

# IRON SHIP.

19th DEC 82. 5941

No. 5941 Survey held at *Penfre* Date, First Survey *6th December 1881* Last Survey *15th December 1882*  
On the S.S. "*Manuel L. Villaverde*" 2 Masts, Schooner Rig

**TONNAGE** under Tonnage Deck *947.11*  
Ditto of Third, Spar, or Awning Deck. *166.13*  
Ditto of Poop, or Raised Or. Deck. *83.58*  
Ditto of Houses on Deck *1190.82*  
Ditto of Forecastle *33.28*  
Gross Tonnage *1163.54*  
Less Crew Space *426.46*  
Less Engine Room *737.08*  
Register Tonnage as out on Beam

**ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.**  
Half Breadth (moulded) *15.30*  
Depth from upper part of Keel to top of Upper Deck Beams *18.75*  
Girth of Half Midship Frame (as per Rule) *30.40*  
1st Number *64.65*  
1st Number, if a 3 Decked Vessel deduct 7 feet  
Length *258.6*  
2nd Number *16.718*  
Proportions— Breadths to Length *8.3*  
Depths to Length—Upper Deck to Keel *13.7*  
Main Deck ditto

Master *Francisco Jauriquian*  
Built at *Penfre*  
When built *1882* Launched *12th Oct*  
By whom built *Lotnity & Co*  
Owners *Compania Brasatantica*  
Residence  
Port belonging to *Barcelona*  
Destined Voyage  
If Surveyed while Building, Afloat, or in Dry Dock, *while building & afloat*

**LENGTH** on deck as per Rule *258* Feet. *6* Inches. **BREADTH** Moulded *31* Feet. *3* Inches. **DEPTH** top of Floors to Upper Deck Beams *17* Feet. *16* Inches. Do. do. Main Deck Beams *17* Feet. *16* Inches. Power of Engines *250* Horse. No. of Decks with flat laid *2* No. of Tiers of Beams *2*

Dimensions of Ship per Register, length, *260.5* breadth, *31.5* depth, *17.4*

	Inches in Ship.	Inches in Ship.	16ths. in Ship.	Inches in Ship.	Inches in Ship.	16ths. in Ship.
<b>KEEL</b> , depth and thickness	<i>9x2 1/2</i>	<i>9x2 1/2</i>		<i>9x2 1/2</i>	<i>9x2 1/2</i>	
<b>STEM</b> , moulding and thickness	<i>8 1/2 x 2 1/2</i>	<i>8 1/2 x 2 1/2</i>		<i>8 1/2 x 2 1/2</i>	<i>8 1/2 x 2 1/2</i>	
<b>STERN-POST</b> for Rudder do. do.	<i>8 1/2 x 5</i>	<i>8 1/2 x 5</i>		<i>8 1/2 x 5</i>	<i>8 1/2 x 5</i>	
" " for Propeller	<i>8 1/2 x 5</i>	<i>8 1/2 x 5</i>		<i>8 1/2 x 5</i>	<i>8 1/2 x 5</i>	
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>24"</i>	<i>24"</i>		<i>24"</i>	<i>24"</i>	
<b>FRAMES</b> , Angle Iron, for 2/3 length amidships	<i>4</i>	<i>3</i>	<i>7</i>	<i>4</i>	<i>3</i>	<i>7</i>
Do. for 1/3 at each end	<i>4</i>	<i>3</i>	<i>6</i>	<i>4</i>	<i>3</i>	<i>6</i>
<b>REVERSED FRAMES</b> , Angle Iron	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>3</i>	<i>6</i>
<b>FLOORS</b> , depth and thickness of Floor Plate at mid line for half length amidships	<i>19</i>		<i>8</i>	<i>19</i>		<i>8</i>
" thickness at the ends of vessel			<i>7</i>			<i>7</i>
" depth at 3/4 the half-bdth. as per Rule	<i>9 1/2</i>			<i>9 1/2</i>		
" height extended at the Bilges	<i>38</i>			<i>38</i>		
<b>BEAMS</b> , Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>7 1/2</i>		<i>7</i>	<i>7 1/2</i>		<i>7</i>
Single or double Angle Iron on Upper edge	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>3</i>	<i>6</i>
Average space	<i>48</i>			<i>48</i>		
<b>BEAMS</b> , Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron						
Single or double Angle Iron on Upper Edge						
Average space						
<b>BEAMS</b> , Lower Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron						
Single or double Angle Iron on Upper Edge						
Average space						
<b>BEAMS</b> , Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>7 1/2</i>		<i>7</i>	<i>7 1/2</i>		<i>7</i>
Single or double Angle Iron on Upper Edge	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>3</i>	<i>6</i>
Average space	<i>48</i>			<i>48</i>		
<b>KEELSONS</b> Centre line, single or double plate, box, or Intercoastal, Plates	<i>17</i>		<i>12</i>	<i>17</i>		<i>12</i>
" Rider Plate	<i>11</i>		<i>12</i>	<i>11</i>		<i>12</i>
" Bulb Plate to Intercoastal Keelson						
" Angle Irons	<i>5</i>	<i>4</i>	<i>9</i>	<i>5</i>	<i>4</i>	<i>9</i>
" Double Angle Iron Side Keelson	<i>5</i>	<i>4</i>	<i>9</i>	<i>5</i>	<i>4</i>	<i>9</i>
" Side Intercoastal Plate			<i>8</i>			<i>8</i>
" do. Angle Irons	<i>5</i>	<i>4</i>	<i>9</i>	<i>5</i>	<i>4</i>	<i>9</i>
" Attached to outside plating with angle iron	<i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	<i>3</i>	<i>7</i>
<b>BILGE</b> Angle Irons	<i>5</i>	<i>4</i>	<i>9</i>	<i>5</i>	<i>4</i>	<i>9</i>
" do. Bulb Iron <i>3/8" length</i>	<i>7 1/2</i>		<i>7</i>	<i>7 1/2</i>		<i>7</i>
" do. Intercoastal plates riveted to plating for length						
<b>BILGE STRINGER</b> Angle Irons	<i>5</i>	<i>4</i>	<i>9</i>	<i>5</i>	<i>4</i>	<i>9</i>
Intercoastal plates riveted to plating for length						
<b>SIDE STRINGER</b> Angle Irons						

