

# IRON SHIP.

6092

Rec'd 3rd M. 11, 1883

Glasgow Date, First Survey June 23rd 1882 Last Survey 24th April 1883

Steamer "Kent"

OR TWO DECKED, THREE DECKED VESSEL,  
SPAR, OR AWNING DECKED VESSEL.

Master

Babbot

Built at

Glasgow

When built

1883

Launched 10th March

By whom built

London Glasgow Ship Co.

Owners

Money Wigram & Sons

Residence

London

Port belonging to

Glasgow

Destined Voyage

Isle of Man

If Surveyed while Building, Afloat, or in Dry Dock.

Built under Special Survey

LENGTH  
on deck as  
per Rule ...

Feet. 38.2  
Inches.

BREADTH—  
Moulded...

Feet. 39.0  
Inches.

DEPTH top of Floors to Upper  
Deck Beams ...  
Do. do. Main Deck Beams...

Feet. 26.0  
Inches. 19.0

Power of  
Engines ...

Horse.  
300

N° of Decks with flat laid  
N° of Tiers of Beams

2  
3

Dimensions of Ship per Register, length, 320.4 breadth, 39.15 depth, 25.8

**KEEL**, depth and thickness ...  
**STEM**, moulding and thickness...  
**STERN-POST** for Rudder do. do. ...  
" " for Propeller ...  
Distance of Frames from moulding edge to  
moulding edge, all fore and aft ...

**FRAMES**, Angle Iron, for  $\frac{3}{4}$  length amidships ...  
Do. for  $\frac{1}{2}$  at each end ...  
**REVERSED FRAMES**, Angle Iron ...  
**FLOORS**, depth and thickness of Floor Plate }  
at mid line for half length amidships ... }  
" thickness at the ends of vessel ... }  
" depth at  $\frac{3}{4}$  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 }  
Single or double Angle Iron on Upper edge ... }  
Average space... ... }  
**BEAMS**, 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... ... }

**BEAMS**, Lower Deck— }  
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron }  
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 Intercoastal, Plates ... }  
" Rider Plate ... }  
" Bulb Plate to Intercoastal Keelson ... }  
" Angle Irons ... }  
" Double Angle Iron Side Keelson ... }  
" Side Intercoastal Plate ... }  
" do. Angle Irons ... }  
" Attached to outside plating with angle iron ... }

**BILGE** Angle Irons ... }  
" do. Bulb Iron ... }  
" do. Intercoastal plates riveted to }  
plating for ... length ... }

**BILGE STRINGER** Angle Irons ... }  
Intercoastal plates riveted to plating for }  
... length ... }

**SIDE STRINGER** Angle Irons ... }

The **FRAMES** extend in one length from ... to ...

The **REVERSED ANGLE IRONS** on floors and frames extend ...

**KEELSONS**. Are the various lengths of Plates and Angle Irons properly connected? ...

**PLATING**. Garboard, double riveted to Keel, with rivets ...

" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets ...

" Butts from Keel to turn of Bilge, worked clencher, double riveted; with rivets ...

" Butts of ... Strakes at Bilge for ... length, treble riveted with Butt Straps ...

" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets ...

" Butts from Bilge to Main Sheerstrake, worked clencher, double or single riveted ...

Flat Keel Plates, breadth and thickness ...  
**PLATES** in Garboard Strakes, br'dth & thickness ...  
" From Garboard to upper part of Bilges...  
" Of d'bling at Bilge, or increased thickness, }  
and length applied ... }  
" From up. prt of Bilge to l.r. edge of Sh'rstrake...  
" Main Sheerstrake, breadth and thickness...  
" Of d'bling at Sh' strake & l.r. applied ...  
" From Main Sheerstrake to Spar Dk. Sh'rstrake...  
" Spar Dk. Sh'rstrake, breadth & thickness...  
" Up. or Spar Dk. Sh'rstrake, breadth & thickness...  
Butt Straps to outside plating, breadth & thickness...  
Lengths of Plating ...  
Shifts of Plating, and Stringers ...  
Gunwale Plate on ends of ... Spar, or }  
Upper Deck Beams, breadth and thickness... }  
Angle Iron on ditto ...  
Tie Plates for and aft, outside Hatchways ...  
Diagonal Tie Plates on Beams No. of Pairs ...  
Flat of Up., Spar, or Awning Dk. ...  
How fastened to Beams ...  
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. ...  
How fastened to Beams ...  
Stringer Plates on ends of Lower Deck, Hold or }  
Orlop Beams ... }  
Is the Stringer Plate attached to the outside plating? ...  
Angle Irons on ditto, No. ...  
Stringer or Tie Plates, outside Hatchways ...  
Flat of Lower Deck\* ...

Ceiling betwixt Decks, thickness and material ...  
" in hold do. do. ...  
Main piece of Rudder, diameter at head ...  
do. at heel ...  
Can the Rudder be unshipped afloat? ...  
Bulkheads No. ... No. per Rule ...

