

IRON SHIP.

No. 6154 Survey held at Paisley Date, First Survey Jan 29 - 1883 Last Survey June 18 1883

On the Iron Steam Tug ΣΦΗΞ ("YASE") see letter 24/6/83 attached

TONNAGE under Tonnage Deck 50.59	ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.
Ditto of Third Spar or Awning Deck	Half Breadth (moulded) 8.6
Ditto of Poop or Raised or Deck	Depth from upper part of Keel to top of Upper Deck Beams 8.6
Ditto of Houses on Deck	Girth of Half Midship Frame (as per Rule) 14.4
Ditto of Forecastle	1st Number 31.33
Gross Tonnage	1st Number, if a 3-Decked Vessel deduct 7 feet
Less Crew Space	Length 64.2
Less Engine Room 41.92	2nd Number 20.11
Register Tonnage as out on Beam 8.64	Proportions— Breadths to Length 3.4
	Depths to Length— Upper Deck to Keel 3.4
	Main Deck ditto

Master Caravia
Built at Paisley
When built 1883 Launched May 22/83
By whom built Abercorn Shipbuilding Co
Owners A. O. Gathatos
Residence Ibrail
Port belonging to IOKHΣ
Destined Voyage Ibrail
If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 64.2 Feet. Inches. BREADTH— Moulded 14 Feet. Inches. DEPTH top of Floors to Upper Deck Beams 8.6 Feet. Inches. Do. do. Main Deck Beams 8.6 Feet. Inches. Power of Engines 40 Horse. N° of Decks with flat laid 1 N° of Tiers of Beams 1

Dimensions of Ship per Register, length, 65.5 breadth, 14.1 depth, 4.5

KEEL, depth and thickness 5 x 7/8	Inches in Ship. 5 x 7/8	Inches in Rule. 5 x 7/8
STEM, moulding and thickness 5 x 7/8	Inches in Ship. 5 x 7/8	Inches in Rule. 5 x 7/8
STERN-POST for Rudder do. do. 5 x 1 3/4	Inches in Ship. 5 x 1 3/4	Inches in Rule. 5 x 1 3/4
" " for Propeller 5 x 1 3/4	Inches in Ship. 5 x 1 3/4	Inches in Rule. 5 x 1 3/4
Distance of Frames from moulding edge to moulding edge, all fore and aft 20	Inches in Ship. 20	Inches in Rule. 20

FRAMES, Angle Iron, for 2/3 length amidships 2 1/2 x 2 1/2 x 5

Do. for 1/3 at each end 2 1/2 x 2 1/2 x 5

REVERSED FRAMES, Angle Iron 2 x 2 x 4

FLOORS, depth and thickness of Floor Plate 11

at mid line for half length amidships 11

thickness at the ends of vessel 11

depth at 2/3 the half-bdth. as per Rule 5 1/2

height extended at the Bilges 22

BEAMS, Upper, Spar, or Awning Deck 4 x 3 x 6

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 4 x 3 x 6

Single or double Angle Iron on Upper edge 4 x 3 x 6

Average space 40

BEAMS, Main, or Middle Deck 4 x 3 x 6

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 4 x 3 x 6

Single, or double Angle Iron, on Upper Edge 4 x 3 x 6

Average space 40

BEAMS, Lower Deck 4 x 3 x 6

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 4 x 3 x 6

Single or double Angle Iron on Upper Edge 4 x 3 x 6

Average space 40

BEAMS, Hold, or Orlop 4 x 3 x 6

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 4 x 3 x 6

Single or double Angle Iron on Upper Edge 4 x 3 x 6

Average space 40

KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates 2 1/2 x 2 1/2 x 5

" Rider Plate 2 1/2 x 2 1/2 x 5

" Bulb Plate to Intercoastal Keelson 2 1/2 x 2 1/2 x 5

" Angle Irons 2 1/2 x 2 1/2 x 5

" Double Angle Iron Side Keelson 2 1/2 x 2 1/2 x 5

" Side Intercoastal Plate 2 1/2 x 2 1/2 x 5

" do. Angle Irons 2 1/2 x 2 1/2 x 5

" Attached to outside plating with angle iron 2 1/2 x 2 1/2 x 5

BILGE Angle Irons 2 1/2 x 2 1/2 x 5

" do. Bulb Iron 2 1/2 x 2 1/2 x 5

" do. Intercoastal plates riveted to plating for length 2 1/2 x 2 1/2 x 5

BILGE STRINGER Angle Irons 2 1/2 x 2 1/2 x 5

Intercoastal plates riveted to plating for length 2 1/2 x 2 1/2 x 5

SIDE STRINGER Angle Irons 2 1/2 x 2 1/2 x 5

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 5/8 in. Rivets, about 5 apart.