Flat Keel Plates, breadth and thickness						
<b>PLATES</b> in Garboard Strakes, br'dth & thickness	<i>36</i>	<i>11</i>	<i>36</i>	<i>11</i>		
" From Garboard to upper part of Bilges		<i>10-11</i>		<i>10-11</i>		
" Of d'bling at Bilge, or increased thickness, and length applied <i>3 Strakes 1/16</i>						
" From up. prt of Bilge to lr. edge of Sh'rstrake		<i>10</i>		<i>10</i>		
" Main Sheerstrake, breadth and thickness	<i>40</i>	<i>12</i>	<i>40</i>	<i>12</i>		
" Of d'bling at Sh'stk. & lng. applied <i>3/4 length</i>		<i>10</i>		<i>10</i>		
" From M'n. to Up. or Spar Dk. Sh'rstrake						
" Up. or Spar Dk. Sh'rstrake, br'dth & thck'ns						
Butt Straps to outside plating, breadth & thickness <i>9 1/4. 16 3/4. 10. 13. 9 1/4. 16 3/4. 10. 13</i>						
Lengths of Plating	<i>144</i>		<i>120</i>			
Shifts of Plating, and Stringers	<i>48</i>		<i>48</i>			
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	<i>37</i>	<i>10</i>	<i>37</i>	<i>10</i>		
Angle Iron on ditto	<i>5-4-4-9</i>		<i>5-4-4-9</i>			
Tie Plates fore and aft, outside Hatchways	<i>12</i>	<i>8</i>	<i>12</i>	<i>8</i>		
Diagonal Tie Plates on Beams No. of Pairs						
Flat of Up., Spar, or Awning Dk. <i>4</i>	<i>4</i>	<i>6</i>	<i>4</i>	<i>6</i>		
How fastened to Beams <i>Riveted. &amp; Galv. 1/2" Bolts &amp; Nuts.</i>						
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness						
Is the Stringer Plate attached to the outside plating?						
Angle Irons on ditto, No.						
Tie Plates, outside Hatchways						
Diagonal Tie Plates on Beams, No. of pairs						
Flat of Middle Deck do. do.						
How fastened to Beams						
Stringer Plates on ends of Lower Deck, Hold, or Orlop Beams	<i>31</i>	<i>9</i>	<i>31</i>	<i>9</i>		
Is the Stringer Plate attached to the outside plating?	<i>Yes</i>					
Angle Irons on ditto, No. <i>2</i>	<i>4-4-4-9</i>		<i>4-4-4-9</i>			
Stringer or Tie Plates, outside Hatchways	<i>12</i>	<i>10</i>	<i>12</i>	<i>10</i>		
Flat of Lower Deck <i>Pitch Pine</i>	<i>3</i>		<i>3</i>			
Ceiling betwixt Decks, thickness and material						
" in hold do.	<i>2 1/2</i>		<i>2 1/2</i>			
Main piece of Rudder, diameter at head	<i>6 1/4</i>		<i>6 1/4</i>			
do. at heel	<i>3 1/4</i>		<i>3 1/4</i>			
Can the Rudder be unshipped afloat?	<i>Yes</i>					
Bulkheads No. <i>4</i> No. per Rule <i>4</i>						
" Thickness of <i>6/16 - 5/16</i>						
" Height up <i>all to upper Deck.</i>						
" How secured to sides of ship <i>Between dunn frames</i>						
" Size of Vertical Angle Irons <i>3x3x6</i> and distance apart <i>30</i> ins.						
" Are the outside Plates doubled two spaces of Frames in length?	<i>Yes</i>					

