

## IRON SHIP.

(Received at London Office)

THURSDAY 1 FEB 1885

1885

No. 6898 Survey held at Glasgow

Date, First Survey 30 June 1884

Last Survey 3 February

1885

On the

Iron sailing vessel "Middlesex"

Ship rigged.

TONNAGE under

1689.49

ONE, OR TWO DECKED, THREE DECKED VESSEL,

SPAR, OR AWNING-DECKED VESSEL.

Ditto of Third Spar,

or Awning-Deck.

Ditto of Poop, or

Raised Quarter-Deck.

Ditto of Houses

on Deck.

Ditto of Forecastle

Gross Tonnage

Less Crew Space

Less Engine Room

Register Tonnage

as cut on Beam

Half Breadth (moulded) ... .. 19.25

Depth from upper part of Keel to top of Upper Deck Beams ... .. 25.83

Girth of Half Midship Frame (as per Rule) ... .. 39.71

1st Number ... .. 84.79

1st Number if 3-Decked Vessel ... deduct 7 feet

Length ... .. 252.83

2nd Number ... .. 214.37

Proportions— Breadths to Length ... .. 6.56

Depths to Length— Upper Deck to Keel ... .. 9.78

Main Deck ditto ... ..

Master

Built at

When built

By whom built

Owners

Residence

Port belonging to

Destined Voyage

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

Built under Special Survey

LENGTH

on deck as

per Rule ...

Feet. Inches.

252 10

BREADTH—

Moulded ...

Feet. Inches.

38 6

DEPTH top of Floors to Upper

Deck Beams ... ..

Feet. Inches.

23 9

Power of

Engines ...

Feet. Inches.

23 9

Moulded

Inches.

25.1

N° of Decks with flat laid

2

N° of Tiers of Beams

2

Dimensions of Ship per Register, length, 252.83 breadth, 38.75 depth, 23.55

KEEL, depth and thickness ... .. 9 1/2 x 2 1/2

STEM, moulding and thickness ... .. 9 1/2 x 2 1/2

STERN-POST for Rudder do. do. ... .. 9 x 2 1/2

" " for Propeller ... .. 24

Distance of Frames from moulding edge to

moulding edge, all fore and aft ... .. 24

FRAMES, Angle Iron, for 1/2 length amidships ... .. 5 3/4 x 8

Do. for 1/4 at each end ... .. 5 3/4 x 8

REVERSED FRAMES, Angle Iron ... .. 5 3/4 x 8

FLOORS, depth and thickness of Floor Plate

at mid line for half length amidships ... .. 25

" thickness at the ends of vessel ... .. 12 1/2

" depth at 3/4 the half-bdth. as per Rule ... .. 50

" height extended at the Bilges ... .. 50

BEAMS, Upper, Spar, or Awning Deck

Single or double Angle Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper edge ... .. 9

Average space ... .. 48

BEAMS, Main, or Middle Deck

Single or double Angle Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper edge ... .. 9

Average space ... .. 48

BEAMS, Lower Deck

Single or double Angle Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper edge ... .. 9

Average space ... .. 48

BEAMS, Hold, or Orlop

Single or double Angle Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper edge ... .. 9

Average space ... .. 48

KEELSONS Centre line, single or double plate,

Box, or Intercoastal Plates ... .. 18

" Rider Plate ... .. 12

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

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

" Double Angle Iron Side Keelson ... .. 8

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

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

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

BILGE Angle Irons ... .. 5 1/2

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

" do. Intercoastal plates riveted to

plating for length ... .. 5 1/2

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

Bulb Intercoastal plates riveted to plating for

length ... .. 5 1/2

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

The FRAMES extend in one length from

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 clench, double riveted; with rivets

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets

Butts of all Strakes at Bilge for 1/2 length, treble riveted with Butt Straps

Edges from Bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets

Edges of Main Sheerstrake, double or single riveted.

Butts of Main Sheerstrake, treble riveted for 1/2 length amidships.

Butts of Main Stringer Plate, treble riveted for length amidships.

Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 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, &amp;c.?

Manufacturer's name or trade mark, James W. &amp; Co. - Glasgow.

The above is a correct description.

Builder's Signature

Surveyor's Signature,

Surveyor to Lloyd's Register of British and Foreign Ships

FOR BARCLAY, CURLE &amp; CO., LTD

ROBERT EDMUND TAYLOR &amp; SON Commercial and General Steam Printers, 19, Old Street, Goswell Road, E.C., London.

GLS150-014

State clearly where plating is of alternate thicknesses—no distinction from unstained thickness at ends of vessel.

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



6828-95

Workmanship. Are the butts of plating planed or otherwise fitted?

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies?

Are the fillings between the ribs and plates solid single pieces?

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces?

Do any rivets break into or through the seams or butts of the plating?

