

IRON SHIP.

(Received at London Office, 13th Dec 1883) Last Survey 8th May 1884

No. 6515 Survey held at Bowling, Glasgow Date, First Survey 13th Dec 1883 Last Survey 8th May 1884

On the Screw Steamer "Var"

TONNAGE under Tonnage Deck 246.00 **ONE OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.**

Half Breadth (moulded) 11.00 **Feet.** **Built at** Bowling

Ditto of Third, Spar, or Awning Deck. 19.85 **Depth from upper part of Keel to top of Upper Deck Beams** 11.66 **When built** 1884 **Launched** 28th March

Ditto of Poop, or Raised Or. Dk. 5.84 **Girth of Half Midship Frame (as per Rule)** 20.10 **By whom built** Scott & Co.

Ditto of Houses on Deck 14.03 **1st Number** 42.76 **Owners** Var Steamship Co. Ltd.

Ditto of Forecastle 288.59 **1st Number, if a 3 Decked Vessel deduct 7 feet** 61.53 **Residence** Tings Lynn

Gross Tonnage 31.15 **Length** 143.91 **Port belonging to** Lynn

Less Crew Space 254.44 **2nd Number** 6.54 **Destined Voyage** Coasting

Less Engine Room 120.68 **Proportions— Breadths to Length** 6.54 **If Surveyed while Building, Afloat, or in Dry Dock.** Built under special survey

Register Tonnage as out on Beam 136.76 **Depths to Length— Upper Deck to Keel** 12.34

Main Deck ditto 11.72

PLANS CAPD



LENGTH on deck as per Rule	Feet. Inches.	BREADTH— Moulded	Feet. Inches.	DEPTH top of Floors to Upper Deck Beams Do. do. Main Deck Beams	Feet. Inches.	Power of Engines	Horse.	Nº. of Decks with flat laid	Nº. of Tiers of Beams
<u>143.91</u>		<u>22.00</u>		<u>10.66</u>		<u>55</u>		<u>One</u>	<u>One</u>

Dimensions of Ship per Register, length, breadth, depth	Inches in Ship.	Inches per Rule.	Class	Inches in Ship.	Inches per Rule.	16ths per Rule.	16ths per Rule.
<u>145.0</u> <u>22.3</u> <u>10.5</u>			<u>100A</u>				
KEEL, depth and thickness	<u>4 x 15</u>	<u>4 x 15</u>		<u>4 x 15</u>	<u>4 x 15</u>		
STEM, moulding and thickness	<u>4 x 15</u>	<u>6 1/2 x 15</u>		<u>4 x 15</u>	<u>6 1/2 x 15</u>		
STERN-POST for Rudder do. do.	<u>4 x 3 1/2</u>	<u>6 1/2 x 3 1/2</u>		<u>4 x 3 1/2</u>	<u>6 1/2 x 3 1/2</u>		
" " for Propeller	<u>4 x 3 1/2</u>	<u>6 1/2 x 3 1/2</u>		<u>4 x 3 1/2</u>	<u>6 1/2 x 3 1/2</u>		
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>21</u>	<u>21</u>		<u>21</u>	<u>21</u>		
FRAMES, Angle Iron, for 2/3 length amidships	<u>3 2 1/2 5</u>	<u>3 2 1/2 5</u>		<u>3 2 1/2 5</u>	<u>3 2 1/2 5</u>		
Do. for 1/3 at each end	<u>3 2 1/2 5</u>	<u>3 2 1/2 5</u>		<u>3 2 1/2 5</u>	<u>3 2 1/2 5</u>		
REVERSED FRAMES, Angle Iron	<u>2 1/2 2 1/2 4</u>	<u>2 1/2 2 1/2 4</u>		<u>2 1/2 2 1/2 4</u>	<u>2 1/2 2 1/2 4</u>		
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<u>12 6</u>	<u>12 6</u>		<u>12 6</u>	<u>12 6</u>		
" thickness at the ends of vessel	<u>5</u>	<u>5</u>		<u>5</u>	<u>5</u>		
" depth at 3/4 the half-bdth. as per Rule	<u>6</u>	<u>6</u>		<u>6</u>	<u>6</u>		
" height extended at the Bilges	<u>24</u>	<u>24</u>		<u>24</u>	<u>24</u>		
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	<u>4 2 1/2 6</u>	<u>4 2 1/2 6</u>		<u>4 2 1/2 6</u>	<u>4 2 1/2 6</u>		
BEAMS, Main, or Middle Decks							
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron							
Single or double Angle Iron, on Upper Edge							
Average space	<u>21</u>	<u>21</u>		<u>21</u>	<u>21</u>		
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 Intercostal, Plates	<u>10 8</u>	<u>10 8</u>		<u>10 8</u>	<u>10 8</u>		
" Rider Plate	<u>6 1/2 8</u>	<u>6 1/2 8</u>		<u>6 1/2 8</u>	<u>6 1/2 8</u>		
" Bulb Plate to Intercostal Keelson							
" Angle Irons	<u>3 3 6</u>	<u>3 3 6</u>		<u>3 3 6</u>	<u>3 3 6</u>		
" Double Angle Iron Side Keelson							
" Side Intercostal Plate	<u>4</u>	<u>4</u>		<u>4</u>	<u>4</u>		
" do. Angle Irons							
" Attached to outside plating with angle iron	<u>2 1/2 2 1/2 4</u>	<u>2 1/2 2 1/2 4</u>		<u>2 1/2 2 1/2 4</u>	<u>2 1/2 2 1/2 4</u>		
BILGE Angle Irons	<u>3 3 6</u>	<u>3 3 6</u>		<u>3 3 6</u>	<u>3 3 6</u>		
" do. Bulb Iron	<u>6 6</u>	<u>5 1/2 5</u>		<u>6 6</u>	<u>5 1/2 5</u>		
" do. Intercostal plates riveted to plating for length							
BILGE STRINGER Angle Irons	<u>3 3 6</u>	<u>3 3 6</u>		<u>3 3 6</u>	<u>3 3 6</u>		
" Intercostal plates riveted to plating for length	<u>5 3 6</u>	<u>5 3 6</u>		<u>5 3 6</u>	<u>5 3 6</u>		
MIDDLE STRINGER Angle Irons	<u>5 3 6</u>	<u>5 3 6</u>		<u>5 3 6</u>	<u>5 3 6</u>		

