

IRON SHIP.

No. 6081 Survey held at Glasgow Date, First Survey 2 June Last Survey 10th October 1884
On the Iron Barge "St. Euthbert" (Received at London Office, 14/10/84)

TONNAGE under }
Tonnage Deck } 969.38
Ditto of Third, Spar, }
or Awaiting Deck. }
Ditto of Ramp }
Raised Qr. Dk. } 37.25
Ditto of Houses }
on Deck } 19.09
Ditto of Forecastle }
Gross Tonnage } 1025.72
Less Crew Space } 26.96
Less Engine Room }
Register } 1000.56
as cut on Beam } 999.3

ONE, OR TWO DECKED, THREE DECKED VESSEL,
SPAR, OR Awaiting DECKED VESSEL.
Half Breadth (moulded) 10.75 Feet.
Depth from upper part of Keel to top of Upper Deck Beams 22.08
Girth of Half Midship Frame (as per Rule) 33.87
1st Number 72.70
1st Number, if a 3-Decked Vessel .. deduct 7 feet
Length 199.75
2nd Number 14521.8
Proportions— Breadths to Length 5.96
Depths to Length— Upper Deck to Keel 9.04
Main Deck ditto

Master Henry Rae
Built at Whitburn, Glasgow
When built 1884 Launched 22 Sept. 84
By whom built Barclay Curle & Co.
Owners Alexander Rae
Residence 19 Berkeley St. Liverpool
Port belonging to Liverpool
Destined Voyage Valparaiso
If Surveyed while Building, Afloat, or in Dry Dock. While building and afloat

