Liban

IRON SHIP.

(6 NOV 82) 5893

No. 5893 Survey held at *Glasgow* Date, First Survey *18th Jan* Last Survey *2nd Nov* 1882

On the *S. S. "Liban" 3 Masts Schooner Rig*

TONNAGE under Tonnage Deck	1461.64	~~ONE, OR TWO DECKED, THREE DECKED VESSEL~~ SPAR, ~~OR AWNING~~ DECKED VESSEL.	Feet.	Master	*Martino*
Ditto of ~~Third~~, Spar, ~~or Awning~~ Deck	686.55	**Half Breadth** (moulded)	18.00	Built at	*Glasgow*
~~Ditto of Poop, or Raised Qr. Dk.~~	/	**Depth** from upper part of Keel to top of ~~Upper~~ *Main* Deck Beams	21.40	When built	*1882* Launched *16th Sept*
Ditto of Houses on Deck	40.66	**Girth** of Half Midship Frame (as per Rule)	35.50	By whom built	*R. Napier & Sons*
Ditto of Forecastle	47.91	**1st Number**	74.9	Owners	*Fraissinet et Cie*
Gross Tonnage	2236.56	**1st Number,** if a 3-Decked Vessel .. deduct 7 feet		Residence	
Less Crew Space	87.00		298.34		
	2149.56	**Length**		Port belonging to	*Marsailles*
Less Engine Room	715.70	**2nd Number**	22.345	Destined Voyage	*China*
Register Tonnage as cut on Beam	1433.86	**Proportions**— Breadths to Length	8.28	~~If~~ Surveyed while Building, Afloat, ~~or in Dry Dock~~.	
		Depths to Length— ~~Upper~~ *Main* Deck to Keel	13.94		
		Moulded ~~Main Deck ditto~~ *Depth*	20.9		

Official Number

LENGTH on deck as per Rule	Feet 298 Inches 3½	**BREADTH**— Moulded	Feet 36	**DEPTH** top of Floors to Upper Deck Beams / Do. do. Main Deck Beams	27 ft 4⁵⁄₁₀ in. / 19 ft 4⁵⁄₁₀ in.
Power of Engines	Horse 500	N°. of Decks with flat laid	3	N°. of Tiers of Beams	3

Dimensions of Ship per Register, length, *300.3* breadth, *36.2* depth, *27.4*

	Inches in Ship			Inches per Rule (*Section 4*)		
KEEL, depth and thickness	9×3¹⁄₁₆			9×3¹⁄₁₆		
STEM, moulding and thickness	9×3¹⁄₁₆			9×3¹⁄₁₆		
STERN-POST for Rudder do. do.	10×5½			10×5½		
" for Propeller	10×5½			10×5½		
Distance of Frames from moulding edge to moulding edge, all fore and aft	24"			24" (Class 100 A)		
	Inches. Midship.	Inches. In Ship.	16ths. In Ship.	Inches per Rule	Inches per Rule	16ths per Rule
FRAMES, Angle Iron, for ¾ length amidships	5	3	8	5	3	8
Do. for ¼ at each end	5	3	7	5	3	7
REVERSED FRAMES, Angle Iron	3	3	7	3	3	7
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	23½		9	23½		9
" thickness at the ends of vessel			7			7
" depth at ¾ the half-bdth. as per Rule	11¾			11¾		
" height extended at the Bilges	47			47		
BEAMS, ~~Upper~~, Spar, ~~or Awning~~ Deck	7		7	7		7
~~Single or d'ble Ang. Iron, Plate or Tee~~ Bulb Iron						
~~Single or~~ double Angle Iron on Upper edge	3	3	6	3	3	6
Average space	48			48		
BEAMS, Main, ~~or Middle~~ **Deck**	8½		8	8½		8
~~Single or d'ble Ang. Iron, Plate or Tee~~ Bulb Iron						
~~Single, or~~ double Angle Iron, on Upper Edge	3	3	7	3	3	7
Average space	48			48		
BEAMS, Lower Deck—	8½		8	8½		8
~~Single or d'ble Ang. Iron, Plate or Tee~~ Bulb Iron						
~~Single or~~ double Angle Iron on Upper Edge	3	3	7	3	3	7
Average space	48			48		
~~**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~~	19		13	19		13
" Rider Plate	12¾		13	12¾		13
" ~~Bulb Plate to Intercostal Keelson~~						
" Angle Irons	6	4	9	6	4	9
" Double Angle Iron Side Keelson	6	4	9	6	4	9
" Side Intercostal Plate			9			9
" do. Angle Irons	6	4	9	6	4	9
" Attached to outside plating with angle iron	3½	3½	8	3½	3½	8
BILGE Angle Irons	6	4	9	6	4	9
" do. Bulb Iron *3/5th length*	8½		8	8½		8
" ~~do. Intercostal plates riveted to plating for length~~						
BILGE STRINGER Angle Irons	6	4	9	6	4	9
Intercostal plates riveted to plating for ½ length			9			9
~~**SIDE STRINGER** Angle Irons~~						