FRAMES extend in one length from Keel to Gunnwale Riveted through plates with 3/4 in. Rivets, about 5 1/2 apart.

The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to bilge stringer and to gunwale 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 in. diameter, averaging 5 ins. from centre to centre.

" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 ins. from centre to centre.

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 x 5/8 in. diameter averaging 3 x 2 1/2 ins. from centre to centre.

" Butts of Strakes at Bilge for half length, double riveted with Butt Straps 1/4 in. thicker than the plates they connect.

" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 3 ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 x 5/8 in. diameter, averaging 3 x 2 1/2 ins. from cr. to cr.

Edges of Main Sheerstrake, double or single riveted.

" Butts of Main Sheerstrake, treble riveted for 1/2 length amidships. **Butts of Upper or Spar Sheerstrake,** treble riveted 1/2 length amidships.

" Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. **Butts of Upper or Spar Stringer Plate,** treble riveted for 1/2 length.

" Breadth of laps of plating in double riveting 4 1/2 ins. Breadth of laps of plating in single riveting 2 1/2 ins.

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble & Double No. of Breasthooks, 4 Crutches, 3

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

Manufacturer's name or trade mark, Cook, Cornett & Jackson.

The above is a correct description.

Builder's Signature, J. J. Scott Surveyor's Signature, C. W. Scott

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.

© 2019 Lloyd's Register Foundation
Surveyor to Lloyd's Register of British and Foreign Shipping.

Workmanship. Are the butts of plating planed or otherwise fitted? *Flanged* 651595
 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? *A few*

Masts, Bowsprit, Yards, &c., are *now* 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 *Diag at deck*

Pole mast (Pitch pine) Foremast 13 1/2' Mainmast 13 1/2' Mizzenmast 12' Big-Three masted schooner.

N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.					
								N ^o .	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.		
	Chain		165 1/2	15	8.523/1400	6 1/2 x 15	92 Herts	Bower Anchors	1732	6.2.23	9.0.0.0	6 1/2	92 Herts. D. G. Lewis Supt. 26/10/84.
	Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)		7 1/2	7.5.15.16.1.0	7 1/2	3.4.2.2.0						
	Fore Top Sails,	Iron Stream Chain	453	10	8.59.50.0	4 1/2 x 10	20.27.1.1.4		1731	6.2.12	8.14.2.0	6 1/2	
	Fore Topmast Stay Sails,	or Steel Wire			7.54.12.2.0	4 1/2 x 7 1/2							
		or Hempen Strm											
		Cable	45	4		4 1/2 x 4							
		Towline, Hemp.											
		or Steel Wire											
	Main Sails,	Hawser	90	5		90 x 5		Stream Anchor	1733	2.0.14	4.15.0.0	2	
	Main Top Sails,	Warp						Kedge		1.0.0		1	
	and	quality <i>good</i>						2nd Kedge					