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
199	9		33	6		20	3				141	2
Dimensions of Ship per Register, length, <u>211</u> breadth, <u>33.7</u> depth, <u>20.0</u>												
KEEL , depth and thickness	Inches in Ship.		Inches per Rule.		Inches in Ship.		Inches per Rule.		Flat Keel Plates, breadth and thickness			
	<u>8 x 2 3/8</u>		<u>8 x 2 3/8</u>		<u>7 1/2 x 2 3/8</u>		<u>7 1/2 x 2 3/8</u>		PLATES in Garboard Strakes, br'dth & thickness			
STEM , moulding and thickness	<u>7 1/2 x 2 3/8</u>		<u>7 1/2 x 2 3/8</u>		<u>7 1/2 x 2 3/8</u>		<u>7 1/2 x 2 3/8</u>		From Garboard to upper part of Bilges			
STERN-POST for Rudder do. do.	<u>7 1/2 x 2 3/8</u>		<u>7 1/2 x 2 3/8</u>		<u>7 1/2 x 2 3/8</u>		<u>7 1/2 x 2 3/8</u>		Of d'ble at Bilge, or increased thickness, and length applied			
" " for Propeller	<u>23</u>		<u>23</u>		<u>23</u>		<u>23</u>		From up. prt of Bilge to l. edge of Sh'rstrake			
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>23</u>		<u>23</u>		<u>23</u>		<u>23</u>		Main Sheerstrake, breadth and thickness			
FRAMES , Angle Iron, for 2/3 length amidships	<u>4 1/2</u>		<u>3</u>		<u>4 1/2</u>		<u>3</u>		Of d'ble at Sh'rstrake, or l. applied			
Do. for 1/3 at each end	<u>4 1/2</u>		<u>3</u>		<u>4 1/2</u>		<u>3</u>		From Sh'rstrake to Upper or Spar Dk. Sh'rstrake			
REVERSED FRAMES , Angle Iron	<u>3</u>		<u>3</u>		<u>3</u>		<u>3</u>		Upper or Spar Dk. Sh'rstrake, breadth & thickness			
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	<u>22 1/2</u>		<u>9</u>		<u>22 1/2</u>		<u>9</u>		Butt Straps to outside plating, breadth & thickness			
thickness at the ends of vessel	<u>11 1/4</u>		<u>7</u>		<u>11 1/4</u>		<u>7</u>		Lengths of Plating			
depth at 3/4 the half-bdth. as per Rule	<u>45</u>		<u>45</u>		<u>45</u>		<u>45</u>		Shifts of Plating, and Stringers			
height extended at the Bilges	<u>45</u>		<u>45</u>		<u>45</u>		<u>45</u>		Gunwale Plate on ends of Awaiting, Spar, or Upper Deck Beams, breadth and thickness			
BEAMS , Upper, Spar, or Awaiting Deck	<u>8</u>		<u>8</u>		<u>8</u>		<u>8</u>		Angle Iron on ditto			
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>3</u>		<u>3</u>		<u>3</u>		<u>3</u>		Tie Plates fore and aft, outside Hatchways			
Single or double Angle Iron on Upper edge	<u>46</u>		<u>46</u>		<u>46</u>		<u>46</u>		Diagonal Tie Plates on Beams No. of Pairs			
Average space	<u>46</u>		<u>46</u>		<u>46</u>		<u>46</u>		Flat of Up., Spar, or Awaiting Dk.			
BEAMS , Main, or Middle Deck	<u>8</u>		<u>8</u>		<u>8</u>		<u>8</u>		How fastened to Beams			
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>3</u>		<u>3</u>		<u>3</u>		<u>3</u>		Stringer Plate on ends of Main or Middle Deck			
Single or double Angle Iron on Upper Edge	<u>46</u>		<u>46</u>		<u>46</u>		<u>46</u>		Beams, breadth and thickness			
Average space	<u>46</u>		<u>46</u>		<u>46</u>		<u>46</u>		Is the Stringer Plate attached to the outside plating?			
BEAMS , Hold or Orlop	<u>8</u>		<u>8</u>		<u>8</u>		<u>8</u>		Angle Iron on ditto, No. 2			
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>3</u>		<u>3</u>		<u>3</u>		<u>3</u>		Tie Plates, outside Hatchways			
Single or double Angle Iron on Upper Edge	<u>46</u>		<u>46</u>		<u>46</u>		<u>46</u>		Diagonal Tie Plates on Beams, No. of pairs			
Average space	<u>46</u>		<u>46</u>		<u>46</u>		<u>46</u>		Flat of Middle Deck do. do.			
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	<u>15</u>		<u>11</u>		<u>15</u>		<u>11</u>		How fastened to Beams			
Rider Plate	<u>11 1/2</u>		<u>11</u>		<u>11 1/2</u>		<u>11</u>		Stringer Plates on ends of Lower Deck, Hold or Orlop Beams			
Bulb Plate to Intercoastal Keelson	<u>5</u>		<u>3 1/2</u>		<u>5</u>		<u>3 1/2</u>		Is the Stringer Plate attached to the outside plating?			
Angle Irons	<u>5</u>		<u>3 1/2</u>		<u>5</u>		<u>3 1/2</u>		Angle Irons on ditto, No. 2			
Double Angle Iron Side Keelson	<u>5</u>		<u>3 1/2</u>		<u>5</u>		<u>3 1/2</u>		Stringer or Tie Plates, outside Hatchways			
Side Intercoastal Plate (Welded for length)	<u>5</u>		<u>3 1/2</u>		<u>5</u>		<u>3 1/2</u>		Flat of Lower Deck			
do. Angle Irons	<u>5</u>		<u>3 1/2</u>		<u>5</u>		<u>3 1/2</u>		How fastened to Beams			
Attached to outside plating with angle iron	<u>5</u>		<u>3 1/2</u>		<u>5</u>		<u>3 1/2</u>		Can the Rudder be unshipped afloat?			
BILGE Angle Irons	<u>5</u>		<u>3 1/2</u>		<u>5</u>		<u>3 1/2</u>		Bulkheads No. 1 No. per Rule			
do. Bulb Iron	<u>5</u>		<u>3 1/2</u>		<u>5</u>		<u>3 1/2</u>		Thickness of			
do. Intercoastal plates riveted to plating for length	<u>5</u>		<u>3 1/2</u>		<u>5</u>		<u>3 1/2</u>		Height up			
BILGE STRINGER Angle Irons	<u>5</u>		<u>3 1/2</u>		<u>5</u>		<u>3 1/2</u>		How secured to sides of ship			
Intercoastal plates riveted to plating for length	<u>5</u>		<u>3 1/2</u>		<u>5</u>		<u>3 1/2</u>		Size of Vertical Angle Irons			
SIDE STRINGER Angle Irons	<u>5</u>		<u>3 1/2</u>		<u>5</u>		<u>3 1/2</u>		Are the outside Plates doubled two spaces of Frames in length?			

The **FRAMES** extend in one length from keel to gunwale Riveted through plates with 3/4 in. Rivets, about 6 apart.
The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to lower deck 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 1/2 in. diameter, averaging 5 1/2 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 1/2 ins. from centre to centre.
" **Butts from Keel to turn of Bilge**, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 x 3 1/2 ins. from centre to centre.
" **Butts of all Strakes at Bilge** for 1/2 length, treble riveted with Butt Straps 1/6 thicker than the plates they connect. on 3 bilge strakes.
" **Edges from Bilge to Main Sheerstrake**, worked clencher, double single riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from cr. to cr.
" **Butts from Bilge to Main Sheerstrake**, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 x 3 1/2 ins. from cr. to cr.
" **Edges of Main Sheerstrake**, double 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 1/4 + 4 1/2 Breadth of laps of plating in single riveting
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? treble + double No. of Breasthooks, 54 deep floors Crutches, 54 deep floors.
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Best
Manufacturer's name or trade mark, Plates, Iron Iron Co.; Angles, Coats & Phoenix; Bulbs, Coats
The above is a correct description.
Builder's Signature, Barclay, Curle & Co. Surveyor's Signature, G. Stanning & Co. For Lloyd's Register
Arch. Macleod Director Surveyor to Lloyd's Register of British and Foreign Shipping.

