

IRON SHIP.

(Received at London Office, THUR. 26 NOV 1885)

No. 4211 Survey held at Dumharton Date First Survey 26th May 1885 Last Survey 24th Nov 1885

On the 3 masted ship Celtic Chief

TONNAGE under Tonnage Deck) <u>1652.37</u>	ONE OR TWO DECKED, THREE DECKED VESSEL,
Ditto of Third, Spar, or Awning Deck.) <u>196.78</u>	SPAR, OR AWNING DECKED VESSEL.
Ditto of Poop, or Raised Or. Dk.) <u>30.58</u>	Half Breadth (moulded) <u>19.82</u>
Ditto of Houses on Decks) <u>6.48</u>	Depth from upper part of Keel to top of Upper Deck Beams <u>28.08</u>
Ditto of Forecastle <u>6.48</u>	Girth of Half Midship Frame (as per Rule) <u>40.21</u>
Gross Tonnage <u>1786.21</u>	1st Number <u>84.91</u>
Less Crew Space <u>37.09</u>	1st Number, if a 3-Decked Vessel .. deduct 7 feet
Less Engine Room	Length <u>250</u>
Register Tonnage as cut on Beam) <u>1749.12</u>	2nd Number <u>21227</u>
	Proportions— Breadths to Length... .. <u>6.36</u>
	Depths to Length— Upper Deck to Keel... .. <u>9.96</u>
	Main Deck ditto

Master Griffith Owen
 Built at Dumharton
 When built 1885 Launched 27 Oct 1885
 By whom built A. McMillan & Co
 Owners Parry Jones & Co
 Residence Old Castle Buildings Liverpool
 Port belonging to Liverpool
 Destined Voyage Rio Janeiro
 If Surveyed while Building, Afloat, or in Dry Dock. While Building & afloat

Official Number

LENGTH on deck as per Rule ... 250 0 BREADTH— Moulded... 39 3 DEPTH top of Floors to Upper Deck Beams ... 22 6 Power of Engines ... 100A Horse. ✓ N^o. of Decks with flat laid 2 N^o. of Tiers of Beams 2

Dimensions of Ship per Register, length, 266.8 breadth, 39.5 depth, 22.3 moulded depth 24 ft. 7 ins