	Inches. In Ship.	16ths. In Ship.	Inches per Rule	16ths per Rule
~~Flat Keel Plates, breadth and thickness~~			*Section*	
PLATES in Garboard Strakes, br'dth & thickness	36	12	36	12
" From Garboard to upper part of Bilges		11		11
" ~~Of d'bling at Bilge, or increased thickness, and length applied~~				
" From up. prt of Bilge to lr. edge of Sh'rstrake		11		11
" Main Sheerstrake, breadth and thickness	40	13	40	13
" ~~Of d'bling at Sh'stk. & lng. applied~~				
" From M'n. to ~~Upper~~ Spar Dk. Sh'rstrake		8		8
" ~~Upper~~ Spar Dk Sh'rstrake, brdth & thickn'ss	53	13	53	13
Butt Straps to outside plating, breadth & thickness	9¾. 16¾	8. 14	9¾. 16¾	8. 14
Lengths of Plating	144		120	
Shifts of Plating, and Stringers	48		48	
Gunwale Plate on ends of ~~Awning~~, Spar, ~~or Upper~~ Deck Beams, breadth and thickness	43	8	43	8
Angle Iron on ditto	4×4	9	4×4	9
~~Tie Plates fore and aft, outside Hatchways~~				
~~Diagonal Tie Plates on Beams No. of Pairs~~				
Flat of Up., Spar, ~~or Awning~~ Dk. *Iron Whole length*	6-5-			6-5-
How fastened to Beams *Riveted* *Yellow Pine Galv. Iron Bolts & Nuts*	3"		3	
Stringer Plate on ends of Main ~~or Middle~~ Deck Beams, breadth and thickness	61	10	61	10
Is the Stringer Plate attached to the outside plating?	*Yes*			
Angle Irons on ditto, No. *2*	4×4	9	4×4	9
Tie Plates, outside Hatchways	15	10	15	10
~~Diagonal Tie Plates on Beams, No. of pairs~~				
Flat of ~~Middle~~ *Main* Deck* do. do. *Pitch Pine*	3½		3½	
How fastened to Beams *Galv. Iron Screw Bolts & Nuts*				
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. *2*	4×4	9	4×4	9
Stringer or Tie Plates, outside Hatchways	15	9	15	9
Flat of Lower Deck* *Pitch Pine*	3	*Galv.*	*Iron*	*Screws*
Ceiling betwixt Decks, thickness and material	*Sparring*			
" in hold do. do.	2½		2½	
Main piece of Rudder, diameter at head	7¼		7¼	
do. at heel	3¾		3¾	
Can the Rudder be unshipped afloat?	*Yes*			

Bulkheads No. *6* No. per Rule *6*

" Thickness of *6/16 — 5/16*

" Height up *Collision to Spar Deck, remainder to Main Deck*

" How secured to sides of ship *Between Double Frames*

" Size of Vertical Angle Irons *3×3×7* and distance apart *30* ins.

" Are the outside Plates doubled two spaces of Frames in length? *Yes*

State clearly where platings of alternate thicknesses—as distinguished from diminished thickness at ends of vessel.

* If Iron Deck, state if whole or part, and if wood deck is laid thereon.

The **FRAMES** extend in one length from *Keel* to *Gunwale* Riveted through plates with *7/8* in. Rivets, about *6½* apart.

The **REVERSED ANGLE IRONS** on floors and frames extend *from* middle line to *Main Dk Stringer* and to *Spar Dk Stringer* 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 *1⅛* in. diameter, averaging *5½* 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 *3½* ins. from centre to centre.

" **Butts from Keel to turn of Bilge,** worked carvel, double riveted; with rivets *7/8* in. diameter averaging *3½* ins. from centre to centre.

" **Butts** of *3* Strakes at Bilge for *½* 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 *3½* ins. from cr. to cr.

" **Butts from Bilge to Main Sheerstrake,** worked carvel, double riveted; with rivets *7/8* in. diameter, averaging *3½* 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 *½* length amidships. Butts of ~~Upper or~~ Spar Sheerstrake, treble riveted *½* length amidships.

" **Butts of Main Stringer Plate,** treble riveted for *½* length amidships. **Butts of ~~Upper or~~ Spar Stringer Plate,** treble riveted for *½* length.

" Breadth of laps of plating in double riveting *5¼* ~~Breadth of laps of plating in single riveting~~

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double ~~or single~~ Riveted? No. of Breasthooks, *7* Crutches, *6*

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

Manufacturer's name or trade mark, *Phoenix & Stockton. Plates. Parkhead, Glasgow Iron Works and Milnwood*

The above is a correct description.

Builder's Signature, *R. Napier & Sons* Surveyor's Signature, *[signature]*

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

(Form No. ...)

