

IRON SHIP.

(Received at Lloyd's Office)

Survey held at Paisley Date, First Survey 7th 4th 1894 Last Survey 1894

Official Number **6864**

NAME under Tonnage Deck **ONE, ~~TWO DECKED~~ ~~THREE DECKED VESSEL~~ ~~STEEL OR IRON DECKED VESSEL~~**

Master **R. D. Roberts**

Built at **Paisley**

When built **1894-1895** Launched **Jan 17th 1895**

By whom built **H. M. Intyre & Co.**

Owners **R. Hughes & Co.**

Residence **Liverpool**

Port belonging to **Liverpool**

Destined Voyage **Not fixed**

If Surveyed while Building, Afloat, or in Dry Dock. **While building & Afloat.**

Half Breadth (moulded) **10.0** Feet.

Depth from upper part of Keel to top of Upper Deck Beams **11.0**

Girth of Half Midship Frame (as per Rule) **18.58**

1st Number **39.58**

1st Number, if 2 Decked Vessel **do not 7 feet**

Length **134.0**

2nd Number **5303.72**

Proportions— Breadths to Length **6.7**

Depths to Length— Upper Deck to Keel **12.18**

Main Deck ditto **12.18**

Gross Tonnage **262.48**

Less Crew Space **30.67**

Less Engine Room **136.33**

Register Tonnage as cut on Beam **95.48**

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
Dimensions of Ship per Register, length, breadth, depth,	134 0	20 0	20 0	9.8	10 0	44	44	1	1
KEEL , depth and thickness	7 x 1 1/2	7 x 1 1/2							
STEM , moulding and thickness	6 1/4 x 1 1/2	6 1/4 x 1 1/2							
STERN-POST for Rudder do. do.	6 1/4 x 3/4	6 1/4 x 3/4							
" " for Propeller	6 1/4 x 3/4	6 1/4 x 3/4							
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	21	21	21	21				
FRAMES , Angle Iron, for 3/4 length amidships	3 2 1/2 5	3 2 1/2 5							
Do. for 1/2 at each end	3 2 1/2 5	3 2 1/2 5							
REVERSED FRAMES , Angle Iron	2 1/2 2 1/2 4	2 1/2 2 1/2 4							
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	12 E3 5	12 E3 5	12 E3 5	12 E3 5	12 E3 5				
" thickness at the ends of vessel	5	5	5	5	5				
" depth at 3/4 the half-bdth. as per Rule	6	6	6	6	6				
" height extended at the Bilges	24	24	24	24	24				
BEAMS , Upper, Spar, or Awaiting Deck	4 3 6	4 2 1/2 6	4 2 1/2 6	4 2 1/2 6	4 2 1/2 6				
Single or double Ang. Iron, Plate or Tee Bulb Iron	4 3 6	4 2 1/2 6	4 2 1/2 6	4 2 1/2 6	4 2 1/2 6				
Single or double Angle Iron on Upper edge	21	21	21	21	21				
Average space	21	21	21	21	21				
BEAMS , Main, or Middle Deck	4 3 6	4 2 1/2 6	4 2 1/2 6	4 2 1/2 6	4 2 1/2 6				
Single or double Ang. Iron, Plate or Tee Bulb Iron	4 3 6	4 2 1/2 6	4 2 1/2 6	4 2 1/2 6	4 2 1/2 6				
Single or double Angle Iron on Upper Edge	21	21	21	21	21				
Average space	21	21	21	21	21				
BEAMS , Lower Deck	4 3 6	4 2 1/2 6	4 2 1/2 6	4 2 1/2 6	4 2 1/2 6				
Single or double Ang. Iron, Plate or Tee Bulb Iron	4 3 6	4 2 1/2 6	4 2 1/2 6	4 2 1/2 6	4 2 1/2 6				
Single or double Angle Iron on Upper Edge	21	21	21	21	21				
Average space	21	21	21	21	21				
BEAMS , Hold, or Orlop	4 3 6	4 2 1/2 6	4 2 1/2 6	4 2 1/2 6	4 2 1/2 6				
Single or double Ang. Iron, Plate or Tee Bulb Iron	4 3 6	4 2 1/2 6	4 2 1/2 6	4 2 1/2 6	4 2 1/2 6				
Single or double Angle Iron on Upper Edge	21	21	21	21	21				
Average space	21	21	21	21	21				
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	6 9 10 8	6 9 10 8							
" Rider Plate	7 1/2 8 7 8	7 1/2 8 7 8							
" Bulb Plate to Intercostal Keelson	3 1/2 3 7 3 3 6	3 1/2 3 7 3 3 6							
" Angle Irons	3 1/2 3 7 3 3 6	3 1/2 3 7 3 3 6							
" Double Angle Iron Side Keelson	4 4 4	4 4 4	4 4 4	4 4 4	4 4 4				
" Side Intercostal Plate Wash Plates	4 4 4	4 4 4	4 4 4	4 4 4	4 4 4				
" do. Angle Irons	4 4 4	4 4 4	4 4 4	4 4 4	4 4 4				
" Attached to outside plating with angle iron	3 2 1/2 5 3 2 1/2 5	3 2 1/2 5 3 2 1/2 5	3 2 1/2 5 3 2 1/2 5	3 2 1/2 5 3 2 1/2 5	3 2 1/2 5 3 2 1/2 5				
BILGE Angle Irons	3 3 6 3 3 6	3 3 6 3 3 6							
" do. Bulb Iron	6 5 5 5	6 5 5 5							
" do. Intercostal plates riveted to plating for length	3 3 6 3 3 6	3 3 6 3 3 6							
BILGE STRINGER Angle Irons	3 3 6 3 3 6	3 3 6 3 3 6							
Intercostal plates riveted to plating for length	3 3 6 3 3 6	3 3 6 3 3 6							
SIDE STRINGER Angle Irons under R. 2. D.	3 3 6 3 3 6	3 3 6 3 3 6							

The **FRAMES** extend in one length from **Keel** to **Gunnwale** Riveted through plates with **1/16** in. Rivets, about **5** apart.