	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule
KEEL, depth and thickness	<u>9 1/2 x 2 1/2</u>	<u>9 1/2 x 2 1/2</u>						
STEM, moulding and thickness... ..	<u>9 x 2 1/2</u>	<u>9 x 2 1/2</u>						
STERN-POST for Rudder do. do.	<u>9 x 2 1/2</u>	<u>9 x 2 1/2</u>						
" " for Propeller	<u>9 x 2 1/2</u>	<u>9 x 2 1/2</u>						
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>24 ins</u>	<u>24 ins</u>						
FRAMES, Angle Iron, for 1/2 length amidships	<u>5 3/2</u>	<u>5 3/2</u>	<u>8</u>	<u>8</u>				
Do. for 1/4 at each end	<u>3 1/2</u>	<u>3 1/2</u>	<u>7</u>	<u>7</u>				
REVERSED FRAMES, Angle Iron	<u>3 1/2</u>	<u>3 1/2</u>	<u>8</u>	<u>8</u>				
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<u>3 1/2</u>	<u>3 1/2</u>	<u>10</u>	<u>10</u>				
" thickness at the ends of vessel	<u>8</u>	<u>8</u>						
" depth at 3/4 the half-bdth. as per Rule	<u>15 1/2</u>	<u>15 1/2</u>						
" height extended at the Bilges... ..	<u>6 2</u>	<u>6 2</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	<u>9 1/2</u>	<u>9 1/2</u>	<u>9</u>	<u>9</u>				
Average space... ..	<u>48 ins</u>	<u>48 ins</u>						
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge	<u>6 1/2</u>	<u>6 1/2</u>	<u>9</u>	<u>9</u>				
Average space... ..	<u>48 ins</u>	<u>48 ins</u>						
BEAMS, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge	<u>7 1/2</u>	<u>7 1/2</u>	<u>7</u>	<u>7</u>				
Average space... ..	<u>48 ins</u>	<u>48 ins</u>						
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	<u>18</u>	<u>18</u>	<u>13</u>	<u>13</u>				
" Rider Plate	<u>12</u>	<u>12</u>	<u>13</u>	<u>13</u>				
" Bulb Plate to Intercoastal Keelson	<u>5 1/2</u>	<u>5 1/2</u>	<u>4</u>	<u>4</u>				
" Angle Irons	<u>5 1/2</u>	<u>5 1/2</u>	<u>4</u>	<u>4</u>				
" Double Angle Iron Side Keelson	<u>5 1/2</u>	<u>5 1/2</u>	<u>4</u>	<u>4</u>				
" Side Intercoastal Plate	<u>8</u>	<u>8</u>						
" do. Angle Irons	<u>5 1/2</u>	<u>5 1/2</u>	<u>4</u>	<u>4</u>				
" Attached to outside plating with angle iron	<u>3</u>	<u>3</u>	<u>7</u>	<u>7</u>				
BILGE Angle Irons	<u>5 1/2</u>	<u>5 1/2</u>	<u>4</u>	<u>4</u>				
" do. Bulb Iron	<u>5 1/2</u>	<u>5 1/2</u>	<u>4</u>	<u>4</u>				
" do. Intercoastal plates riveted to plating for length	<u>5 1/2</u>	<u>5 1/2</u>	<u>4</u>	<u>4</u>				
BILGE STRINGER Angle Irons	<u>5 1/2</u>	<u>5 1/2</u>	<u>4</u>	<u>4</u>				
Intercoastal plates riveted to plating for length	<u>9 1/2</u>	<u>9 1/2</u>	<u>9</u>	<u>9</u>				
SIDE STRINGER Angle Irons	<u>5 1/2</u>	<u>5 1/2</u>	<u>4</u>	<u>4</u>				
Bulb whole length	<u>9 1/2</u>	<u>9 1/2</u>	<u>9</u>	<u>9</u>				

The FRAMES extend in one length from middle line to gunwale Riveted through plates with 7/8 in. Rivets, about 7 apart.

The REVERSED ANGLE IRONS on floors and frames extend across middle line to Bilge & hence 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 1/8 in. diameter, averaging 6 5/8 ins. from centre to centre.

" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 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 in. diameter averaging 3 1/4 ins. from centre to centre.

" Butts of 4 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 7/16 thicker than the plates they connect.

" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 1/4 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 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 Breadth of laps of plating in single riveting ✓

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Yes No. of Breasthooks, 6 Crutches, See floor

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

Manufacturer's name or trade mark, Hartlepool

The above is a correct description.

Builder's Signature, A. McMillan & Co Surveyor's Signature, J. A. Dodd

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

State clearly where plating is of alternate thicknesses—on distinguishing from diminished thickness at ends of vessel.

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

Form No. 1 for Iron Ship, 2000-18

7211 gls

Planned

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

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 very few*

Masts, Bowsprit, Yards, &c., are *Steel* 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 *are built in accordance with the app^d tracing attached herewith and with the instructions contained in the Secretary's letters of the 8th June & 8th Aug. 1885. The steel is "Grossend brand" and has been tested as required by the Rules at the Manufacturers Works.*