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

5893 Gls

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

Do the edges of the carvel work and of the butts fay 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? Only a few

Masts, ~~Bowsprit,~~ Yards, &c., are Wood & Iron 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 Foremast 86 ft × 22" dia. Mainmast 75 ft × 22" dia. Mizen 68 ft × 18" dia. Thickness of Plates 6/16. Seams double riveted. Butts treble riveted with Straps 1/16 thicker than the Plates. Doubled at Deck. Materials Clydesdale Iron Works. Mast Plates Tested in Yard.

NUMBER for EQUIPMENT 28927

SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntdt.
N°. 1 Suit of 11 Sails	Chain Stud (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendant.)	270	1 14/16	88 5/10 63 1/4	270. 1 14/16	Tested at Netherton 7th & 13 Sept 1882 R. C. Scott Supt.
Fore Sails,	Iron Stream Chain or Steel Wire ..	75	1 2/16	34 1/8. 22 3/4	75. 1 2/16	
Fore Top Sails,	or Hempen Strm Cable					
Fore Topmast Stay Sails,	Towline, Hemp. ~~or Steel Wire~~ ..	100	12"		100. 12"	
Main Sails,	Hawser	90	9 1/2"		90. 9 1/2"	
Main Top Sails, and	Warp	90	8"		90. 8"	
	quality Good					

ANCHORS.	N°.	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested & Suprntdt.
Bower Anchors (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendant.)	1	35. 0. 14	32. 9. 1. 14	34. 0. 0	Tested at Netherton 12th 13th & 15th Sept 1882 R. C. Scott Supt.
	1	32. 3. 21	30. 17. 2. 0	7 1/2 % 31. 2. 0	
	1	30. 0. 7	28. 14. 1. 14	15 % 29. 0. 0	
Coll		98. 0. 14			
Rule		97. 0. 0			
Stream Anchor	1	11. 0. 14	13. 0. 0. 0. 0	10. 2. 0	
Kedge ...	1	5. 2. 22	8. 0. 2. 14	5. 1. 0	
2nd Kedge ...	1	2. 1. 22	5. 0. 0. 0	2. 2. 0	

Standing and Running Rigging W. R. & Manilla sufficient in size and Good in quality. She has 2 Life ~~Long~~ Boats and 4 Others

The Windlass is Halls Patent Capstan Good and Rudder Good Pumps 4 Deck

Engine Room Skylights.—How constructed? Teak Coming on Casing How secured in ordinary weather? By Quadrant

What arrangements for deadlights in bad weather? Canvas Covers

Coal Bunker Openings.—How constructed? Plates & Angles How are lids secured By clutch lashing Height above deck? 7 1/2" & Flush

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? Open Bulwarks.

Cargo Hatchways.—How formed? Plates & Angles

State size **Main Hatch** 16 ft × 12 ft Forehatch 8 ft × 8 ft Quarterhatch 12 ft × 8 ft & 8 ft × 8 ft

If of extraordinary size, state how framed and secured? Ordinary size

What arrangement for shifting beams? Web Plates

Hatches. If strong and efficient? Solid Hatches

Order for Special Survey No. 1698

Date 10th Decr 1881

Order for Ordinary Survey No. —

Date —

No. 383 in builder's yard.

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	1882: Jan. 18, 19, 24, 27. Feby. 7, 10, 15
2nd. On the plating during the process of riveting	17, 21, 24 March 1, 9, 15, 21, 27, 31; Ap. 4
3rd. When the beams were in and fastened, and before the decks were laid....	11, 17, 24; May 2, 8, 12, 15, 19, 21, 25, 29;
4th. When the ship was complete, and before the plating was finally coated or cemented..	June 5, 8, 10, 14, 20; July 1, 5, 11; Aug 1
5th. After the ship was launched and equipped	3, 10, 18, 22, 29; Sep. 8. Octr. 4, 10, 13, 18, 23, 30; Nov. 2.

General Remarks (State quality of workmanship, &c.)

This is a Spar Decked Vessel with a Topgallant Forecastle 36 ft long. Built under Special Survey in accordance with the Rules & the General Arrangement in conformity with the Plans submitted & approved by the Committee with the exception that the double bottom in the Machinery Space has been dispensed with.

The Materials & workmanship are good.

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, forecastle, or raised quarter deck. (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 A1. Spar Deck. One Iron Deck

The amount of the Entry Fee ... ...£ 5: 0: 0 is received by me,

Special ... ...£ 48: 15: 0 4/11/ 1882

Certificate ... Gratis

(to be sent as per margin).

(Travelling Expenses, if any, £).

Nov 10th

C. W. Davidson

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

This vessel has been built in accordance with the rules and appears eligible to be classed 100 A1 Spar deck as recommended. 28Ks & Spar Dk iron. 6/11/82

Committee's Minute Tuesday 7th November 1882

Character assigned 100 A1 LA oc. P 2 Dks & Spar Dk iron

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

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