The **REVERSED ANGLE IRONS** on floors and frames extend **from middle line to upper turn of bilge** and to **Main Deck** alternately under **R. 2. D. as per applicable** And butts properly shifted? **Yes**

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? **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 1/2** ins. from centre to centre.

" **Butts from Keel to turn of Bilge**, worked carvel, double riveted; with rivets **7/8 - 3/4** in. diameter averaging **2 1/2 - 3** ins. from centre to centre.

" **Butts of Strakes** at Bilge for **half** length, **double** riveted with Butt Straps **1/16** 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 **3/4** ins. from cr. to cr.

" **Butts from Bilge to Main Sheerstrake**, worked carvel, double riveted; with rivets **3/4 - 5/8** in. diameter, averaging **3 - 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**, treble riveted for **in way** length amidships. **Butts of Upper or Spar Sheerstrake**, treble riveted **length amidships.**

" **Butts of Main Stringer Plate**, **double** riveted for **all** length amidships. **Butts of Upper or Spar Stringer Plate**, treble riveted for **length.**

" Breadth of laps of plating in double riveting **4 1/2** Breadth of laps of plating in single riveting **2 5/8**

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? **Treble & double** No. of Breasthooks, **3** Crutches, **2**

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

Manufacturer's name or trade mark, **Anglo Normand Longley, Plate Bowfield**

The above is a correct description.

Builder's Signature, **H. M. Intyre & Co.** Surveyor's Signature, **Charles Edwards**

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

Form No. 1 for Iron Ships—1500—2784—Transfer Ink.

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 as laid thereon.

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

6867 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? *A few in the butts only*

Masts, Bowsprit, Yards, &c., are *P. 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, and if stamped with Maker's name.
State also Length and Diameter of Lower Masts and Bowsprit

NUMBER for EQUIPMENT	SAILS.	CABLES, &c.	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.	
								Bower Anchors	Stream Anchor						
	Fore Sails,	Chain	165	14/16	3.5 20/8 7.5 13 3/4	165 - 14/16	<i>Tested at Dun-dee and of War and 29th Jan 1885 23rd Feb 1885</i>	Bower Anchors		1397	5.3.14	9.2.3.7	5.3.0	<i>Tested at Dun-dee and of War and 20th Dec 1884 30th Jan 1885</i>	
	Fore Top Sails,	Iron Stream Chain	45	10/16	10 1/2 7	45 - 10/16		Bower Anchors		1397	5.3.7	9.2.3.7	5.3.0		
	Fore Topmast Stay Sails,	or Steel Wire or Hemen Strm Cable						Bower Anchors							
	Main Sails,	Towline, Hemp.	75	6 1/2		75 - 6 1/2		Stream Anchor		1407	1.2.7	4.1.2.7	1.2.0		
	Main Top Sails,	or Steel Wire	90	4		90 - 4		Kedge					0.3.0		
	and	Hawser	240	3				2nd Kedge							

Standing and Running Rigging *Wine + Manilla* sufficient in size and *good* in quality. She has *one* Long Boat and *another*

The Windlass is *Fisher & Coys* Capstan *✓* and Rudder *good* Pumps *good*

Engine Room Skylights.—How constructed? *Teak frames on iron* How secured in ordinary weather? *Quadrants*

What arrangements for deadlights in bad weather? *Bulls eyes + strong Canvas covers*

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? *Two wash ports 2'5" x 8" one mooring pipe + two Scuppers on each side of Main Deck forward, Open bulwarks on the R. 2^d Deck*

Cargo Hatchways.—How formed? *Plates + Angles*

State size Main Hatch *19'0" x 10'0" x 25"* Forehatch *✓* Quarterhatch *7'10" x 10'0" x 25"*

If of extraordinary size, state how framed and secured? *Not of extraordinary size*

What arrangement for shifting beams? *One dup Web plate with one P.A. in Main Hatchway*

Hatches, If strong and efficient? *Yes Solid*

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No.	State dates of letters respecting this case
1981	14 th Oct 1884			117	Oct 16 th 1884, Jan 13 th 1885

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 - Nov 4, 13, 18, 20, 24, 27; Dec 5, 9,*
- 2nd. On the plating during the process of riveting *11, 16, 19, 24, 30; 1885 - Jan 9, 12, 14, 15, 22,*
- 3rd. When the beams were in and fastened, and before the decks were laid... *24, 27, 30; Feb 4, 5, 10, 11, 13, 20, 25 March 2.*
- 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.) *Workmanship and Materials are good.*

This is a one deck vessel constructed with a Raised Quarter Deck 64.6"; Bridge House 9.9" and a Raised Forecastle 74 feet in length.

The Fore peak tank of 40 tons water capacity was tested as required by the Rules and proved satisfactory. The after compartments was filled with water and bulk^d found tight.

The three approved tracings together with one forging reports are enclosed herewith

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 + Paint* Outside *Paint*

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

The amount of the Entry Fee£ 2 is received by me, *Charles Edwards*
Special£ 11: 10: - *3/3/ 1885*

(to be sent to per margin). Certificate ...
(Travelling Expenses, if any, £ ...)

Committee's Minute *FRIDAY 6 MARCH 1885*
Character assigned *100 A.1.*

15th Iron
Lloyd's Register
5/3/85