

IRON SHIP.

(Received at London Office, SAT 5 NOV 1887)

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

On the *Spanish S.S. William Hayes late Guadiana*

TONNAGE under Tonnage Deck }
 Ditto of Third, Spar, or Awning Deck. }
 Ditto of Poop, or Raised Qr. Dk. } *36*
 Ditto of Houses on Deck } *28*
 Ditto of Forecastle } *40*
 Gross Tonnage *438*
 Less Crew Space }
 Less Engine Room }
 Register Tonnage as cut on Beam } *none*

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.
 Half Breadth (moulded) *19^{ft}*
 Depth from upper part of Keel to top of Upper Deck Beams *17^{ft}*
 Girth of Half Midship Frame (as per Rule) *24^{ft}*
 1st Number
 1st Number, if a 3-Decked Vessel .. deduct 7 feet
 Length
 2nd Number
 Proportions— Breadths to Length... .. *73/4*
 Depths to Length—Upper Deck to Keel... .. *15*
 Main Deck ditto

Master
 Built at *Renfrew*
 When built *1866* Launched *1866*
 By whom built *Henderson & Clouburn*
 Owners at present *Sons of Wm. Hayes*
 Residence *Cadix*
 Port belonging to *Cadix*
 Destined Voyage *Mediterranean*
 If Surveyed while Building, Afloat, or in Dry Dock: *Afloat & Dry Dock*

LENGTH on deck as per Rule ... *182* **BREADTH** Moulded... .. *24* **DEPTH** top of Floors to Upper Deck Beams *12* **Power of Engines** *65* **Horse.** *65* **Nº of Decks with flat laid** *2* **Nº of Tiers of Beams** *2*

Dimensions of Ship per Register, length, *182* breadth, *24* depth, *12.5*
KEEL, depth and thickness *7/4 x 2/4*
STEM, moulding and thickness... .. *7/4 x 3/4*
STERN-POST for Rudder do. do. *8 x 3/4*
 " " for Propeller *8 x 3/4*
 Distance of Frames from moulding edge to moulding edge, all fore and aft *20*

FRAMES, Angle Iron, for 1/3 length amidships *3/2 x 3/16*
 Do. for 1/4 at each end *2 1/2 x 2 1/2*
REVERSED FRAMES, Angle Iron *3/4 x 3/16*
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships *1 1/2 x 7/16*
 " thickness at the ends of vessel
 " depth at 3/4 the half-bdth. as per Rule
 " height extended at the Bilges... ..

BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } *6 x 6/16*
 Single or double Angle Iron on Upper edge
 Average space... ..
BEAMS, Main, Middle Deck *all Bulb Iron*
 Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } *3 2*
 Single, or double Angle Iron, on Upper Edge
 Average space... .. *24*

BEAMS, Lower Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } *3 1/2 x 3/4*
 Single or double Angle Iron on Upper Edge
 Average space... ..
BEAMS, 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 intercostal, Plates *single 1 1/2*
 " Rider Plate *4 x 3 1/2 x 1/16*
 " Bulb Plate to Intercostal Keelson
 " Angle Irons *3 1/2 x 3/4*
 " Double Angle Iron Side Keelson
 " Side Intercostal Plate *4 1/2 x 3 1/2 x 1/16*
 " do. Angle Irons
 " Attached to outside plating with angle iron

BILGE Angle Irons *3 1/2 x 3/4*
 " do. Bulb Iron... .. *yes*
 " do. Intercostal plates riveted to plating for length }
BILGE STRINGER Angle Irons *3 1/2 x 3/4*
 Intercostal plates riveted to plating for length }
SIDE STRINGER Angle Irons *3 1/4 x 3/4*

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 *1/2* 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, Critches,
 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, *Wm. Schreave*
 Surveyor to Lloyd's Register of British and Foreign Shipping.

State clearly where plating is of alternate thickness—as distinguished from diminished thickness at ends of vessel, when length is the same.

* If Iron Deck, plate, or part, and if wood deck, if wood deck is laid thereon, specify.

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 Rig-mast-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.
N ^o .	SAILS.	CABLES, &c.					Bower Anchors	3	16.15 1/2	None		
/	Fore Sails,	240										
/	Fore Top Sails,	60										
	Fore Topmast Stay Sails,											
/	Main Sails,	40					Stream Anchor	1	5 1/2	None		
/	Main Top Sails, and	60					Kedge	2	12 1/2 each			
		80					2nd Kedge					

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 Hatch *12x6* Forehatch *12x6* Quarterhatch *12x6*
 If of extraordinary size, state how framed and secured?
 What arrangement for shifting beams?
 Hatches, if strong and efficient? *yes quite sufficient & strong 3 in Pine*

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		6th. After the ship was launched and equipped

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 Cardiff Docked scraped & cleaned and painted and being having an overhaul previous to commencing running to Langier 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, or raised quarter deck. (If double bottom, state particulars on separate form.)
 How are the surfaces preserved from oxidation? Inside *by being cemented in bottom and painted* Outside *by paint*
 I am of opinion this Vessel should be Classed *GOA1*
 The amount of the Entry Fee£ : : is received by me, *£3.10*
 Special£ *3* : : *1 Nov 18 87*
 (to be sent as per margin). Certificate ... - : 10 : -
 (Travelling Expenses, if any, £).
 Committee's Minute *18*
 Character assigned

914

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

Lloyd's Register Foundation