Masts, Bowsprit, Yards, &c., are *Iron* 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

*The Yards are in accordance with approved sketch and description. The iron has been tested as required by the Rules and found satisfactory. Forehead No. brand.*

NUMBER for EQUIPMENT		22866	Weather.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Machine where Tested & Suprntd.					
SAILS.		CABLES, &c.																
N <sup>o</sup> .		Chain .....	135	1 15/16	94.5	270-1 15/16	22" hwy/84	Bower Anchors	1	37.0.5	33.15.3.21	36.2.0	21" hwy/84					
	Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	135	1 15/16	94.5	270-1 15/16	22" hwy/84	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1	36.2.0	33.8.3.0	36.2.0	21" hwy/84					
	Fore Top Sails,	Iron Stream Chain	75	1 1/2	20.4	75-1 1/2	22" hwy/84		1	31.1.2	29.11.1.0	31.0.0	20" hwy/84					
	Fore Topmast Stay Sails,	<del>or Steel Wire</del> } <del>or Hempen Stem</del> } Cable .....	All tested at Glasgow by E. Seedhouse															
		Towline, Hemp.	90	1 1/2	20.4	90-1 1/2	22" hwy/84		All tested at Glasgow by E. Seedhouse									
	Main Sails,	<del>or Steel Wire</del> ..																
		Hawser .....	90	10 1/2	20.4	90-10 1/2	22" hwy/84	Stream Anchor	1	11.1.18	13.6.1.0	11.1.0	21" hwy/84					
	Main Top Sails,	Warp .....	90	6 1/2	20.4	90-6 1/2	22" hwy/84	Kedge ...	1	5.2.0	7.16.1.0	5.2.0	21" hwy/84					
		quality good											2nd Kedge ...	1	2.3.20	5.8.3.0	2.3.0	21" hwy/84

Standing and Running Rigging *Iron & Steel* sufficient in size and *good* in quality. She has *1 Life Boat* and *3 others*

The Windlass is *Harfield & Co's patent* 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? *2 Pipes, 6 Ports, and 4 Scuppers on each side.*

Cargo Hatchways.—How formed? *Iron Crannings*

State size Main Hatch *19' 11" x 12' 0" x 15" high* Fore hatch *16' 0" x 8' 0" x 15" high* Quarter hatch *16' 0" x 8' 0" x 28" high*

If of extraordinary size, state how framed and secured? *None so.*

What arrangement for shifting beams? *2 in Main hatch.*

Hatches, If strong and efficient? *Yes solid*

Order for Special Survey No. <i>1948</i>	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	<i>1884 June 30. July 3. 7. 10. 16. 28. 30. Aug 6. 20. 28.</i>
Date <i>21 May 1884</i>		2nd. On the plating during the process of riveting	<i>Sep. 9. 12. 16. 18. 22. 26. Oct. 8. 14. 17. 21. 22. 25. 27. 28.</i>
Order for Ordinary Survey No. <i>1949</i>		3rd. When the beams were in and fastened, and before the decks were laid ....	<i>Nov. 6. 10. 17. 20. 22. 27. 28. 29. Dec. 3. 17. 20. 23.</i>
Date <i>21 May 1884</i>		4th. When the ship was complete, and before the plating was finally coated or cemented..	<i>1885 January 9. 19. 29. Feb. 3.</i>
No. <i>332</i> in builder's yard.		5th. After the ship was launched and equipped	

State dates of letters respecting this case *1884 - May 20. June 30. August 27. December 11. 1885 - January 2.*

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

*The Workmanship is good and the vessel has been constructed and fitted in accordance with the approved sketches of midship section, rigging plan, & rigging screw; a description of spars, and two forging certificates are also enclosed. The length of the lower deck beam arms, and main deck beam arms also are increased to three times the depth of the beam. The fore peak has been filled with water and the bulkhead found satisfactory. The foreboard of 5' 2" is approved by the Committee in their letter dated 11<sup>th</sup> December 1884 has been marked on the vessel's sides in accordance with printed Circular No. 471\*, and with a fresh water allowance of 5 inches.*

*Forecastle 36' 0" with wood bulkhead 4' 0" back from breast.*

*Deck house 40' 0" x 12' 6" x 7' 0" high.*

*Poop 27' 0" Iron bulkhead at breast. 2 stern doors.*

State if one, two, or three decked vessel, or if spar, or craning-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 & Paint* Outside *Paint*

I am of opinion this Vessel should be Classed *100A.1.*

The amount of the Entry Fee .....£ *4* : : : is received by me, *MD*

Special .....£ *68* : *11* : : *3/21* 1885

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

(Travelling Expenses, if any £ )

Committee's Minute

Character assigned

FRIDAY 6 FEB 1885

18

*100A.1*

*LADOP*

*Keel & freeboard*

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

*Res. L. L. L.*

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