard.		5th. After the ship was launched and equipped
State dates of letters respecting this case		

General Remarks (State quality of workmanship, &c.) *The state & quality of Workmanship are extraordinary good in this vessel and about 4 years ago having new Engines & Boilers placed on board and had a regular overhaul at that time by having been all cemented anew and cleaned scraped & painted and flooring all made good & made new where required and I find her eligible to be Classed in the Register Book as GO A. 1/86*

This Steamer has been Docked in Craig Docked scraped & cleaned and painted and being having an overhaul previous to commencing running to Tangier with the Mail under a new Contract for that purpose

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, forecabin, and raised quarter deck. (If double bottom, state particulars on separate form.)
How are the surfaces preserved from oxidation? Inside *by being cemented in bottom* Outside *by paint*
I am of opinion this Vessel should be Classed *GO A. 1*
The amount of the Entry Fee£ : : is received by me, *£3.10*
Special£ *3* : : *1 Nov 1887*
(to be sent as per margin). Certificate ... : : *10* : :
(Travelling Expenses, if any, £).
Committee's Minute *18*
Character assigned

Reference should be made to any correspondence connected with the case.
Certificate sent to me
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

