

IRON SHIP.

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

No. 4211 Survey held at *Dumharton* Date, First Survey *26 May 88* Last Survey *24 Nov 1885*

On the *3 masted ship Celtic Chief*

TONNAGE under Tonnage Deck *1652.37* ~~ONE OR TWO DECKED, THREE DECKED VESSEL,~~
~~SPAR, OR AWNING DECKED VESSEL.~~

Ditto of Third, Spar, or Awning Deck. *196.78* Half Breadth (moulded) *19.82*

Ditto of Poop, or Raised Or. Dk. *30.58* Depth from upper part of Keel to top of Upper Deck Beams *28.08*

Ditto of Houses on Deck *6.48* Girth of Half Midship Frame (as per Rule) *40.21*

Ditto of Forecastle *1786.21* 1st Number *84.91*

Gross Tonnage *37.09* 1st Number, if a 3-Decked Vessel deduct 7 feet

Less Crew Space *1749.12* Length *250*

Less Engine Room 2nd Number *21227*

Register Tonnage as cut on Beam *1749.12* Proportions— Breadths to Length *6.36*

Depths to Length—Upper Deck to Keel *9.96*

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

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* No. of Decks with flat laid *2* No. 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*

KEEL, depth and thickness *9 1/2 x 2 1/2* Inches in Ship. Inches per Rule.

STEM, moulding and thickness *9 x 2 1/2* Inches in Ship. Inches per Rule.

STERN-POST for Rudder do. do. *9 x 2 1/2* Inches in Ship. Inches per Rule.

" " for Propeller *9 x 2 1/2* Inches in Ship. Inches per Rule.

Distance of Frames from moulding edge to moulding edge, all fore and aft *24 ins*

FRAMES, Angle Iron, for 1/2 length amidships *5 3/2 x 8* Inches in Ship. Inches per Rule.

Do. for 1/4 at each end *3 1/2 x 8* Inches in Ship. Inches per Rule.

REVERSED FRAMES, Angle Iron *3 1/2 x 8* Inches in Ship. Inches per Rule.

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships *3 1/2 x 10* Inches in Ship. Inches per Rule.

" thickness at the ends of vessel *8* Inches in Ship. Inches per Rule.

" depth at 1/4 the half-bdth. as per Rule *15 1/2* Inches in Ship. Inches per Rule.

" height extended at the Bilges *6 1/2* Inches in Ship. Inches per Rule.

BEAMS, Upper, Spar, or Awning Deck *9 1/2 x 9* Inches in Ship. Inches per Rule.

Single or double Angle Iron, Plate or Tee Bulb Iron *3 1/2 x 7* Inches in Ship. Inches per Rule.

Single or double Angle Iron on Upper edge *3 1/2 x 7* Inches in Ship. Inches per Rule.

Average space *48 ins*

BEAMS, Main, or Middle Deck *6 1/2 x 9* Inches in Ship. Inches per Rule.

Single or double Angle Iron, Plate or Tee Bulb Iron *6 1/2 x 9* Inches in Ship. Inches per Rule.

Single or double Angle Iron on Upper Edge *6 1/2 x 9* Inches in Ship. Inches per Rule.

Average space *48 ins*

BEAMS, Hold, or Orlop *7 1/2 x 7* Inches in Ship. Inches per Rule.

Single or double Angle Iron, Plate or Tee Bulb Iron *7 1/2 x 7* Inches in Ship. Inches per Rule.

Single or double Angle Iron on Upper Edge *7 1/2 x 7* Inches in Ship. Inches per Rule.

Average space *48 ins*

KEELSONS Centre line, single or double plate, *18 x 13* Inches in Ship. Inches per Rule.

Box, or Intercoastal, Plates *12 x 13* Inches in Ship. Inches per Rule.

Rider Plate *12 x 13* Inches in Ship. Inches per Rule.

Bulb Plate to Intercoastal Keelson *5 1/2 x 9* Inches in Ship. Inches per Rule.

Angle Irons *5 1/2 x 9* Inches in Ship. Inches per Rule.

Double Angle Iron Side Keelson *5 1/2 x 9* Inches in Ship. Inches per Rule.

Side Intercoastal Plate *8* Inches in Ship. Inches per Rule.

do. Angle Irons *5 1/2 x 9* Inches in Ship. Inches per Rule.

Attached to outside plating with angle iron *3 x 7* Inches in Ship. Inches per Rule.

BILGE Angle Irons *5 1/2 x 9* Inches in Ship. Inches per Rule.

do. Bulb Iron *5 1/2 x 9* Inches in Ship. Inches per Rule.

do. Intercoastal plates riveted to plating for length *5 1/2 x 9* Inches in Ship. Inches per Rule.

BILGE STRINGER Angle Irons *5 1/2 x 9* Inches in Ship. Inches per Rule.

Intercoastal plates riveted to plating for length *5 1/2 x 9* Inches in Ship. Inches per Rule.

SIDE STRINGER Angle Irons *5 1/2 x 9* Inches in Ship. Inches per Rule.

Bulb whole length *5 1/2 x 9* Inches in Ship. Inches per Rule.

The FRAMES extend in one length from *middle line* to *gunwale*

The REVERSED ANGLE IRONS on floors and frames extend *across middle line to Bilge & thence* 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 1/2* ins. from centre to centre.

Butts of *4* Strakes at Bilge for *1/2* length, treble riveted with Butt Straps *1/6* 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 1/2* 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 *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 *5 1/4*

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Yes* No. of Breasthooks, *6* Crutches, *2*

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

Manufacturer's name or trade mark, *Hartlepool*

The above is a correct description.

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

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

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

GLS151-0191

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?

A very few

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

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 letter of the 8th June & 8th Aug. 1885. The steel is Messrs. and has been tested as required by the Rules at the Manufacturers Works.*

NUMBER for EQUIPMENT	22642(1)	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Wt. req'd per Rule.	Machine where Tested & Suprntd.
SAILS.							Bower Anchors	19913	37.0.8	33.16.3.14	36.5	Rehertm
Fore Sails,								19912	36.3.18	33.11.3.14	Collectm	
Fore Top Sails,								19903	31.1.0	29.11.1.0	Inte	
Fore Topmast Stay Sails,								19905	11.1.6	13.5.0.0	11.2	Swro
Main Sails,							Stream Anchor	19932	3.2.17	8.0.2.4	5.2	
Main Top Sails, and spare							Kedge	19914	2.3.18	5.10.0.0	2.3/4	
							2nd Kedge		3.5			

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

The Windlass is *In: Onies* 5 Capstans. *gd* and Rudder *gd* Pumps *gd*

Engine Room Skylights. How constructed?

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? *4 scuppers 5 Ports 35" x 23"*

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*

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?

Hatches, If strong and efficient? *3" Pine.*

Order for Special Survey No. *2020*

Date *29th April 1885*

Order for Ordinary Survey No. *267*

Date *29th April 1885*

No. *267* in builder's yard.

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

Specially Surveyed: - 1885. May 26, 28, 29, June 1, 4, 9, 11, 12, 16, 22, 24, 26, 30, July 1, 3, 8, 10, 13, 15, 17, 25, 29, 31, Aug. 11, 14, 18, 20, 26, 27, 31, Sep. 1, 7, 8, 11, 14, 18, 22, 30, Oct. 7, 9, 13, 16, 19, 20, 21, 23, 27, 30, Nov. 3, 6, 10, 12, 13, 19, 20 & 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, *23/11/1885*

Special *£ 68* Certificate *£ 14*

Committee's Minute

Character assigned

FRIDAY 27 NOV 1885

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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.

27/11/85

Lloyd's Register Foundation