" Thickness of ...  
" Height up ...  
" How secured to sides of ship ...  
" Size of Vertical Angle Irons ... and distance apart ...  
" Are the outside Plates doubled two spaces of Frames in length? ...

Riveted through plates with ... in. Rivets, about ... apart.

And butts properly shifted? ...

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

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

Breadth of laps of plating in double riveting ...

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? ...

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

Manufacturer's name or trade mark, ...

The above is a correct description

Builder's Signature, ...

State clearly where plating is of alternate thickness—as distinguished from diminished thickness at ends of vessel.

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

GLS148-0020



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  
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? *A few*

Masts, Bowsprit, Yards, &c., are *Good* in *good* condition, and sufficient in size and  
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  
and if stamped with Maker's name.  
State also Length and Diameter of Lower Masts and Bowsprit

*Foremast 96' 4" 20" x 4" 28' 1/2" 2" x 6" 18' 1/2"*  
*Mast 84' 4" 23' 1/2" 2" x 6" 19' 1/2" 16' 1/2"*  
*Three plates in the round, Sails double rigged to head of lower mast, alone same single rig.*

NUMBER for EQUIPMENT 30948		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	No. of	Weight.	Test per Certificate.	Wght req'd per Rule.	Machine Tested & Suprntd.
SALES.									Ex. Stock.			
N <sup>o</sup> .	CABLES, &c.											
	Chain 3/16" 182	300	1 5/16	8.5 9 1/2	300 x 1/5	Pin Walker	Bower Anchors	4379	36.2 11	33.10.1.4	36 1/2	
Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					R. Smith						
Fore Top Sails,	Iron Stream Chain	90	1 1/8	8.5 3 1/2	90 x 1 1/8	Smith		4380	36.2.0	33.8.3.0	36 1/2	
Fore Topmast Stay Sails,	on Steel Wire							4449	31.2.20	29.17.3.4	31	
Main Sails,	on Hempen Stem											
Main Top Sails,	Towline, Hemp.											
and	on Steel Wire	100	4	8.5 33 1/2	100 x 4	Granger	Stream Anchor	471	11.0.13	13.0.0.0	11 1/4	
	Hawser 2 1/2".....	90	3 1/2	" 22 "	90 x 3 1/2	Granger	Kedge	472	6.3.14	8.5.0.0	5 1/2	
	Warp Manila	90	8 1/2		90 x 8 1/2		2nd Kedge	473	2.15	6.5.0.0	2 1/4	
	quality <i>good</i>											

Standing and Running Rigging *Good Manila* sufficient in size and *good* in quality. She has 1-28' 1/2" 1/2" Long Boats and 1-24' 1/2" 1/2" Long Boats.

The Windlass is *Rapier Buss Patent* Capstan *good* and Rudder *good* Pumps *good* and as app<sup>d</sup> arrangement

Engine Room Skylights.—How constructed? *Deck framing* How secured in ordinary weather? *Iron coming and bolts*

What arrangements for deadlights in bad weather? *Solid shutters with bulls' eyes fitted in same.*

Coal Bunker Openings.—How constructed? *Cut iron frames* How are lids secured? *Liepings* Height above deck? *Flush*

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

*14 Scuppers, 8 open gangways, 4 water ports and 8 mowing pipes.*

Cargo Hatchways.—How formed? *Deck plates forming Comings and carlings - standing 16ins above deck flat.*

State size *Main Hatch 12' 0" x 10' 0"* *Fore hatch 16' 0" x 12' 0"* *Quarter hatch 14' 0" x 12' 0"* *No. 4 Hatch 10' 0" x 8' 0"*

If of extraordinary size, state how framed and secured? *Deck plating doubled at the corners of No. 2 hatch.*

What arrangement for shifting beams? *One shifting beam in No. 2 hatch, and one in No. 3 hatch*

Hatches, If strong and efficient? *Yes.*

Order for Special Survey No. *1408*

Date *28<sup>th</sup> Dec 1881*

Order for Ordinary Survey No. *1408*

Date *28<sup>th</sup> Dec 1881*

No. *233* 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

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

*The quality of workmanship and material is good.*

*This vessel has been built in conformity with the approved sketches (No. 3)*

*attached hereto, the instructions contained in the Secretary's letters dated 22<sup>nd</sup> December*

*1881, the 24<sup>th</sup> May, 4<sup>th</sup> and 15<sup>th</sup> July, and 20<sup>th</sup> December 1882, and otherwise in compliance*

*with the Rules with a view to the grade contemplated.*

*The foremast and aftermast bulkheads have been tested as required by the*

*Rules.*

*Three decked vessel with bridge 58 feet, and forecable 30 feet*

State if one, two, or three decked vessel, or if spar, or awning 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 *Paint and Cement* Outside *Paint*

I am of opinion this Vessel should be Classed *100A1*

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

Special ... £ *85: 4: 0* *2/5/ 1883*

Certificate ... *Gratis*

(to be sent as per margin).

(Travelling Expenses, if any, £.....)

Committee's Minute *Friday, 4th May, 1883.*

Character assigned *100A1*

*J. J. House*

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

*Lloyd's Register Foundation*