6681 Gls

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 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 *This vessel is barque rigged with the lower masts, bowsprit, lower and lower topsail yards constructed of iron in accordance with the scantlings and arrangements shown on the accompanying sketch. The iron used was manufactured by John Head & Co. and tested in accordance with the suggested tables.*

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.												
Fore Sails,	Chain	134-1/2	1 1/16	71 3/4 + 51 1/4	270 - 1 1/16	No. 12621	Bower Anchors	1	27-3-10	27-0-2-14	27 3/4	No. 18314
	(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 Top Sails,	Iron Stream Chain	135-2 1/2	1 1/16	71 3/4 + 51 1/4		No. 14278		2	27-2-2	26-16-3-14	27 3/4	No. 18313
	or Steel Wire ..	270-7 1/2				Tested at Netherlton, agd. D. G. Lewis.		3	24-0-22	24-1-3-14	23 1/2	No. 18312
Fore Topmast Stay Sails,	or Hempen Strm Cable	75 1/2	1 5/16	23-7 1/2 + 15-8	75 - 1 5/16	No. 12620						
	Towline, Hemp.					Tested at Netherlton, agd. D. G. Lewis.						
Main Sails,	or Steel Wire ..						Stream Anchor	4	8-2-24	10-17-2-0	8 3/4	No. 18315
	Hawser	90	10 1/2		90 - 10 1/2		Kedge	5	4-2-0	6-17-2-0	4 1/2	No. 18316
Main Top Sails, and	Warp	90	9		90 - 9		2nd Kedge	6	2-1-5	4-17-2-0	2 1/4	No. 18317
	quality	90	5 1/2		90 - 5 1/2							

Standing and Running Rigging *wire & hemp* sufficient in size and *good* in quality. She has *four* Long Boats and

The Windlass is *Iron* *good* Capstan *good* and Rudder *good* Pumps *good*

Engine Room Skylights.—How constructed? *—* How secured in ordinary weather? *—*

What arrangements for deadlights in bad weather? *—*

Coal Bunker Openings.—How constructed? *—* How are lids secured? *—* Height above deck? *—*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Five ports, two pipes, and four scuppers on each side*

Cargo Hatchways.—How formed? *plate coverings*

State size Main Hatch *15'-3" x 11'-0"* Forehatch *6' x 6'* Quarterhatch *7'-6" x 6'-0"*

If of extraordinary size, state how framed and secured? *One web plate beam and three fore and afters*

What arrangement for shifting beams? *in the main hatchway*

Hatches, If strong and efficient? *Yes, solid.*

Order for Special Survey No. *1944*
Date *21 May 1884*
Order for Ordinary Survey No. *330*
Date *21 May 1884*
No. *330* in builder's yard.
State dates of letters respecting this case *1884, May 19, 30; June 7; Aug. 27.*

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 } *1884, June 2, 5, 9, 12, 16, 19, 20, 30, July 3, 7, 10, 11, 16,*
2nd. On the plating during the process of riveting } *20, 30, 31, Aug. 6, 20, 20, Sept. 9, 10, 12, 16, 18, 22, 23,*
3rd. When the beams were in and fastened, and before the decks were laid... } *Oct. 2, 3, 4, 9, 10.*
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 workmanship and material are good throughout, and the vessel has been constructed in accordance with the approved sketches (3 No.) herewith, namely the sketch of midship section, arrangement of deck stringers and diagonal ties, and the sketch of rigging screws. The rigging plan and two reports on fittings are also attached to this report. The fore peak has been tested by filling with water and found satisfactory.

Forecastle *24 feet*; raised quarter deck *39 ft.* Midship deck house *30' 6" x 12' 6" x 6' 6"*
State if one, two, or three-decked vessel, or if open, 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 ** 100 A.1. Two tiers of beams*

The amount of the Entry Fee£ *4 : 0 : 0* is received by me, *(initials)*

Special£ *50 : 0 : 6* *13/10/ 1884*

(to be sent as per margin). Certificate ... *0 : 0 : 0*

(Travelling Expenses, if any, £).

Committee's Minute

Character assigned

TUESDAY 14 OCT 1884 18

100 A.1. LADDER

G. Stanbury for C. Fowling
Surveyor to Lloyd's Register of British and Foreign Shipping.



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