Standing and Running Rigging *was Manila* sufficient in size and *good* in quality. She has *1-16 ft. Long Boat* and *1-14 ft. Dingy*
 The Windlass is *Iron* and Rudder *Good* Pumps *Good*
Engine Room Skylights.—How constructed? *Iron house fitted* How secured in ordinary weather? *Riveted*
 What arrangements for deadlights in bad weather? *Bullseyes and scuttles fitted in sides and top*
Coal Bunker Openings.—How constructed? *Cast iron frames* How are lids secured? *Lidings* Height above deck? *Flush*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *On each side. Four Fressing ports and Five scuppers. Mousing pipes in addition.*
Cargo Hatchways.—How formed? *Deep plates forming coming and curving. Height above deck 18 ins.*
 State size Main Hatch *14.1 x 10.0* Forehatch *19.3 x 10.0* Quarterhatch
 If of extraordinary size, state how framed and secured? *Ordinary size*
 What arrangement for shifting beams? *One rail plate in each hatchway*
Hatches, If strong and efficient? *yes.*

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No.	State dates of letters respecting this case										
1899	5 th Oct 1883			52	4 th October 1883.										
DATES OF SURVEYS held while building as per Section 18. <table border="0" style="width: 100%;"> <tr> <td style="width: 50%;">1st. On the several parts of the frame, when in place, and before the plating was wrought</td> <td style="width: 50%;">1883. Decr 13, 14 & 22.</td> </tr> <tr> <td>2nd. On the plating during the process of riveting</td> <td>1884. Jan 7, 11, 15, 17 & 23. Feb 1, 6, 14, 16, 20, 26 & 28.</td> </tr> <tr> <td>3rd. When the beams were in and fastened, and before the decks were laid...</td> <td>March 3, 5, 10, 15, 19 & 24.</td> </tr> <tr> <td>4th. When the ship was complete, and before the plating was finally coated or cemented..</td> <td>April 9, 11, 12, 19 & 21.</td> </tr> <tr> <td>5th. After the ship was launched and equipped</td> <td>May 2nd & 8th</td> </tr> </table>						1st. On the several parts of the frame, when in place, and before the plating was wrought	1883. Decr 13, 14 & 22.	2nd. On the plating during the process of riveting	1884. Jan 7, 11, 15, 17 & 23. Feb 1, 6, 14, 16, 20, 26 & 28.	3rd. When the beams were in and fastened, and before the decks were laid...	March 3, 5, 10, 15, 19 & 24.	4th. When the ship was complete, and before the plating was finally coated or cemented..	April 9, 11, 12, 19 & 21.	5th. After the ship was launched and equipped	May 2 nd & 8 th
1st. On the several parts of the frame, when in place, and before the plating was wrought	1883. Decr 13, 14 & 22.														
2nd. On the plating during the process of riveting	1884. Jan 7, 11, 15, 17 & 23. Feb 1, 6, 14, 16, 20, 26 & 28.														
3rd. When the beams were in and fastened, and before the decks were laid...	March 3, 5, 10, 15, 19 & 24.														
4th. When the ship was complete, and before the plating was finally coated or cemented..	April 9, 11, 12, 19 & 21.														
5th. After the ship was launched and equipped	May 2 nd & 8 th														

General Remarks (State quality of workmanship, &c.)
This vessel has been built in conformity with the approved sections (250) attached hereto, the instructions relating thereto, and otherwise in compliance with the Rules with a view to the class contemplated. (See Note)
The quality of workmanship and material is good.
The fore peak tank and the after compartment have been tested as required by the Rules.
Note. It will be seen that the vessel has been built two frame spaces longer than the length submitted.

One decked vessel with Forecastle 20 feet, Bridge 7 feet and Raised Quarter deck 45 feet.

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 forms)
 How are the surfaces preserved from oxidation? Inside *Paint and Cement* Outside *Paint*
 I am of opinion this Vessel should be Classed *100 A1*
 The amount of the Entry Fee£ 2 : 0 : 0 is received by me, *J. J. H.*
 Special£ 12 : 14 : 0 *7th May 1884*
 (to be sent as per margin). Certificate ... : :
 (Travelling Expenses, if any, £ *Nil*).

Committee's Minute *FRIDAY 9 MAY 1884 18*
 Character assigned *100 A1*
 Surveyor to Lloyd's Register of British and Foreign Shipping. *J. J. House*
 Lloyd's Register Foundation

In Reply on Enquiry

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