

IRON SHIP.

(Received at London Office, 9th May 1884)

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

On the Screw Steamer "Var"

TONNAGE under
Tonnage Deck 246.00
Ditto of Third, Spar,
or Awning Deck. 19.85
Ditto of Poop, or
Raised Or. Dk. 5.84
Ditto of Houses
on Deck 14.03
Gross Tonnage 285.59
Less Crew Space 31.15
Less Engine Room 120.68
Register Tonnage
as cut on Beam 136.46

PLANS CAP

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

Half Breadth (moulded) 11.00
Depth from upper part of Keel to top of Upper Deck Beams 11.66
Girth of Half Midship Frame (as per Rule) 20.10
1st Number 42.76
1st Number, if a 3 Decked Vessel deduct 7 feet
Length 143.91
2nd Number 6153
Proportions— Breadths to Length 6.54
Depths to Length— Upper Deck to Keel 12.34
Main Deck ditto 10.66

Master G. F. Mauldon
Built at Bowling
When built 1884 Launched 28th March
By whom built Scott & Co.
Owners Var Steamship Co. Ltd.
Residence Tings Lynn
Port belonging to Lynn
Destined Voyage Coasting
If Surveyed while Building, Afloat, or in Dry Dock.
Built under special survey.

LENGTH on deck as per Rule 143.91 Breadth— Moulded 22.00 DEPTH top of Floors to Upper Deck Beams 10.66 Power of Engines 55 Horse. 55 N° of Decks with flat laid one N° of Tiers of Beams one

Dimensions of Ship per Register, length, 145.0 breadth, 22.3 depth, 10.5

KEEL, depth and thickness 4 x 15
STEM, moulding and thickness 4 x 15
STERN-POST for Rudder do. do. 4 x 34
" " for Propeller 4 x 34
Distance of Frames from moulding edge to moulding edge, all fore and aft 21
FRAMES, Angle Iron, for $\frac{3}{4}$ length amidships 3 22 5
Do. for $\frac{1}{2}$ at each end 3 22 5
REVERSED FRAMES, Angle Iron 22 22 4
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 12 6
" thickness at the ends of vessel 5
" depth at $\frac{3}{4}$ the half-bdth. as per Rule 6
" height extended at the Bilges 24

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 4 22 6
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 21
BEAMS, Lower Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge Average space 21
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 21

KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates 12 8
" Rider Plate 62 8
" Bulb Plate to Intercoastal Keelson 3 3 6
" Angle Irons 3 3 6
" Double Angle Iron Side Keelson 4
" Side Intercoastal Plate 4
" do. Angle Irons 22 22 4
" Attached to outside plating with angle iron 22 22 4
BILGE Angle Irons 3 3 6
" do. Bulb Iron 6 6
" do. Intercoastal plates riveted to plating for length 5 3 6
BILGE STRINGER Angle Irons 3 3 6
" Intercoastal plates riveted to plating for length 5 3 6
SIDE STRINGER Angle Irons 5 3 6

FRAMES extend in one length from Keel to Gunnwale
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 in. diameter, averaging 3 ins. from centre to centre.
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3 x 22 ins. from centre to centre.
" Butts of one Strakes at Bilge for half length, double riveted with Butt Straps 1/2 in. thicker than the plates they connect.
" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3 in. diameter, averaging 3 ins. from cr. to cr.
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3 x 22 ins. from cr. to cr.
" Edges of Main Sheerstrake, double or single riveted.
" Butts of Main Sheerstrake, treble riveted for length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.
" Butts of Main Stringer Plate, treble riveted for length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length amidships.
" 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, Cox, Consett & Co.
The above is a correct description.
Builder's Signature, for Scott & Co. Surveyor's Signature, G. F. Mauldon
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.

Workmanship. Are the butts of plating planed or otherwise fitted? *Flanged* 6515 gels
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, State also Length and Diameter of Lower Masts and Bowsprit *Dist at deck*

Pole masts (Pitch pine) { Foremast 13 1/2" Mainmast 13 1/2" Mizzenmast 12" } Rig- Three masted schooner.

NUMBER for EQUIPMENT		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	165 1/2	5	3.523/4.00	6 1/2 x 15	9th testm	Bower Anchors	1732	6.2.23	9.0.0.0	6 1/2
Fore Sails,		(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)		7 1/2	7.5.16.10	6 1/2 x 15	3.4.2.2.2					
Fore Top Sails,		Iron Stream Chain	453	10	3.59.50.0	4 1/2 x 10	3.2.27.4.14		1731	6.2.12	8.14.2.0	6 1/2
Fore Topmast Stay Sails,		or Steel Wire			7.54.12.20							
		or Hempen Strm										
		Cable	45	4		4 1/2 x 4						
		Towline, Hemp.										
Main Sails,		or Steel Wire										
Main Top Sails,		Hawser	90	5		90 x 5		Stream Anchor	1733	2.0.14	4.15.0.0	2
and		Warp						Kedge		1.0.0		1
		quality	good					2nd Kedge				

Standing and Running Rigging *Wisc Manila* sufficient in size and *good* in quality. She has *1-16 ft. Long Boat* and *1-14 ft. Dingy*.

The Windlass is *Iron* *2. Bid. One Making Capstan* *Good* and Rudder *Good* Pumps *Good*

Engine Room Skylights. How constructed? *Iron frame fitted* How secured in ordinary weather? *Riveted*

What arrangements for deadlights in bad weather? *Bulldozers and sandles fitted in sides and top*

Coal Bunker Openings. How constructed? *Cast iron frames* How are lids secured? *Licings* 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' 3"* Forehatch *19' 3" x 10' 3"* 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. *1899*

Date *5th Oct 1883*

Order for Ordinary Survey No. *1*

Date *2nd Oct 1883*

No. *52* 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

1883. Dec 13, 14 & 22.

1884. Jan. 4, 11, 15, 17 & 23. Feb. 1, 6, 14, 16, 20, 26 & 28.

March 3, 5, 10, 15, 19 & 24.

April 9, 11, 12, 19 & 21.

May 2nd & 8th

State dates of letters respecting this case *4th October 1883.*

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 4 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, forecastle, 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 : 17 : 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

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

Lloyd's Register Foundation