The REVERSED ANGLE IRONS on floors and frames extend from middle line to upper part of bilge and to inner edge of frames 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 7/8 in. diameter, averaging 4 1/2 ins. from centre to centre.

" Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets 5/8 in. diameter, averaging 2 1/2 ins. from centre to centre.

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 5/8 in. diameter averaging 2 1/2 ins. from centre to centre.

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

" Edges from Bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets 5/8 in. diameter, averaging 2 1/2 ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 5/8 in. diameter, averaging 2 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, double riveted for whole length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

" Butts of Main Stringer Plate, treble riveted for whole 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 2 1/2

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? No. of Breasthooks, 2 Crutches, 2

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

Manufacturer's name or trade mark, Stockton W. & Co. Plates, Consell

The above is a correct description.

Builder's Signature, Abercorn Shipbuilding Co Surveyor's Signature, W. S. Handmarsh & Wm. Davidson

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

GLS148-0094

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed* 6154 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 *Pitch Pine* 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, State also Length and Diameter of Lower Masts and Bowsprit

NUMBER for EQUIPMENT 2011		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	105	5 1/2	10 1/2 tons	94th	Detailed at Boston Charles D. Smith March 15-1883	Bower Anchors							
	(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 Sails,													
	Fore Top Sails,							4552	1	cut qrs th 2-2-14	5-2-2-0	2-1-0		
	Fore Topmast Stay Sails,							4553	1	2-0-0	4-10-0-0	2-0-0		
	Main Sails,							Stream Anchor	1	0-3-1		1-0-0		
							Kedge	...						
							2nd Kedge	...						
	Main Top Sails,													
	and good quality good													

Standing and Running Rigging *Wire and Manila* sufficient in size and *good* in quality. She has *one* Long Boat and *one* The Windlass is *iron* *good* Capstan *good* and Rudder *good* Pumps *good*
Engine Room Skylights. How constructed? *Teak on iron comings* How secured in ordinary weather? *Slide rods and pins*
What arrangements for deadlights in bad weather? *Gratings*
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 Scuppers, 2 Mooring pipes and one wash port on each side*
Cargo Hatchways.—How formed? *None*
State size Main Hatch *✓* Forehatch *✓* Quarterhatch *✓*
If of extraordinary size, state how framed and secured? *✓*
What arrangement for shifting beams? *✓*
Hatches, If strong and efficient? *✓*

Order for Special Survey No. <i>✓</i>	1st. On the several parts of the frame, when in place, and before the plating was wrought	1883. Jan 29 Feb 8. 23. March 2-4-14-19
Date <i>✓</i>	2nd. On the plating during the process of riveting	26. 28 April 2-13-17. 25. 27. 30
Order for Ordinary Survey No. <i>✓</i>	3rd. When the beams were in and fastened, and before the decks were laid....	May 3-17-21. June 5. 11. 14-18
Date <i>22 Dec 1882</i>	4th. When the ship was complete, and before the plating was finally coated or cemented..	
No. <i>64</i> in builder's yard.	5th. After the ship was launched and equipped	

General Remarks (State quality of workmanship, &c.) *Workmanship and Material good*

This vessel has now been completed in accordance with the plans submitted and approved by the committee which are herewith returned

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 and paint* Outside *paint*

I am of opinion this Vessel should be Classed *A1 for river purposes*

The amount of the Entry Fee ... £ *1: 0: 0* is received by me, *(Signature)*

Special ... £ *5: 5: 0* 21/6 1883

Certificate ... £ *0: 2: 6*

(Travelling Expenses, if any, £

Committee's Minute FRIDAY 22 JUNE 1883 18

Character assigned *TRM A1 for River purposes*

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

Lloyd's Register Foundation