The **FRAMES** extend in one length from *Keel* to *Gunnwale* Riveted through plates with *7/8* in. Rivets, about *6"* apart.  
The **REVERSED ANGLE IRONS** on floors and frames extend *from* middle line to *lower or Stringer* and to *Gunnwale* alternately  
**KEELSONS**. Are the various lengths of Plates and Angle Irons properly connected? *Yes* And butts properly shifted? *Yes*

**LATING**. Garboard, double riveted to Keel, with rivets *1 1/8* in. diameter, averaging *5 5/8* 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 *3 1/2* ins. from centre to centre.  
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *7/8* in. diameter averaging *3 1/2* ins. from centre to centre.  
" Butts of *3* Strakes at Bilge for *1/2* 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 *3 1/2* ins. from cr. to cr.  
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *7/8* 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 *1/2* 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 *5 1/2* Breadth of laps of plating in single riveting

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? No. of Breasthooks, *6* Crutches, *6*  
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. *Beams, Buttefly & Mossend.*  
Manufacturer's name or trade mark *Angles. Mossend, Japan & Coats. Plates, West Stockton & Parkhead.*  
The above is a correct description.  
Builder's Signature, *Lotnity & Co* Surveyor's Signature, *W. A. W. W.*  
Surveyor to Lloyd's Register of British and Foreign Shipping.

State clearly where plating is 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.

7151477-0240



Workmanship. Are the butts of plating planed or otherwise fitted? *Planed* 5941 gls  
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? *Only a few.*

Masts, Bowsprit, Yards, &c., are *Wood* 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

*2 Wood Mast, Schooner Rig.*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.		CABLES, &c.										
No.	Chain	270	1 7/8	47 7/10	1 7/8		Bower Anchors	1	26.0.14	25.14.24	25.2.0	25.3.0-0
Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	<i>Lipton 15/6/82 Erector R. Smith</i>										
Fore Top Sails,	Iron Stream Chain	15 3/4	1	12	1			1	26.0.0	25.12.2.0	25.2.0	25.3.0-0
Fore Topmast Stay Sails,	Close Link or Steel Wire											
	or Hempen Strm Cable											
Main Sails,	Towline, Hemp.	120	4 1/2	39	90....34							
Main Top Sails,	or Steel Wire	180	8 1/2		90....83		Stream Anchor	1	8.2.7	10.15.0.0	8.2.0	10.12.0-0
and	Hawser	90	7 1/2		90....6		Kedge	1	4.1.7	6.15.0.0	4.1.0	6.12.0-0
	Warp	90	7 1/2				2nd Kedge	1	2.1.26	5.0.0.0	2.1.0	4.15.0-0
	quality <i>good</i>											

Standing and Running Rigging *W. H. & Manilla* efficient in size and *Good* in quality. She has *2 Life Long* Boats and *4 Others*

The Windlass is *Pauls Patent* Capstan *Pauls Patent* and Rudder *Good* Pumps *4 Deck*

Engine Room Skylights. How constructed? *Teak in Iron framing* How secured in ordinary weather? *Diaphragms*

What arrangements for deadlights in bad weather? *Canvas covers*

Coal Bunker Openings. How constructed? *Cast Iron frames* How are lids secured? *With a clutch* Height above deck? *Flush*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *2 Square Pits each side in Bulwark*

Cargo Hatchways. How formed? *Plates & Angles*

State size Main Hatch *7ft 10" x 7ft 10"* Forehatch *7ft 10" x 7ft 10"* Quarterhatch *✓*

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

What arrangement for shifting beams? *None*

Hatches, If strong and efficient? *Slide Hatches*

Order for Special Survey No. *1701*

Date *12th Dec 1881*

Order for Ordinary Survey No. *204*

Date *12th Dec 1881*

No. *204* 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
- 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

*First Survey 1881*  
*Dec 6, 13, 1881; Feb 9, 16, 23*  
*23 March, 13, 16, 20, 22, 28; April 5, 12; May 1, 11, 17, 24; June 7,*  
*15, 21, July 10, 26; Aug 16, 30; Sep. 6, 25, 29; Oct. 5, 19, 27; Nov. 9, 23;*  
*Dec. 1 Last Survey, 15th December 1882.*

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

*This is a two decked Vessel with a Poop 84ft long, a Top-Gallant Forecastle 48ft long & an open sided Bridge Deck 112ft long. Built under Special Survey & accordance with the Rules & the general arrangement in conformity with the Plans submitted & approved by the Committee & the Material & Workmanship are good.*

State if one, two, or three decked vessel, or if spar, 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 & Paint* Outside *Paint*

How are the surfaces preserved from oxidation? Inside *Cement & Paint* Outside *Paint*

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

Special ... £ *54 : 2 : 0* 18/12/ 1882

Certificate ... *Gratis*

(to be sent as per margin).

(Travelling Expenses, if any, £ )

Committee's Minute *19th December 1882*

Character assigned *TRW 100A 1*

*TRW 100A 1*

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

*It is submitted that this vessel*

*appears eligible to be classed*

*100A-1 as a*

*1 Deck (Iron)*

*2nd Deck*

Lloyd's Register Foundation