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 ^g t req'd per Rule.	Machine where Tested & Suprntd.
								Bower Anchors	Stream Anchor					
	Fore Sails,	Chain	35 1/2	1 1/2	24.5	27 1/2	Wether			19923	37.0.8	33.16.2.14	36 1/2	Wether
	Fore Top Sails,	Iron Stream Chain	35 3/8	1 1/8	27.5	28 1/8	Wether			19922	36.2.18	33.11.3.14	Collectm	Wether
	Fore Topmast Stay Sails,	or Hempen Strm Cable	150	50	62	150	Wether			19903	31.1.0	29.11.1.0	104	Wether
	Main Sails,	or Steel Wire	75	1 1/8	30.4	75.1 1/8	Wether			19905	11.1.6	13.5.0.0	11 1/2	Wether
	Main Top Sails, and spare	Warp	90	1 1/4	20.3	90.11	Wether			19932	3.2.17	8.0.2.4	5 1/2	Wether
	Standing and Running Rigging	Wire Hemp	90	1 1/4	20.3	90.10 1/2	Wether			19904	11.1.6	13.5.0.0	11 1/2	Wether
	The Windlass is	5 Capstans	90	1 1/4	20.3	90.6 1/2	Wether			19901	2.3.15	5.10.0.0	2 3/4	Wether
	Engine Room Skylights.	How constructed?												
	Coal Bunker Openings.	How constructed?												
	Scuppers, &c.	What arrangements for clearing upper deck of water, in case of shipping a sea?												
	Cargo Hatchways.	How formed?												
	State size Main Hatch	15' 9" x 12 ft												
	Fore hatch	7' 9" x 8 ft												
	Quarter hatch	13 ft x 10 ft												
	What arrangement for shifting beams?	3" Pine												

Standing and Running Rigging *Wire Hemp* sufficient in size and *9d* in quality. She has *2* Long Boats and *2* others.

The Windlass is *in ones* 5 Capstans. *9d* and Rudder *9d* Pumps *8d*

How secured in ordinary weather? *✓*

How are lids secured? *✓* Height above deck? *✓*

What arrangements for deadlights in bad weather? *✓*

How constructed? *✓*

What arrangements for clearing upper deck of water, in case of shipping a sea? *4 scuppers 5 Ports 35" x 23"*

How formed? *as usual*

State size Main Hatch *15' 9" x 12 ft* Fore hatch *7' 9" x 8 ft* Quarter hatch *13 ft x 10 ft*

If of extraordinary size, state how framed and secured? *One beam and 3 fore & afters in main and after hatches.*

What arrangement for shifting beams? *3" Pine*

Order for Special Survey No. *2026* Date *29th April 1885*

Order for Ordinary Survey No. *267* in builder's yard.

State dates of letters respecting this case *25th April, 8th & 9th June and 8th Aug 1885.*

DATES of Survey held while building as per Section 18.

1st. On the several parts of the frame, when in place, and before the plating was wrought *29 June, 14, 9, 11, 12, 16, 22, 24, 26, 30, July*

2nd. On the plating during the process of riveting *3, 8, 10, 13, 15, 17, 25, 29, 31, Aug. 11, 14, 18, 20*

3rd. When the beams were in and fastened, and before the decks were laid... *26, 27, 31, Sep. 1, 7, 8, 11, 14, 18, 22, 30, Oct. 7, 9*

4th. When the ship was complete, and before the plating was finally coated or cemented... *3, 16, 19, 20, 21, 23, 27, 30, Nov. 3, 6, 10, 12, 13, 19, 20*

5th. After the ship was launched and equipped *7, 24*

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

The workmanship is good, and the vessel has been built in accordance with the tracings (4 in number) approved by the Secretary's letters above referred to and with the instructions contained in those letters, and otherwise in accordance with the Rules. The fore peak was filled and found to be satisfactory.

Forecastle *26 ft long*

Iron house: - *46 ft x 16 1/2 ft*

Poop *38 ft*

State if one, two, or three decked vessel, or if spar, or coving decked; and the lengths of poop, bridge, forecastle, or raised quarter deck. (If double bottom, state particulars on separate form.)

How are the surfaces preserved from oxidation? Inside *Portland Cement* Outside *Paint*

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

The amount of the Entry Fee *£ 4* is received by me, *J. Dodd*

Special *£ 68* 14: 0 23/11/ 1885

(To be sent as per margin.) Certificate ...

(Travelling Expenses, if any, £ ...)

Committee's Minute *FRIDAY 27 NOV 1885*

Character assigned *100 A.1*

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

It is submitted that this vessel appears to be eligible to be classed 100 A.1 as recommended.

Lloyd's Register Foundation